



**NAPERVILLE PLANNING AND ZONING COMMISSION
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
08/08/2012 - 7:00 p.m.**

CALL TO ORDER:

A. ROLL CALL

B. APPROVE MINUTES

1. Approve the minutes of the July 18, 2012 Planning & Zoning Commission meeting.

C. OLD BUSINESS

D. PUBLIC HEARINGS

1. PC Case # PZC 12-1-039 and PZC 12-1-040 Water Street District - North Phase/South Phase
Petitioner: MP Water Street District, LLC, 410 S. Main Street, Naperville, IL
Location: The subject site is located in the Water Street District, which is bounded by Aurora Avenue on the south, DuPage River on the north, Main Street on the east, and Webster Street on the west.

Request: Recommend approval of PZC 12-1-039 and 12-1-040, Water Street District – North Phase/South Phase, subject to the conditions noted in the staff report. (Continued from the July 18, 2012 PZC meeting)

Official Notice: Published in the Naperville Sun on June 15, 2012

E. REPORTS AND RECOMMENDATIONS

F. CORRESPONDENCE

G. NEW BUSINESS

1. PC Case # PZC Appeal to Sign Code Interpretation
Petitioner: Mr. Keith Brumbaugh

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Location: n/a

Request: Uphold the Zoning Administrator's interpretation of the Sign Code to continue to allow a residential real estate sign to be placed on each property line with roadway frontage.

Official Notice: Not Required

H. ADJOURNMENT

Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Accessibility Coordinator at least 48 hours in advance of the scheduled meeting. The Accessibility Coordinator can be reached in person at 400 S. Eagle Street, Naperville, IL., via telephone at 630-420-6725 or 630-305-5205 (TDD) or via e-mail at manningm@naperville.il.us. Every effort will be made to allow for meeting participation.



**NAPERVILLE PLANNING AND ZONING COMMISSION
DRAFT MINUTES OF JULY, 18, 2012**

Call to Order

7:03 p.m.

A. Roll Call

Present: Frost, Coyne, Bruno, Gustin, Herzog, Messer, Meyer, Williams
Absent: Trowbridge
Student Members: Kevin Wei
Staff Present: Planning Team – Allison Laff, Clint Smith, Tim Felstrup

B. Minutes Approve the minutes of July 5, 2012

Motion by: Gustin Approved
Second by: Messer (8 to 0)

C. Old Business

D. Public Hearings

**D1.
PZC Case 12-1-089
Le Chocolat du
Bouchard**

The petitioner proposes to install a new 25 square foot (SF) awning sign along the building's Washington Street frontage. In order to install the awning sign, the petitioner requests a variance from Section 5-4-5:3 (Commercial Signs; Awnings and Canopy Signs) of the Naperville Municipal Code in order to have an awning sign larger than twelve (12) square feet in area for the property located at 127 S. Washington Street.

Tim Felstrup, Planning Services Team, gave an overview of the request.

Cathy Bouchard, owner of Le Chocolat, gave an overview of her request.

- Petitioner provided clarification regarding her plans to expand into the adjacent tenant space.
- 1st awning (existing) serves as entrance to café; 2nd awning (proposed) is over bakery/chocolate section of business.
- Petitioner noted that a 12 sq.ft. awning sign will be illegible given the font associated with the business name/logo.
- Petitioner noted that she has concerns with staff's recommended condition that would restrict future wall signage from being added to the Washington Street frontage.
- Petitioner noted that she would be interested in potentially installing a wall sign above the 129 S. Washington frontage.
- Petitioner indicated that she would prefer to remove the existing canopy sign over 129 S. Washington Street and add a new matching canopy to

127 S. Washington Street with a 25 sq.ft. awning sign subject to the condition that no future wall signage would be allowed. Staff indicated that staff prefers this option and noted that staff had previously raised it for consideration to the petitioner.

- The petitioner inquired about the possibility of constructing one awning covering both 129 and 127 S. Washington Street. Staff indicated that this is in conflict with the Downtown Design Guidelines.

Planning and Zoning Commission inquired about:

- Gustin – does the petitioner intend to open the wall between the units to expand her business over the two spaces? Staff noted that the petitioner will provide an internal opening between the two tenant spaces.
- Meyer – will staff's condition which prohibits wall signage from being placed on the business in the future include a limitation on window signage? No, window signage is not proposed to be included in that prohibition.
- Bruno – what is the allowable awning signage per business? Staff noted that the allowable amount of awning signage per business is 12 sq.ft.
- Gustin – is external lighting of the awning permitted by code? Staff responded that it is permitted.
- Herzog clarified that if the petitioner seeks to add a wall sign in the future, they could submit a variance request that would be considered by the PZC.
- Bruno noted that the proposed sign has less pitch due to the lower upper story windows on the 127 S. Washington unit.
- Herzog indicated that it would make sense to allow a wall sign on the 129 S. Washington frontage in the event that the existing awning is removed.
- Herzog recommended that the case be continued so as to allow the petitioner to firm up her request regarding the signage allowed at 129 S. Washington Street.
- Upon further discussion and clarification, the PZC indicated that they are comfortable acting on the request tonight with the understanding that the same awning/sign size is proposed for 129 S. Washington and 127 S. Washington.

Public Testimony: None

Planning and Zoning Commission closed the public hearing.

Planning and Zoning Commission Discussion:

- Gustin – noted that she is glad that this issue was able to be resolved tonight and feels that the end product is better than what was originally proposed.

Planning and Zoning Commission moved to recommend approval of a variance to Section 5-4-5:3 of the Naperville Municipal Code to allow a 25 square foot awning sign to be installed at 129 S. Washington Street and a 25 square foot awning sign to be installed at 127 S. Washington Street, subject to the condition that the petitioner is prohibited from adding wall signage along the Washington Street frontage to either address in the future and that the awnings be aligned on the building frontages and be constructed of the same dimensions, color and design.

Motion by: Gustin
Seconded by: Messer

Approved
(7 to 1)

Ayes: Coyne, Frost, Gustin, Messer, Meyer, Williams, Herzog
Nays: Bruno

**D2.
PZC Case 12-1-087
732 Saddlers Court
Fence**

The petitioner requests approval of a variance from Sections 6-2-12:1.7 and 6-2-12:1.2 (Fences) of the Naperville Municipal Code in order to construct a 6' tall ornamental aluminum fence (80% open) in the corner side yard along Hobson Road on the property located at 732 Saddlers Court.

Tim Felstrup, Planning Services Team, gave an overview of the request.

Attorney/Petitioner, address, (title) on behalf of the petitioner:

- Petitioner was present, but PZC indicated that they had no questions for him.

Planning and Zoning Commission inquired about:

- Herzog – are there differences between this case and other recent fence variance cases recently reviewed by PZC for Hobson Road? Staff noted that the proposed fence is in the corner side yard vs. other fences requested in the rear yard.
- Herzog – are the materials/height similar? Staff noted that Stanton Court fences were open wooden fences and 6' in height; the proposed fence is wrought-iron in appearance (constructed in aluminum) is also 6' in height.

Public Testimony: None

Planning and Zoning Commission closed the public hearing.

Planning and Zoning Commission Discussion:

- Gustin – prefers proposed material.
- Williams – the proposed fences seem to be the new norm for this area. Has no concerns with request and City Council appears to have been

supportive of similar requests in the recent past.

Planning and Zoning Commission moved to recommend approval of PZC #12-10-087 approving a variance to Sections 6-2-12:1.7 and 6-2-12:1.2 to allow a 6' tall wrought-iron fence to be installed at 732 Saddlers Court.

Motion by: Williams
Seconded by: Bruno

Approved
(8 to 0)

**D3.
PZC Case 12-1-041
Kiddie Academy on
North Aurora**

The petitioner requests approval of a conditional use for a day care center and nursery school in the B2 (Community Shopping Center District) and a major change to the Lots 6 & 11 Flynn Lauth Lot 2 Planned Unit Development to allow a Kiddie Academy child care learning center at 2828 Patriots Lane as well as sign and landscape variances to reduce the required parking lot setback along the south property line for Lots 6 and 11.

Clint Smith, Planning Services Team, gave an overview of the request.

Mike Roth, attorney, responded to PZC questions on behalf of the petitioner:

- Texas Roadhouse is a family restaurant that holds a liquor license.
- It is very common for day care facilities to be located in commercial areas. Residents are often opposed to day care centers in residential neighborhoods.
- Additional landscaping could be added if requested by PZC.
- Roth clarified impact of right-of-way taking on subject properties. They will work with IDOT to landscape areas of the right-of-way that are not paved. However, they are requesting the variances now to have clear title.
- Roth clarified that IDOT will not authorize an additional access point onto North Aurora Road.
- Jim Dauss, architect on behalf of the petitioner, indicated that no noise mitigation considerations have been made to date. However, there is an existing board-on-board fence along the northern property line. Proposed fence around the building's perimeter is 6' tall, aluminum, 80% open – decorative in nature.
- Chris Commarota, Vice President of Construction for Kiddie Academ, indicated that 6' solid fences have been installed previously where noise concerns have been raised.

Planning and Zoning Commission inquired about:

- Herzog – impact of proposed right-of-way expansion on parking lot. Clarified that the proposed variances are the direct result of the right-of-way taking. No other variances are requested.
- Gustin – is an additional curb cut proposed along North Aurora Road? Feels that this would help to reduce cut-through traffic impacts on Patriot Lane. Is the petitioner willing to add an additional buffer along rear of

lot?

- Coyne – it seems odd that a day care establishment would locate so close to an existing bar. Are there any liquor license prohibitions? Are the uses in conflict? Smith noted that peak times of each facility will not overlap, but will instead be complimentary to each other (day care closed during Texas Roadhouse's peak period).
- Bruno – requested that staff clarify the location of the fence. Smith clarified that the fence will be located around perimeter of majority of the building.
- Herzog – noted resident letter which stated concern regarding noise coming from the proposed facility. Herzog requested clarification regarding staff preferences for day care facility locations. Staff noted that many day care centers have recently located within commercial centers, including Naperville Crossings, Naperville South Commons, Cantore Place, etc.
- Herzog clarified that if IDOT does not take right-of-way, the proposed variances, if approved, will not allow them to remove landscaping or move the sign closer to the roadway than exist today.
- Herzog – any noise mitigation proposed to alleviate concerns from neighborhood?
- Coyne – how many kids will be at this facility? Petitioner indicated a maximum capacity of 79 children; approximately twenty 6-8 year old children at any time in the playground.
- Coyne – was the residential built prior to the commercial? Staff clarified that the entire development was platted at the same time; the residential may have been constructed first, but the commercial was always intended along North Aurora Road and Route 59.
- Gustin – lighting proposed? Petitioner – lights will be on between 6 a.m. and 6 p.m. (during business hours). They will comply with code limitations for lighting.
- Williams – provide additional clarification regarding the fence.
- Coyne – are they disputing the taking? Roth – no, not able to be disputed.
- Bruno – do they have other commercial operations? Petitioner – they have 102 locations; 40-50% are in a commercial environment. Several have been constructed in strip centers such as this.

Public Testimony:

- Bill Vercus, Resident of Hampton Park – community is age-restricted. Concerned about noise factor; feels this could be alleviated if additional trees were planted along fence line. Patriot Lane is heavily used. Texas Roadhouse has been a good neighbor, but some spillover parking occurs along Patriot Lane. Can parking be restricted along Patriot Lane? Staff noted that Patriot Lane is a private road. Concerns about pick-up time (5:30 a.m.) of dumpsters at existing Texas Roadhouse building.

Petitioner responded to testimony:

- Petitioner noted that Patriot Lane is owned by Solid Ground, LLC, but they are not factoring parking on this road into their required parking.
- Shared parking provided between Texas Roadhouse and Kiddie Academy. Kiddie Academy will have less parking demand than a traditional retailer that could have located in this strip center by right. Roth does not believe that the property owner would be opposed to a parking restriction on Patriot Lane.
- Petitioner is willing to provide some additional landscaping in area north of Patriot Lane pavement or in area adjacent to the playground.
- Roth noted that Texas Roadhouse dumpster pick-up concerns will be alleviated by new dumpster layout/fencing proposed. Roth will look into whether the pick-up time for the dumpsters could be restricted to after 8 a.m.
- Petitioner noted that proposed play spaces meet State of Illinois requirements.
- Petitioner clarified that a guard rail exists on site today adjacent to ADA ramps. Guard rail will be removed upon installation of proposed fence in front of the building. Fence in front of building is required by State of Illinois for safety reasons. Fence is required adjacent to any building exits and therefore cannot be removed from the front of the building.
- Petitioner indicated that there are no plans to modify the building's façade, with the exception of adding signage. Outside bays have awnings on them currently.
- Petitioner is agreeable to adding a combination of evergreen and deciduous trees adjacent to the playground.

Planning and Zoning Commission inquired about:

- Gustin inquired whether we could restrict parking on Patriot Lane through approval of the current variances? Staff noted that we would need to follow-up with additional information.
- Herzog inquired as to whether the overall development's parking requirements are being met by parking on the road. Staff indicated that parking on Patriot Lane would not be counted towards required parking.
- Frost – where would trees be? Staff clarified that trees could be planted on north side of Patriot Lane on petitioner's property.
- Frost – will there be an overlap between evening day care pick up and early dinner hours of Texas Roadhouse that would adversely impact traffic and circulation? Staff – should not be an issue.
- Herzog – landscaping closer to the playground would be more beneficial than landscaping on the north side of Patriot Lane.
- Williams asked speaker about fence material preferences. Speaker indicated that landscaping will help more than material changes.
- Herzog – how do we address noise? Solid fence vs. landscaping. Commissioners noted that they do not support a solid fence. Meyers indicated that she does not believe a different fence or additional

landscaping is needed.

- Coyne – noise and parking generation of this use will be far less intense than other potential retail users.
- Bruno – prefers additional landscaping near playground.
- Gustin – any façade renovations proposed? Awnings? Lighting?
- Bruno – can't support proposal based on fence in front of building unless he is able to review of site with a similar set up.

Planning and Zoning Commission closed the public hearing.

Planning and Zoning Commission Discussion:

- Bruno – supports necessary variances, but will not support project based on proposed use and resulting building design – not appropriate for a commercial development.
- Coyne – Not concerned about parking issue since people using the daycare only park there for a very short period of time.
- Frost – concerned about enforcement of a parking restriction on Patriot Lane since it is a private roadway.
- Gustin – would like “no parking restriction” on Patriot Lane; supports additional landscaping adjacent to playground.
- Messer – would like parking restriction on Patriot Lane (but has concerns about enforcement since it is a private road) and supports additional landscaping.
- Meyer - would like parking restriction on Patriot Lane.
- Williams – would like parking restriction on Patriot Lane, supports additional landscaping, and would like additional restrictions placed on Texas Roadhouse dumpsters.
- Herzog – parking is not a problem caused by subject case, but rather an existing business, and therefore, he does not support attaching the condition to this case.

Planning and Zoning Commission moved to recommend approval of PZC 12-1-041 to approve a conditional use for a day care center, major change to the Flynn Lauth Lot 2 PUD, and variances from Sections 5-4-5:2.5 (Monument Signs), 5-10-3 (Landscaping and Screening), and 6-9-2:4.3 (Off Street Parking Facilities) to reduce the setback along the south property line of Lots 6 and 11.

Motion by: Meyer

Seconded by: Coyne

Motion to amend to include a condition that the petitioner shall work with the City to develop a reasonable landscaping plan to provide additional landscaping along Patriot Lane behind the playground area on Lot 6 the purpose of noise abatement. Approved (7 to 1)

Motion by: Herzog

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Seconded by: Williams

Ayes: Bruno, Coyne, Frost, Gustin, Messer, Williams,
Herzog
Nays: Meyer

Motion to amend to include a condition to restrict parking along that portion of Patriot Lane owned by the petitioner as required by and in accordance with City requirements. Failed (4-4)

Motion by: Gustin
Seconded by: Messer

Ayes: Coyne, Gustin, Messer, Williams
Nays: Bruno, Frost, Meyer, Herzog

The Commission voted on the amended main motion. Approved (7-1)

Ayes: Coyne, Frost, Gustin, Messer, Meyer, Williams,
Herzog
Nays: Bruno

E. Reports and Recommendations

F. Correspondence

G. New Business

**G1.
PZC Case 12-1-090
Planning Services
Team FY12/13
Work Program**

Staff requests approval of the proposed FY12/13 Planning Team Work Program.

Allison Laff, Planning Services Team, gave an overview of the request.

Planning and Zoning Commission inquired about:

- Gustin – has the Women’s Club reached out to the City to determine if CDBG funds are available for accessibility improvements? Staff will follow-up with the Women’s Club.
- Gustin – how much funding is available for Ogden Avenue? Staff noted \$50,000 has been allocated to this grant project and that staff intends to open the grant cycle in August 2012.
- Meyer – inquired about the status of the TU text amendment. Staff indicated that staff may start working on the TU text amendment but won’t have it done this fiscal year given other priority implementation items.

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- Meyer – requested clarification as to if the Greener Business Program is an annual program. Staff noted that we are wrapping up the existing program; this program will not be offered on an annual basis.
- Bruno – inquired about temporary real estate signs. When do they become permanent? Staff will follow up with a report on sign code allowances and any proposed changes.
- Messer – whether a text amendment need to be done to allow pedestrian bridges in downtown. Staff indicated that such text amendment has been included in the work program.

Public Testimony: None

Planning and Zoning Commission moved to recommend approval of the FY12/13 Planning Team Work Program.

Motion by: Gustin
Seconded by: Bruno

Approved
(8 to 0)

H. Adjournment

10:03 p.m.



Naperville

NAPERVILLE PLANNING AND ZONING COMMISSION AGENDA ITEM

CASE: PZC 12-1-039 and **AGENDA DATE:** 8/8/2012
PZC 12-1-040
SUBJECT: Water Street District - North Phase/South Phase
 Petitioner: MP Water Street District, LLC, 410 S. Main Street, Naperville, IL

LOCATION: The subject site is located in the Water Street District, which is bounded by Aurora Avenue on the south, DuPage River on the north, Main Street on the east, and Webster Street on the west.

Correspondence New Business Old Business Public Hearing

SYNOPSIS:

The petitioner is requesting approval of Final PUD Plats, Final Subdivision Plats, a conditional use for a hotel, a parking deviation, and several sign deviations for the Water Street District - North Phase/South Phase.

PLAN COMMISSION ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
8/18/2010	D2	Plan Commission recommended approval of PZC 10-1-078, Water Street District – Condo Alternative (vote 5-2) and Water Street District – Hotel Alternative (vote 6-1).
10/19/2011	D3	Plan Commission recommended approval to rezone certain properties within the Water Street District from B5 (Secondary Commercial) to B4 (Downtown Core) – (vote 7-0).
6/20/12	D3	Planning and Zoning Commission (PZC) opened the public hearing and continued the cases to the July 17, 2012 meeting (and subsequently the August 8, 2012 meeting) in order to receive additional information.

ACTION REQUESTED/RECOMMENDED THIS MEETING:

Recommend approval of PZC 12-1-039 and 12-1-040, Water Street District – North Phase/South Phase, subject to the following conditions:

- Any use proposed for the 7th floor of the Hotel Building shall be limited to a full-service restaurant. If a restaurant is not located on the 7th floor of the Hotel Building, the remaining restaurant square footage permitted within the Water Street District shall be limited to 21,581 square feet consistent with the approved Preliminary PUD Plat.

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- Replace the 2nd floor balconies on the Loggia building with "juliet" balconies and include a maintenance condition for any balconies overhanging the public right-of-way; and
- Modify the sign package to (1) eliminate the requested blade sign deviation for all Water Street District buildings, except for the Holiday Inn Express, (2) reduce the total size of the hotel banner signs to a maximum of 24 square feet per sign, (3) reduce the total number of hotel banner signs from 9 total to 6 total (2 along Webster Street facade; 4 along Water Street facade), (4) eliminate the requested off-premise sign for Holiday Inn Express proposed at the entry to the parking deck and replace this sign with a directional sign reading "Water Street District" (no deviation needed), and (5) reduce the overall height of Sign F (Holiday Inn Express wall sign proposed for east stair tower) to no greater than 10' total height (including all sign copy and logos).

PREPARED BY: Allison Laff, AICP, Planning Operations Manager

BACKGROUND:

The Water Street District – North Phase/South Phase, as proposed, will include the following (see Attachment 1):

- 130 room hotel (Hotel building)
- 62 to 66 apartment units (Theatre & Loggia buildings)
- 53,419 square feet of retail/restaurant/office uses (Loggia, Theatre, and Hotel buildings)
- 22,121 square feet of office/medical office (Office Building on Webster Street)
- 551 space parking deck (south of Water Street)
- Riverwalk, streetscape, and plaza improvements.

The petitioner is seeking the following approvals for the Water Street District – North Phase/South Phase:

- Approval of Final PUD Plats which are not in substantial conformance with the approved Water Street Preliminary PUD Plat;
- Approval of Final Subdivision Plats;
- Approval of a Conditional Use for a hotel in accordance with Section 6-7D-3 (B4: Conditional Uses) and 6-3-8 (Conditional Uses) of the Naperville Municipal Code;
- Approval of a parking deviation in accordance with Sections 6-7D-4 (B4 Required Conditions) and 6-9-3:8 (Schedule of Off-Street Parking Requirements) of the Naperville Municipal Code to reduce the number of required parking spaces for the proposed hotel and residential units; and
- Approval of deviations to Section 5-4 (Street Graphics Control) to allow for various signs throughout the Water Street District in excess of the sign code allowances.

DISCUSSION:

The public hearing regarding the Water Street District – North Phase/South Phase was opened at the June 20, 2012 PZC meeting. Following a presentation by staff and the petitioner, as well as testimony from 7 members of the public, the PZC continued the case to July 18, 2012, in order to receive additional information (see Attachment 2 for the June 20, 2012 PZC meeting minutes).

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The petitioner's responses to the concerns raised at the June 20, 2012 PZC meeting are attached (see Attachment 3); staff responses are provided below.

Height Comparisons

The PZC requested a list of existing downtown buildings by height (see Attachment 4). It is important to note that while the B4 (Downtown Core) district, as amended in 2011, stipulates a maximum building height of 60', *Naperville Downtown2030* notes that "*the Water Street Vision Statement and subsequent PUD approvals shall continue to dictate allowable height within [the] study area*". Per the Water Street Vision Statement, consideration should be given for taller structures if minimal impact is imposed on the surrounding area. Staff continues to support the proposed Water Street building heights for the following reasons:

- The Loggia and Theatre buildings, which range in height from 66' to 68'11" to each respective parapet, are generally consistent with the B4 (Downtown Core) height limitation of 60', as measured to the top of the roof (excluding the parapet). Each building's parapet adds approximately 2-3' to the building's total height.
- The upper stories of the Hotel building are stepped back to minimize the appearance of the building's bulk at the pedestrian level. As noted in *Naperville Downtown2030*, "innovative zoning and design tools, such as stepping back upper stories, shall be explored to help minimize the impact of proposed additions and new construction that exceed the existing height pattern of an established development area... such tools may also be appropriately applied to the peripheral areas of the downtown to respect the decreased height present in the outlying residential areas". As proposed, the 5th floor (52.8') of the Hotel building is stepped back 8' from the floors below and the 7th floor (penthouse) is stepped back an additional 17.2' from the 5th floor location (see Attachment 5).
- The materials proposed for the Hotel Building, which include the use of lighter toned stone on the 5th through 7th floors with a red-brick base from the ground through the 4th floor, also help to draw the pedestrian's eye to the street level and minimize the appearance/visibility of the upper stories.
- The topography change from Water Street to Aurora Avenue (topography increases moving from north to south along Webster Street) will also assist in reducing the visible height of the Water Street buildings as perceived from Aurora Avenue (see Attachment 6).
- The proposed development's overall FAR of 2.12 complies with the 2.5 maximum FAR in the B4 district.

Shadow Studies

The PZC requested that an updated shadow study be provided based on the new building heights proposed. The requested shadow studies have been provided by the petitioner (see Attachment 7).

Hotel Building

Several concerns were raised at the June 20, 2012 PZC meeting with respect to the proposed hotel building.

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Height

Based on feedback provided at the June 20, 2012 PZC meeting, the petitioner has lowered the height of the main tower of the Hotel Building from 90.2' to 88.5' (see Attachment 8). In addition, the petitioner has lowered the height of the two easternmost accent towers on the Water Street façade hotel building from 79.3' to 65'. As noted above, per the zoning code, the tower height is not calculated into the measurement of building height; the building's height, per the code measurement, is 80.7'. Staff continues to support the proposed hotel height, based upon the information provided under "Height Comparisons" above.

Building Materials

At the June 20, 2012 PZC meeting, staff noted concerns regarding the petitioner's proposed addition of simulated stone to the hotel towers (previously proposed as brick). While staff noted support for the use of simulated stone on the upper stories (to help reduce the appearance of bulk), staff noted concerns that the additional use of this material on the towers could result in the stone panel product appearing as the dominant material used on the hotel.

Staff has continued to work with the petitioner on this issue since the June 20th PZC meeting. Given that the petitioner has reduced the height of the westernmost accent towers on this building, staff finds that the stone material will continue to serve as an accent material on the pedestrian-level facade (1st through 4th floors) and not dominate the building's facade. Staff supports the revised Hotel elevations as proposed (see Attachment 8).

Rooftop Use

Several concerns were raised by PZC members with respect to the proposed rooftop lounge area, included an approximately 2,200 square foot interior seating space with approximately 5,760 square feet of space for exterior seating (7,960 sq.ft. total), including impacts on parking, nearby residents, and land use. Per the petitioner, this space would be not be affiliated with Holiday Inn Express (i.e., run by a different operator) and initially proposed as a lounge serving finger foods (full kitchen not available).

Naperville Downtown2030 addresses the retail mix of the downtown and specifically notes the following pertaining to restaurants/bars:

"Eating establishments provide a needed and desirable amenity for downtown visitors, customers, and employees. Eating establishments most beneficial to the 24-hour downtown environment will provide lunch and dinner options, thus minimizing storefronts which are closed during daytime hours. Permitted eating establishments may hold a liquor license provided that the principal use of the operation is the sale of food (not including liquor sales). Due to their potential for increased impact on the downtown, those uses in which liquor is the primary item sold and/or consumed on the premises do not qualify as eating establishments... It is critical to maintain a balance of all uses to achieve a vibrant downtown. In this respect, downtown restaurant and liquor establishments should not predominate, thus eliminating or minimizing other downtown sectors including retail, service, and residential uses."

In accordance with the recommendations of *Naperville Downtown2030*, staff informed the petitioner that we would not support a new bar within the Water Street District. In response to

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staff's concerns, the petitioner has modified their plans to include a full-service restaurant on the 7th floor of the hotel building, which has resulted in a modified floor plan to include additional interior seating space (increased from 2,200 sq.ft. to approximately 4,000 sq.ft.) to accommodate a full kitchen and support functions, as well as reduced exterior seating space (reduced from 5,760 sq.ft. to 4,000 sq.ft.). As a result, the total square footage allocated to the restaurant use increased slightly from 7,960 sq.ft. to 8,000 sq.ft. Attachment 9 provides a perspective of the 7th floor restaurant space (please note: this exhibit has not yet been updated to reflected the revised interior/exterior seating spaces).

The 2007 Water Street Preliminary PUD approvals included a restaurant limitation of approximately 21,500 square feet to be located within the Theater, Loggia, and Hotel (previously Mixed-Use) buildings. This square footage limitation was added in an effort to ensure that restaurant uses do not dominate the retail square footage allocation of Water Street District, as noted above. With the addition of the proposed 7th floor restaurant, the total restaurant square footage within all Water Street District buildings would increase to approximately 25,500 square feet. Staff supports the requested restaurant square footage increase provided that should the restaurant not locate on the 7th floor of the Hotel Building, the restaurant square footage for the remainder of the Water Street District will remain limited to 21,581 square feet consistent with the approved Preliminary PUD Plat.

It should be noted that the parking demand associated with an 8,000 square foot restaurant use on the 7th floor has been reflected in the parking demand calculations provided in the parking section below. Based upon these calculations, the proposed parking supply can accommodate the additional restaurant use, including the outdoor seating space.

The petitioner's responses to concerns regarding the impact of the 7th floor restaurant space on the adjacent neighborhood can be found in Attachment 3.

Balconies

At the June 20, 2012 meeting, the PZC voiced concerns about proposed Theater and Loggia building balconies given their location which overhangs the public right-of-way. In response, the petitioner has provided clarification about the number and type of balconies proposed along the Water Street facades of the Loggia and Theater Buildings, as follows:

Building	Number of Balconies	Balcony Dimensions	Total Balcony Sq.Ft.
Loggia Building	17	5' x 10'	850 sq.ft.
Theater Building	6	5' x 9'	270 sq.ft.
Total*	23		1,120 sq.ft.

*Total represents only those balconies overhanging the public right-of-way.

Upon further review of the balcony renderings (see Attachment 10), staff recommends the following with respect to the balconies proposed to overhang the Water Street right-of-way; staff has no concerns with the remaining balconies which will be located elsewhere throughout the development on private property:

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August 8, 2012
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- Loggia Building: staff finds that the number and location of the 17 balconies proposed, particularly those located along the 2nd floor, will inhibit the pedestrian experience along Water Street. Accordingly, staff has recommended that the petitioner remove the 2nd floor overhanging balconies located in the center portion of the building (4 total). The petitioner is agreeable to the removal of the overhanging balconies and instead proposed "juliet" balconies which are essentially flush against the building's facade.

It should be noted that the 8 balconies proposed at the center of the building will have the greatest encroachment at 5' overhang into the Water Street right-of-way. Due to the building's modulation, the balconies proposed at the southwest corner of the building along Water Street will encroach approximately 3' and those at the southeast corner of the building will encroach approximately 4'. This staggered encroachment pattern will provide some variation along the building's facade, thus reducing the monotonous appearance of the overhanging balconies.

- Theater Building: staff finds that the 6 balconies proposed add to the building's symmetry and design aesthetic. Given the building's narrow width, staff has no concerns with these proposed balconies.

Maintenance/Storage

Staff shares the concerns raised by the PZC with respect to storage of residential property on the balconies. In their response, the petitioner notes that only electric grills, outdoor-use tables and chairs, and management-approved flower boxes will be permitted on the balconies. No bicycle or storage will be allowed on the balconies. Staff will reflect this restriction in the PUD approvals, as well as any right-of-way encroachment agreements approved for the balconies located within the Water Street right-of-way, to ensure that appropriate use of the balconies can be enforced moving forward.

FAR

Per the Zoning Code, floor area ratio (FAR) is calculated by dividing the floor area within a building on a lot by the area of such lot; floor area is defined as "the sum of the gross horizontal areas of the several floors of a building or structure measured from the exterior faces of the exterior walls... the "floor area" of a building or structure shall include: basement floor area, ... interior balconies and mezzanines, enclosed porches...". Per this definition, the exterior unenclosed balconies would not be included in the calculation of FAR. However, even if the square footage of the 17 balconies (2,690 sq.ft.) were included in the calculation, the resulting FAR would increase from 2.15 (FAR without balconies) to 2.17 (FAR with balconies), which is still within the allowable 2.5 FAR per the B4 district.

Parking

The proposed development includes the construction of a 551 space parking deck. This parking deck will accommodate both parking demand from the proposed development and will provide for additional parking capacity to serve the overall downtown. Parking demand for commercial uses (retail, restaurant & office) is determined based upon the Continuous Improvement Model (CIM), which establishes a parking ratio reflective of the actual parking demand for downtown commercial uses and accounts for the shared parking that occurs within the area. The 2010 CIM model estimated that each 1,000 square feet of commercial space requires 2.01 parking spaces to

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satisfy the customer and employee parking demand. The parking requirements for both the residential units and hotel are calculated separately from the downtown parking ratio, and defers to the Municipal Code requirements of 2 parking spaces per residential unit and 1 parking space per hotel room, plus employee parking (for a total required parking of 264 parking spaces).

As part of the development application, the petitioner has requested a variance from the parking requirements related to the residential and hotel components of the development. In consideration of this request, the petitioner submitted a parking study with comparable data for both multi-family residential uses and hotels. A copy of the study is attached as Attachment 11. Upon review of the study, comparable data, and the unique nature of the proposed development, staff is supportive of a parking variance related to the residential and hotel components of the development, to be calculated as follows:

*Number of Hotel Rooms x 72% Average Occupancy Rate x 0.83 spaces/room
1.5 parking spaces per residential unit*

When applied to the proposed development, 78 parking spaces are required for the hotel use and 93 parking spaces are required for the proposed apartments (total of 171 reserved parking spaces). If any future adjustments are made to the number of hotel rooms or apartment units constructed, the total number of reserved parking spaces will be adjusted accordingly based on the formula noted above.

It should be noted that the 171 reserved parking spaces associated with the residential and hotel uses will be assigned and the developer will be responsible for paying the direct construction and maintenance costs of these spaces. Visitors, shoppers, valet operators and employees of the commercial components of the development will be able to park in the 380 non-reserved parking spaces in the parking deck, similar to how Van Buren Parking Facility and Central Parking Facility currently operates.

The table below provides a summary of the parking demand associated with the development, including information related to the Preliminary PUD approved in 2007. The anticipated parking demand associated with the Water Street Final PUD is calculated with the residential and hotel variances outlined above. While the demand for the development exceeds the number of reserved spaces, users associated with the commercial portions of the project (restaurant, retail, and office) will be able to park in the general public parking areas of the deck consistent with the rest of Downtown Naperville. In order to evaluate the overall parking surplus for the downtown, a parking demand was estimated for the Water Street properties not included in the Final PUD. This demand contemplated redevelopment of the properties on Aurora Avenue and the future River Main project which is collectively estimated to require 122 spaces. It should be noted that this estimate does not include the Naperville Township Building or Dr. Bergamini's office, as their parking is already accommodated on site.

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<u>Water Street Parking Summary</u>	<u>Parking Demand</u>
2007 – Water Street Preliminary PUD	274 spaces
2012 – Water Street Final PUD (per code)	416 spaces
2012 – Water Street Final PUD (with variances)	332 spaces
Additional Parking Demand for Water Street Area (estimated)	122 spaces
Total Area Demand	454 spaces
Surplus After Development	97 spaces
<hr/>	<hr/>
Total Parking Spaces	551 spaces
Reserved Parking Spaces	171 spaces
Unreserved/Public Spaces	380 spaces

Sign Deviations

At the June 20, 2012 PZC meeting, the petitioner presented the Water Street District Sign Regulations package. While this package provided sign guidelines for all development occurring in the Water Street District, it did not specify which guidelines were provided in compliance with the code vs. those which required deviations. In addition, details regarding the size and location of the proposed hotel signage were not solidified in advance of this meeting. The PZC requested specific details regarding the sign package proposed.

Since the PZC meeting, staff has worked closely with the petitioner to identify all signs proposed and associated deviations (see Attachment 12). It should be noted that since the plans were submitted, the petitioner has agreed to further modify the plans to either eliminate specific deviations or reduce the extent of the requested deviations, as recommended by staff (as also noted under the "Recommendation" section). These modifications are not yet reflected in the attached plans. With the development of these new exhibits, the petitioner has eliminated the previously proposed Water Street District Sign Regulations package. Staff concurs with the elimination of this document, as many of the previously proposed aesthetic regulations (awning design and color) are currently reflected in the *Naperville Downtown2030* Design Guidelines.

Provided below is a brief overview of the sign package; staff will provide further details regarding the signs requested during the PZC presentation:

Theater and Loggia Buildings

- All signage (wall, awning, and blade) along the Water Street facades of these buildings will comply with existing Sign Code limitations.
- As the plaza and Riverwalk sides of these buildings do not front public right-of-way, a deviation is required to allow signs to be located along these facades. If approved, all proposed signs (wall, awning, and blade) will comply with the existing Sign Code limitations provided for buildings which front public rights-of-way, unless otherwise noted below:
 - An "off-premise" sign is proposed to allow for the wall sign associated with the corner restaurant tenant in the Loggia Building to be located on the 2nd floor above their tenant space (vs. on the wall of their 1st floor tenant space). The off-

premise sign is proposed to increase visibility of the sign from the Downtown Core.

- For those retail uses located in the Loggia Building (except for the corner restaurant tenant), the permitted awning sign size will be increased from the 12 square feet allowed per code to an area equivalent to 1.5 square feet per lineal foot of tenant space (typical wall sign calculation). To support the increased awning sign size, the petitioner will forgo the allowable wall signage for these tenants.

Hotel Building

- All signage (wall, awning, and blade) for the retail tenants located along the Water Street facade will comply with existing Sign Code limitations.
- The following deviations are requested for the hotel:
 - A 12 sq.ft. blade sign is proposed to project under the hotel canopy to denote this user as the building's anchor tenant (5 sq.ft. permitted per code);
 - Banners, which are classified as blade signs per the existing Sign Code, are requested to be attached to the Water Street facade of the Hotel Building (per code, one 5 sq.ft. blade sign is allowed per tenant). Staff has worked with the petitioner to reduce the size of the proposed banner from 42 sq.ft. per banner to 24 sq.ft. per banner (consistent with the size of banner signs attached to City light poles). Staff has additionally requested that the number of banner signs be reduced from 9 to 6 banners (2 along the Webster Street frontage; 4 along the Water Street frontage).
 - An "off-premise" wall sign for Holiday Inn Express is proposed to be located on the east elevation of the parking deck. Staff has worked with the petitioner to reduce the overall size of the proposed wall sign from approximately 20' in height to 10' in height; the previously recommended box sign has also been eliminated and replaced with internally-illuminated channel letters.
- While the petitioner had also previously requested an "off-premise" wall sign for Holiday Inn Express at the entryway to the parking deck, staff has directed the petitioner to replace this sign with a directional sign denoting the "Water Street District". A deviation is not requested for this sign.

Office Building

- All signage (wall, awning, and blade) for the office building located along Webster Street will comply with existing Sign Code limitations.

Other Topics

TIF

In 2007, a Tax Increment Financing (TIF) District was approved for the Water Street area, which is generally bound by Main Street, the DuPage River, Webster Street and Aurora Avenue. The TIF project objectives and eligible project costs are closely aligned with the objectives identified in the Water Street Vision Statement, which was approved in 2006. The proposed TIF eligible costs for the Water Street area are limited to financing only public improvements in the area, such as Riverwalk improvements, roadway reconstruction costs and public parking. Detailed

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cost allocations and priorities will be incorporated into a TIF redevelopment agreement for consideration by the City Council.

Traffic

The petitioner previously completed a traffic impact analysis for the 2010 Water Street District proposal. An update to this analysis has been provided to evaluate the revised proposal and current traffic conditions (see Attachment 6: Traffic Impact Analysis Summary). The petitioner also participated in the City's South Downtown Traffic Management Study (SDTMS) that developed a comprehensive set of strategies for addressing the future traffic and mobility needs of vehicles, bicyclists, and pedestrians in this area¹.

The 2010 analysis and current update indicates that there will be an overall increase of vehicular traffic traveling in and out of the Water Street District. These additional trips will affect the levels of service and queue lengths at the surrounding intersections. To address these impacts, a new traffic signal at the intersection of Aurora Avenue and Webster Street, with modifications to the existing traffic signal timings at other locations, is recommended when warranted. Consistent with the SDTMS report, additional operational management strategies, such as turning restrictions at the intersection of Main Street and the Alley (adjacent to the proposed Water Street Parking Deck) and stop controls at Main Street and Water Street, should also be evaluated as the Water Street District reaches build-out. Staff concurs with the conclusions of the traffic impact study and SDTMS.

Public Comment

The Naperville Area Homeowners Confederation submitted comments regarding the Water Street District for the PZC's consideration (see Attachment 13); it is important to note that the NAHC's comments have been revised since their original submittal based on additional information gained about the width of the on-street parking stalls on Water Street. Staff also received one email from the public regarding the development (see Attachment 14).

RECOMMENDATION:

Recommend approval of PZC 12-1-039 and 12-1-040, Water Street District – North Phase/South Phase, subject to the following conditions:

- Any use proposed for the 7th floor of the Hotel Building shall be limited to a full-service restaurant. If a restaurant is not located on the 7th floor of the Hotel Building, the remaining restaurant square footage permitted within the Water Street District shall be limited to 21,581 square feet consistent with the approved Preliminary PUD Plat.
- Replace the 2nd floor balconies on the Loggia building with "juliet" balconies and include a maintenance condition for any balconies overhanging the public right-of-way; and
- Modify the sign package to (1) eliminate the requested blade sign deviation for all Water Street District buildings, except for the Holiday Inn Express, (2) reduce the total size of the hotel banner signs to a maximum of 24 square feet per sign, (3) reduce the total number of hotel banner signs from 9 total to 6 total (2 along Webster Street facade; 4 along Water Street facade), (4) eliminate the requested off-premise sign for Holiday Inn

¹ The SDTMS was approved by TAB on March 6, 2010 and the City Council on May 18, 2010.

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Express proposed at the entry to the parking deck and replace this sign with a directional sign reading "Water Street District" (no deviation needed), and (5) reduce the overall height of Sign F (Holiday Inn Express wall sign proposed for east stair tower) to no greater than 10' total height (including all sign copy and logos).

ATTACHMENTS:

1. Water Street District – North Phase/South Phase – Water Street District Site Plan
2. Water Street District – North Phase/South Phase – 6/20/12 PZC minutes
3. Water Street District – North Phase/South Phase – Petitioner Response to 6/20/12 PZC concerns
4. Water Street District - North Phase/South Phase – Downtown Height Comparisons
5. Water Street District - North Phase/South Phase - Sight Line Study: Hotel
6. Water Street District – North Phase/South Phase – Sight Line Study: Aurora Avenue
7. Water Street District – North Phase/South Phase – Shadow Studies
8. Water Street District – North Phase/South Phase – Hotel Elevations
9. Water Street District – North Phase/South Phase – 7th Floor Restaurant Space
10. Water Street District – North Phase/South Phase – Balcony Renderings
11. Water Street District – North Phase/South Phase – Parking Study
12. Water Street District – North Phase/South Phase – Sign Package
13. Water Street District – North Phase/South Phase – NAHC Comments
14. Water Street District – North Phase/South Phase – Resident Comment



SITE PLAN

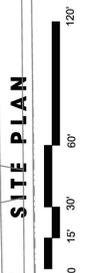
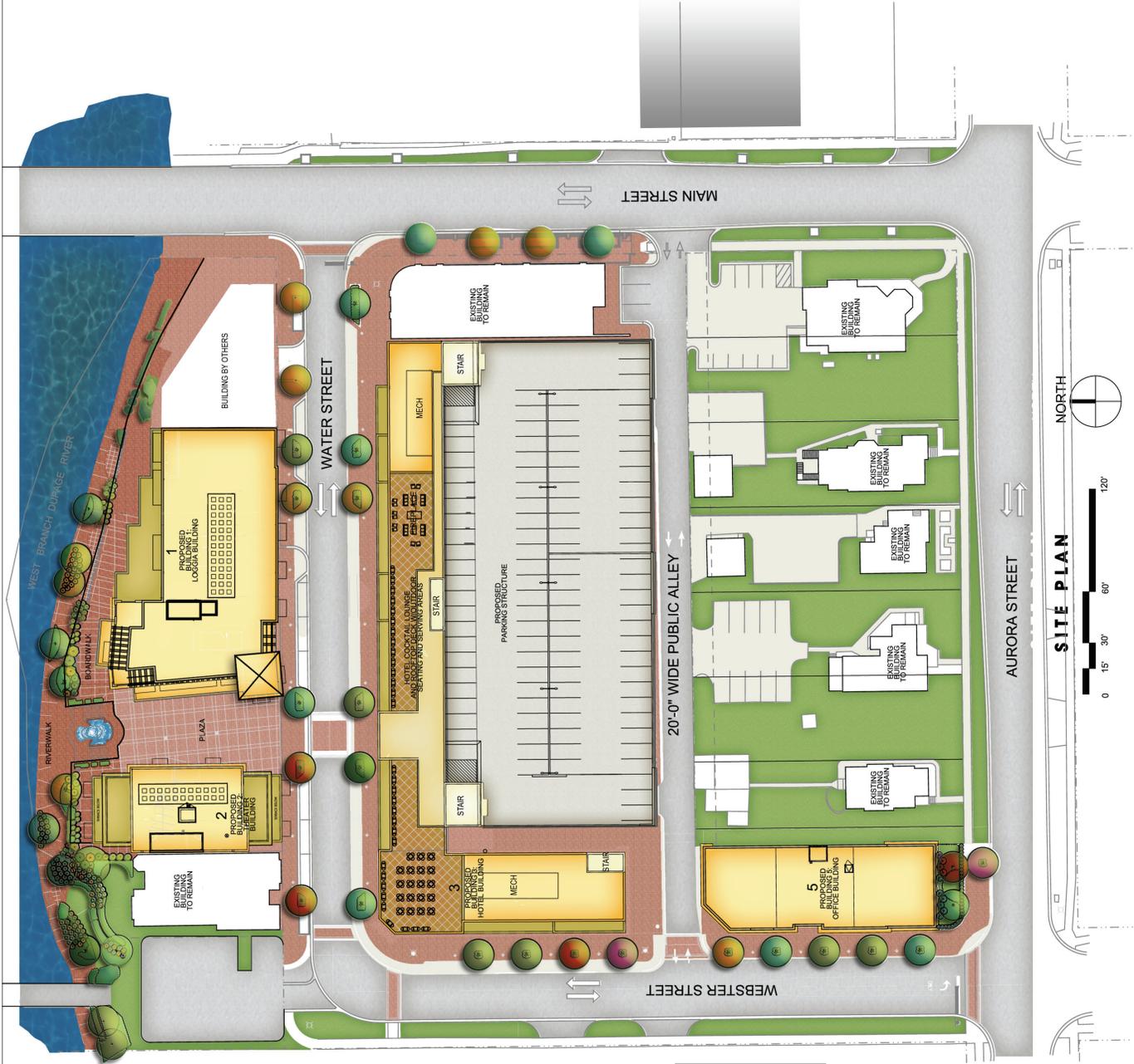
REVISED -
AUGUST 8, 2012

WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540



REGISTERED ARCHITECTS
REGISTERED ENGINEERS

PC-3



SITE PLAN

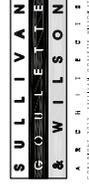
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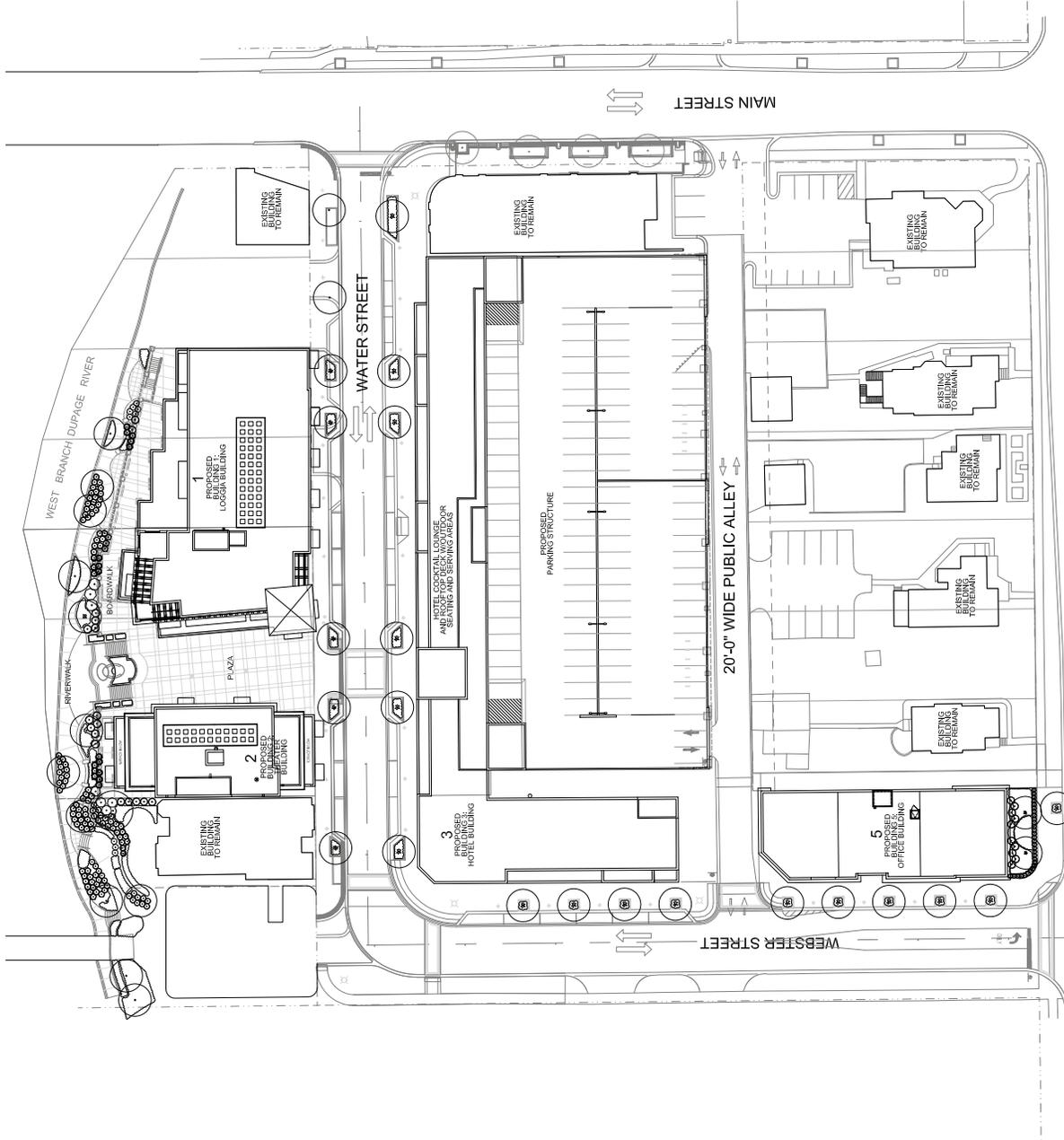
SITE/FIRST FLOOR PLAN

REVISED - AUGUST 8, 2012

WATER STREET DISTRICT NAPERVILLE, ILLINOIS 60640



PC-3



SITE PLAN





**NAPERVILLE PLANNING AND ZONING COMMISSION
MINUTES OF JUNE 20, 2012**

Call to Order

7: 00 p.m.

A. Roll Call

Present: Bruno, Coyne, Frost, Gustin, Herzog, Messer, Meyer, Trowbridge, Williams
Absent:
Student Members: Kevin Wei
Staff Present: Planning Team – Allison Laff, Ying Liu, Tim Felstrup, Clint Smith
Engineer – Andy Hynes

B. Minutes

Approve the minutes of June 6, 2012 subject to the amendment that adding “due to losing 30+ parking spaces” to the fourth bullet point under “Planning and Zoning Discussion” on Page 3.

Motion by: Gustin
Second by: Meyer
Approved
(9 to 0)

C. Old Business

D. Public Hearings

**D3.
PZC Case #12-1-039
Case Name
Water Street District
– North Phase/
South Phase**

The petitioner is requesting approval of Final PUD Plats, Final Subdivision Plats, a conditional use for a hotel, a parking deviation, approval of a sign regulations package, and related deviations for the Water Street District - North Phase/South Phase.

Commissioner Bruno recused himself for this case due to a conflict of interest.

Allison Laff, Planning Services Team, gave an overview of the request.

Kathy West, Attorney with Dommermuth, Brestal, Cobine & West, Ltd., spoke on behalf of the petitioner:

- Reviewed the background of the petitioner, MP Water District, LLC.
- The proposed parking deck is enclosed by commercial buildings on three sides with only one exposed façade.
- Site amenities are provided including a plaza, Riverwalk improvements, and an upper level boardwalk.
- The current proposal is largely consistent with the 2010 proposal.
- Proposed changes to the 2007 PUD include inclusion of 117 Water Street in the Loggia building, addition of a hotel, addition of a floor to

ATTACHMENT 2

the hotel building, conversion of condos to apartments and an increase in the number of residential units.

- The proposed hotel will be a Holiday Inn Express. A minimum of 130 rooms is required in order for the hotel to be economically feasible. The height of the building is increased by one floor in order to accommodate the 130 rooms that are necessary.
- The 5th and 6th floors of the hotel building are set back 7' from the front wall of the building.
- The traffic generation of the development is not significantly changed from the 2007 proposal.
- The proposed Riverwalk improvement continues to the east of Main Street.
- The parking deck itself is 70' tall, but the tower at the roof is 87' tall.

Mark Sullivan, Architect with Sullivan Goulette Wilson, spoke on behalf of the petitioner:

- Reviewed the design intent and rationale for this project.
- A major consideration of the design is to engage pedestrian activities.
- The main tower element on the south side of Water Street links the south building to the Riverwalk and the north side of Water Street.
- Has reached out to the community.
- The stone towers are incorporated in order to create a rhythm of the different materials and break up the building façade.

Planning and Zoning Commission inquired about

- The number of required parking spaces for the commercial uses.
- Whether the code requirement for 1 parking space/room should be adjusted to the industry standard for 0.6 parking spaces/room for hotels. Staff indicated that each case should be reviewed on its own merits.
- Whether the parking variance is based on the specific type of hotel that is being proposed. Staff indicated that the parking study utilized comparable data specific to the size and type of the proposed hotel.
- Whether the proposed parking ratio of 1.5 spaces/unit would be still applicable if the apartments were to be converted to condos. Staff indicated that the code does not differentiate parking requirements for residential rental vs. ownership. Staff indicated that if more parking spaces are needed for the residential units, staff will work with the petitioner to reserve more spaces in the parking deck.
- How the reserved parking spaces for the apartments/hotel would be guaranteed.
- The total number of parking spaces as compared to previous proposals.
- Whether valet parking would be provided. The petitioner indicated yes, most likely for the hotel and restaurants.
- Whether additional parking spaces can be added to the basement of the garages.
- Whether staff has any concerns about changing the proposed condos to

apartments. Staff indicated that there is no concern regarding the ownership structure of the residential units.

- How the development of this scale is consistent with the Water Street Vision Statement, which stated that taller structures shall have a minimal impact on the surrounding area. Laff responded that the development is mostly surrounded by non-residential uses and is lower in grade than the houses on Aurora Avenue, which mitigate the impact of the development on surrounding properties.
- Whether the apartments are intended for college rental similar to Naper Place. Laff clarified that the target market for the proposed apartments is young couples and seniors. The units are larger than Naper Place and also have designated parking spaces.
- Is concerned that the overhanging balconies would increase the bulk of the buildings in addition to the increased height.
- Is concerned about the south elevation of the garage which appears towering over the properties along Aurora Avenue and will be visible from a distance.
- What are the building materials for the south elevation of the garage. The petitioner indicated that the south elevation will utilize precast concrete products (form liners).
- Is concerned about the height of the hotel as viewed from the Riverwalk, which sits lower. The petitioner responded that people would not be able to see the hotel from the Riverwalk.
- Whether a rooftop garden would be included to soften the look of the hotel building.
- Whether the 90' tower on the hotel building can be lowered. The petitioner responded that the tower will be the demarcation for this development and cannot be lowered.
- How far the rooftop lounge will be setback from the cornice of the 6th floor of the hotel building. The petitioner indicated that the rooftop lounge will be set 15' back from the front wall of the 6th floor.
- The design of the parapet/guardrail for the rooftop dining area.
- Why the cornice of the 4th floor of hotel building doesn't follow the cornice line of the Northern Trust Building. The petitioner indicated that the 4th floor cornice line of the proposed building is lower than the Northern Trust Building and the 4th floor cornice line is carried throughout the Water Street development.
- Whether all of ground floor uses (with exception of the office building) are retail/restaurants.
- Whether the proposed brick color would match the Northern Trust Building.
- Is concerned that installing an additional traffic light at Aurora & Webster would result in more traffic back-up on Washington Street.
- Traffic impact of the project. Andy Hynes, Engineering Services Team, indicated that a comprehensive traffic study (SDTMS) was completed for the greater area in the vicinity of the subject property. The

development represents some changes to the traffic study; however, the changes are not significant enough to change the result of the study.

- How vehicles will enter and exit the parking deck and the functions of the alley. Bryan Rieger, Engineer with V3 Companies of IL spoke on behalf of the petitioner and reviewed traffic movements associated with the garage.
- The location of the loading zone in the development.
- Whether it is possible to have a pedestrian bridge or underpass connecting to Naper Settlement.
- Whether pedestrians can access the elevators through the alley.
- The location of the bike racks.
- What is the vision for the signage proposal along Riverwalk. How will the canopies be lit? Bruno Bottarelli, with Marquette Companies, reviewed the signage proposal for the Riverwalk including awning signs, blade signs, and wall signs. The awnings will be lit by shepherd crook external lights.

Public Testimony:

Dan Avjean, a Naperville resident, spoke in support of the development:

- The project completes the Riverwalk.

Kathy Benson, a Naperville resident, spoke against the development:

- Recognizes that the hotel is a highly desirable use.
- Is concerned about the density of the development and the height of the buildings.
- An updated shadow study should be done to reflect the increased height.
- Appreciates the increased alley width, but feels the width is still not sufficient.
- The proposed parking ratio for the hotel (0.6 spaces/room) would be insufficient if taking the restaurant/bar and employee parking into consideration.
- Valet parking should not use parking spaces designated for the hotel.
- Requests a comparison of the available public parking spaces in the original plans and the current plans.

Bob Fischer, representing the Naperville Homeowners Confederation, spoke against the development:

- The development is far too dense.
- Is concerned about traffic congestion resulting from the development and feels that converting 30 condos to 60 apartments would only amplify the traffic problem.
- The tall buildings as proposed will canyonize Water Street and intrude upon the Riverwalk.
- The overhang canopies are not appropriate along the Riverwalk.
- The bulk of the hotel building has been significantly increased.

- The proposed box sign on the hotel tower is neither appropriate nor necessary.
- Doesn't agree with the parking variances.
- Supports the elimination of the sky bridge and widening of the alley.
- Will there be sufficient revenue generation from the TIF.
- This development is not beneficial to the city.

Barb Enwright, a Naperville resident, spoke:

- How the noise generated from the rooftop bar/restaurant would impact the residential area south of Aurora.
- Requests restricting valet parking from the neighborhood streets.

Thom Higgins, a Naperville resident, spoke against the development:

- Is against narrowing the right-of-way from 66' to 57'.
- Compares the proposed sidewalks along Water Street to the sidewalk in front of the Gap store.
- Believes that pedestrian experience will be compromised with the reduced right-of-way width.

Anissa Olley, a Naperville resident, spoke against the development:

- The 2010 proposal was never approved by the City Council. Therefore, the commission should compare the 2012 proposal with the 2007 proposal.

Dick Furstenuau, a Naperville resident, spoke against the development:

- Believes that Water Street is not an appropriate location for a hotel.
- Believes that apartments need 2 parking spaces per unit.
- As part of the TIF, the Township parking lot will be removed and some spaces will be reserved in the parking deck close to the Township building. The petitioner and staff clarified there were a lot of discussion regarding the Township parking lot. However, nothing has been finalized.
- Some of the upper level setbacks were removed in the current proposal.
- Is concerned with the overhanging balconies along the Riverwalk and how they will impact the Riverwalk aesthetically.
- Suggests a height comparison drawing to illustrate the increased heights in the current proposal.

Planning and Zoning Commission inquired about:

- How to prevent residents and hotel guests from parking in the public spaces in the garage. Staff indicated overnight parking is not permitted in existing city decks.
- Noted that the Township employees will be able to utilize the parking deck as well.
- Whether there would be limitation for 3-hour parking in the deck.
- How parking would be handled if the hotel is booked. The petitioner

indicated that they anticipate that there will be excess parking for the apartments, which will serve as overflow parking for the hotel.

- Age brackets and parking ratio of the River Place development. Nick Ryan, with Marquette Companies, indicated that the River Place development has a parking ratio of 1.01 spaces per unit.
- Whether there will be any banquet space in the hotel. The petitioner indicated there will be meeting rooms but no banquet facility.
- Whether truck traffic will utilize the alley. The petitioner indicated no.
- A summary of the height changes to the buildings. The petitioner indicated that the height of the Loggia and Theatre buildings have not changed from the 2007 plan. The hotel building has increased from 83' to 90'. The height of the garage has increased slightly.
- Whether a variance is required for the box sign of the hotel. Staff indicated that a variance might be needed for the size and the location of the sign.
- Suggests red brick to serve as the background of the black box sign.

Planning and Zoning Commission Discussion: None

Planning and Zoning Commission moved to continue the case to July 18, 2012 and requested the following additional information:

- A summary of the signage variances including the size for each of the known sign.
- A rendering of the Riverwalk signage.
- A summary of the calculations and the number of parking spaces that will be available to the public from outside of the Water Street overall development as well as a comparison of the numbers to the 2007 proposal.
- Information about the TIF agreement as it relates to parking.
- A rendering looking down Water Street to illustrate the overhanging balconies, the canyon effect, and cornice height.
- Revised FAR taking the balconies into consideration.
- Requests the petitioner to consider lowering the height of the tower.

DOMMERMUTH, BRESTAL, COBINE & WEST, LTD.

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August 3, 2012

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Naperville Planning and Zoning Commission
 CITY OF NAPERVILLE
 400 South Eagle Street
 Naperville, Illinois 60540

RE: The Water Street District – Response to Issues and Questions

Dear Members of the Commission:

At the June 20th public hearing, several issues and questions were raised as to the design and function of the modified Water Street development proposal. MP Water Street District, LLC, through Marquette Companies, addresses and responds to those issues and questions as follows.

Building Height

The height of the buildings in the Water Street District development was discussed extensively during the review of the preliminary planned unit development in 2007 and again in 2010 when the hotel was first proposed. With the approval of the preliminary planned unit development, the City determined that the heights of the proposed buildings were appropriate for Downtown Naperville. Other than the Tower/Mixed Use (Hotel) Building, the heights of the buildings in this development proposal (including the Loggia Building and Theatre Building which front the Riverwalk) are consistent with the building heights and massings in the approved planned unit development (Building Height Comparison Chart – Attachment 1).

The Tower/Mixed Use (Hotel) Building (now known as the Riverwalk Hotel Building) has been modified from the approved planned unit development with the addition of a sixth floor and the modification in use of the rooftop from a resident outdoor amenity to a restaurant. The additional floor to the hotel is required in order to provide a sufficient number of hotel rooms (130) to make the hotel economically feasible. The restaurant is designed to attract visitors to a unique and exciting dining experience in Downtown Naperville. It complements the mix of streetside restaurants and will be an amenity for both the hotel and Downtown. The hotel will provide a much needed dimension and service to the plan which supports both Downtown merchants and the residents.

Also, the Riverwalk Hotel Building provides an important architectural design feature for the Water Street District. The hotel wraps the Parking Garage and conceals it from view. The height and mass of the Parking Garage are driven by the number of vehicles required to

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August 3, 2012

Page 2

accommodate the parking needs of not only our development proposal, but also the parking needs of the other properties in the Water Street/Aurora Avenue area, while contributing to the overall parking supply for Downtown Naperville. Riverwalk Hotel Building was purposely located internally within the development and away from the perimeter of the block. The Loggia Building and Theatre Building step up from the River to the hotel in order to conceal the Parking Garage. Because of its internal location, the Riverwalk Hotel Building does not impact Aurora Avenue or the Riverwalk. The carefully balanced approach to designing the Water Street District, its open/public spaces and its building heights is intentional, solving a number of both physical and economic issues, without compromising the integrity of the Water Street District, all while complementing the visual and economic impact of Downtown Naperville.

The factors and considerations which led the City to approve the building heights in the preliminary planned unit development are still valid for this modified development proposal:

1. Water Street Vision Statement: The Water Street Vision Statement was developed in anticipation of the redevelopment of the Water Street/Aurora Avenue area. The Vision Statement addressed the issue of building height:

“Consideration shall be given for predominately 2 story or taller buildings where appropriate. Taller structures of 3 to 5 stories may be suitable if a minimal impact is imposed upon the surrounding area. (This is not to be intended as an absolute maximum number of stories). The height guidelines established for the study area through the Downtown Plan, as well as the site topography and existing building heights within the general area, will be utilized to determine appropriate height for each building. Each building should not exceed the floor-area-ratio or maximum height limitation established within the respective zoning district in which the property is located.”

The Vision Statement states that building heights should be evaluated in terms of site topography and existing building heights within the general area. The heights of the proposed buildings within the Water Street District are appropriate based on these design considerations and the development’s compliance with the floor area ratio requirements of the B4 zoning classification.

2. Relationship to Moser Plaza Building: The buildings are designed to be in scale with the height of the Moser Plaza building. The street level cornices on the Loggia, Theatre and Riverwalk Hotel Buildings define the “outdoor public space room” and are consistent with the height of the cornice on the Moser Plaza building. The upper floors of these buildings are setback so as to minimize their visual impact and to avoid interfering with the street scale defined by the building cornice lines.
3. Creation of a Public Space: The relationship between the building heights and the “Outdoor Public Space” defined by those buildings has been carefully crafted to

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make the streets comfortable for people to engage with. This promotes shopping and public interaction. Streets are most comfortable when their widths equal the building heights that enclose them. The Water Street District is designed upon those types of time honored patterns (Outdoor Room Diagram – Attachment 2).

4. Topography: The Water Street topography is at a lower elevation than the Downtown area. Therefore, taller structures can be constructed in this area while maintaining visual consistency with Downtown Naperville. This complies with the intent of the Water Street Vision Statement. From a visual perspective, the height of the Riverwalk Hotel Building will be lower than the North Central College Fine Arts Center and the River Place Condominiums (except for the accent tower). The proposed Water Street District buildings will have less of a visual impact on the Downtown area than do some existing buildings which are lower in height but located on higher topography. (Downtown Building Height Comparison Chart – Attachment 3).
5. Shadow Study: The proposed buildings will not cast a shadow onto the north side of the Riverwalk, except for a few days in late December (Shadow Study - Attachment 4). That shadow is cast by the Loggia and Theatre Buildings, at the height previously approved by the City Council, and not by the modified Riverwalk Hotel Building.
6. Tower Element: The accent tower element on the Riverwalk Hotel Building is a decorative element only and serves as an architectural icon seen thru the Plaza which adds visual impact and identity to the District. In conjunction with the Plaza fountain, it functions to attract pedestrians and shoppers across the River from the North.
7. Public Amenities: The Water Street District is designed to integrate buildings and public and private open spaces. By increasing the height of the buildings, we are able to create open spaces (the Plaza and the Boardwalk) available for public use and to provide a public parking garage.

We have designed the buildings within the Water Street District so as to take advantage of the slope of the site with building forms that reduce the appearance of height. This development has been designed to integrate it into and support the commercial activities of Downtown Naperville. The design of the site and the buildings incorporate the considerations set forth in the Water Street Vision Statement.

We understand the concerns regarding the increased height of the Riverwalk Hotel Building. The overall height of the building has been increased to 73' 9" (sixth floor parapet)/ 82' 8" (rooftop restaurant). However, this additional story will not impact the Water Street streetscape or the surrounding area in that it is setback from the building facade and acts to shield the view of the Parking Garage. The rooftop restaurant also will have minimal visual impact because of its varying setbacks from fifth/sixth floor facade (Slight Line Studies – Attachment 5). This design

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feature reduces the building scale and minimizes the impact of the building's height; it is barely visible from the street. The tower element only occupies a small portion of the building facade and it has been reduced in height from 90'2" to 88'6" so as to be consistent with the stair/elevator parapet of the building (Hotel Elevation-Attachment 6). These design features have been employed so as to create a functional building with a prominent architectural facade, but which is sensitive to its location within Downtown Naperville.

Balconies

Due to the changes in the real estate market, the residential components of the Loggia Building and Theatre Building have been redesigned from large condominium units to sixty-two smaller apartment units.

In order to make the interior of the building function efficiently, the outdoor space for these residential units will consist of outdoor terraces and balconies located on the exterior facade of the buildings. Recessed balconies could not be designed into these buildings due to the size and configuration of the units and to keep the buildings as far from the Riverwalk and Boardwalk as possible.

On the Water Street frontage, we had proposed seventeen balconies on the Loggia Building and six balconies on the Theatre Building. Based on discussions with City staff, we have revised the facade of the Loggia Building to provide overhanging balconies on only the third and fourth floors; the second and fifth floors will only have juliette balconies. (Building/Streetscape Rendering – Attachment 7). The overhanging balconies vary in size (Balcony Information – Attachment 8). The third floor balconies will be approximately 24 feet 6 inches above the sidewalk.

The design of the two buildings includes forty-two balconies and eight terraces. The total area of all of the balconies is approximately 2,430 square feet. If the floor area of the balconies is included in the calculation of the floor area ratio, the floor area ratio of the Water Street development would increase from 2.15 to 2.17. The definition of "floor area" states that the floor area of a building is "measured from the exterior faces of the exterior walls" of the building; it does not include the area of a balcony, patio, terrace or other outdoor space. These spaces are amenities which do not increase the bulk of a building. We believe that it is not appropriate to include the area of the balconies in the floor area ratio calculations for this development. Regardless, in this situation, the additional floor area is negligible and is within the allowable floor area ratio criteria.

The juliette balconies on the fifth floor minimize the appearance of the buildings' height and maintain the cornice line. This design element maintains the architectural integrity of the building. On the second floor, the use of juliette balconies, instead of overhanging balconies, opens up the streetscape of Water Street.

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We understand that the balconies on the Water Street facade will overhang the public right-of-way and that nine feet of the right-of-way is being vacated in order to accommodate the development on the south side of Water Street.

We investigated the idea of shifting these buildings to the north so that the balconies would not overhang the public right-of-way. However, this design idea did not work; it resulted in the Boardwalk (which connects Main Street and the Plaza) being reduced in width to such an extent that the Boardwalk would not function as a pedestrian walkway.

We have not designed overhanging balconies for the Loggia and Theatre Buildings in order to increase the number of units. It is simply due to the need to design units to meet the current market conditions. Residents of suburban residential communities expect balconies.

As in all of our residential rental communities, restrictions will be imposed on the use of the balconies. Only electric grills, outdoor-use tables and chairs, and management-approved flower boxes will be permitted on the balconies. No bicycles or storage will be allowed on the balconies. This development will have on-site property management to insure that conduct and maintenance standards are met.

The balconies are designed as an architectural feature of the buildings. They provide visual interest and additional articulation of the building facades. The balconies are designed so as to integrate into, and not to detract from, the streetscape of the Water Street development.

Rooftop Restaurant

For the Riverwalk Hotel Building, we had proposed to incorporate a lounge on the roof. We understand the community's concerns regarding this proposed use. Therefore, this rooftop amenity will be designed for a restaurant (with a bar area). It will function similarly to other restaurants in Downtown Naperville. The enclosed space will consist of approximately 4,000 square feet and can accommodate (by code) maximum seating for 133. The outdoor area of approximately 4,000 square feet will be able to accommodate (by code) maximum seating for 130. Because of the seasonal nature of this area, it is not anticipated that both the indoor area and the outdoor area will be fully occupied simultaneously. The restaurant and outdoor area will only occupy approximately 54% of the rooftop area (Rooftop Plan – Attachment 9).

The restaurant is oriented toward Water Street and has varying setbacks from the front facade of the building. The residential neighborhood to the south is shielded from this use by the stair/elevator towers, the north wall of the Parking Garage and the corridor area. Therefore, it is designed to have no impact in terms of light and noise on the neighborhood to the south.

We understand that we will need to apply for and be issued all necessary liquor licenses for this use.

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We have designed the rooftop restaurant to add an exciting new dimension to Downtown Naperville and to create a destination venue that adds diversity to the retail mix in the Water Street District. It is not being designed to be some sort of rowdy establishment. We certainly do not want to create problems for our residents on Water Street, the hotel’s guests, our neighbors on Water Street and south of Aurora Avenue or the Downtown businesses. This facility has been designed to be fun and an amenity serving leisure and business travelers and to attract visitors to Downtown Naperville. It provides a unique opportunity to view and experience Naperville with its beautiful Downtown and Riverwalk.

Building Materials – Parking Garage

The Parking Garage has been designed so as to integrate it into the overall development. It is wrapped on three sides by the Riverwalk Hotel Building and the Moser Plaza Building. Only the south facade (facing Aurora Avenue) is exposed. Wrapping the Parking Garage with liner buildings is an ingenious solution to minimizing the bulk and appearance of the structure, while minimizing the public cost of the Parking Garage.

On the south facade, the spandrels will be picture frame with an acid-etched finish (to create the look of stone), the towers will be inlay brick concrete, and the trim will be cast stone. This facade of the building will continue to use the same high quality materials as proposed for the Riverwalk Hotel Building and will present a high quality appearance (Parking Garage Elevation – Attachment 10).

Parking Demand/Parking Garage Capacity

The Parking Garage is designed to accommodate 550 vehicles. The Water Street District development proposal generates a parking demand as follows:

Number of Spaces Required by Code:	401
Number of Spaces Required with Requested Variances:	309
Number of Spaces Required with SSA Credit:	304
Number of Spaces Required with Requested Variances and SSA Credit:	212

(Parking Demand Calculation Chart – Attachment 11).

The Parking Garage has sufficient capacity to accommodate the parking demand of the Water Street District development and the potential future redevelopment of the Water Street/Aurora Avenue area. This parking facility will also contribute to the parking supply in Downtown Naperville (Parking Garage Capacity Chart - Attachment 12).

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Deviations to the Street Graphics Control Regulations

We have had extensive discussions with City staff and have modified our signage proposal so that certain deviations are no longer being requested and certain deviations are being reduced. However, because of the unique nature and design of the Water Street District development, certain deviations to the Street Graphics Control Regulations are still necessary. The deviations, and the rationale thereof, are as follows: (Signage Chart – Attachment 13/Signage Elevations – Attachment 14).

1. Hotel Signage

Deviation 1: To increase the size of the projecting (blade) sign from 5 square feet (maximum allowed) to 12 square feet (proposed).

The hotel will be located on the upper floors of the Riverwalk Hotel Building. The entrance to the hotel will be located mid-block on Water Street. Because of the hotel's limited street frontage, the entrance needs to be readily visible. We are proposing a projecting (blade) sign underneath the porte cochere (entry canopy). It is proposed to be larger than what is permitted in order to achieve the necessary visibility. It will be consistent with the other signage along Water Street.

Deviation 2: To locate a sign on the Parking Garage which constitutes off-premise signage.

The hotel will be a destination place. As such, guests of the hotel will need to easily locate the hotel within the Downtown area. We are proposing to install two signs on the stair/elevator towers. The sign facing south will be located on the Riverwalk Hotel Building (which is a permitted sign). However, in order to help locate the hotel from Washington Street, a sign needs to be oriented toward the east. The only projection to the east is the stair/elevator tower on the Parking Garage. That is the only location for the sign.

Deviation 3: To increase the number of projecting signs from 1 (maximum allowed) to 7 (proposed).

Deviation 4: To increase the size of the projecting (banner) signs from 5 square feet (maximum allowed) to 24 square feet (proposed).

The hotel will be a unique use in Downtown Naperville and will be located on the upper floors of the Riverwalk Hotel Building. We are proposing to install banners on the second floor of the building along its Water Street and Webster Street facades so as to indicate the main floor of the hotel. The City's sign regulations only permit one projecting sign per business establishment per street frontage. Because the hotel has one projecting sign, ie. the blade sign under the canopy, no other projecting signs, including banners, would be permitted. Because the hotel comprises the entire building above the retail/restaurant uses on the first floor, additional signage is justified. The banners will identify the location of the hotel and add visual interest to the Water Street streetscape.

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2. Plaza/Boardwalk Signage

Deviation 5: To permit signs on the Plaza and Boardwalk which are not public rights-of-way.

The City's sign regulations allow signage only on those facades which have street frontage. The retail and restaurant spaces in the Loggia Building and Theatre Building will be oriented not just to Water Street, but also to the Plaza and Boardwalk along the River. We are proposing that the retail and restaurant establishments on the first floor of these buildings have signage on the Boardwalk and Plaza frontages so as to identify their location.

Deviation 6: To permit signs on the second floor of the Loggia Building to identify a first floor tenant.

We are proposing to locate a restaurant on the first floor of the Loggia Building along the Plaza and Boardwalk. In order for this restaurant to be visible, its signage needs to be located on the second floor of the Loggia Building.

Deviation 7: To increase the size of the awning signs along the Boardwalk greater than 12 square feet (maximum permitted).

The business establishments along the Boardwalk (except for the corner restaurants) will be limited to only awning signs and blade signs. In order to adequately identify these businesses, larger awning signage is appropriate.

We understand that the signage for this development must be appropriate and sensitive to the pedestrian character of Downtown Naperville and must maintain the integrity of the Riverwalk, while clearly identifying the businesses and locating the hotel. We propose that the signage will comply with the City's sign regulations, except for the deviations noted above. Due to the need for those deviations, we are proposing the following limitations on the signage for the development:

1. Hotel Signage

The wall signage for the hotel as presented is the only wall signage that is being requested. Even though the hotel is allowed by code to have wall signage on the upper floors of the building, the hotel will limit the wall signage as proposed.

In designing the signage for the hotel, the overall signage is less than permitted by code.

2. Boardwalk Signage

Other than for the restaurants, we are proposing to limit signage along the Boardwalk to only awning signage and projecting (blade) signage with a maximum of one and one-half (1 ½) square feet per lineal foot of frontage per business.

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We believe that these limitations on the amount of signage make the requested deviations appropriate while balancing the needs of the business establishments for appropriate identification and the community's desire to maintain the character and appearance of Downtown Naperville and the Riverwalk.

Parking Deviations

We have requested deviations from standard single use zoning requirements for the amount of parking to be provided for the residential units and the hotel. We believe that these deviations are reasonable based on several factors:

Residential Units: To decrease the required number of parking spaces from 2 spaces/unit to 1.5 spaces/unit.

1. This development, being located in Downtown Naperville, has access to public transportation including the PACE bus and the Metra train.

2. This residential development is designed to appeal to young professional people. The units in the Theatre Building will range in size from 614 square feet to 1,122 square feet and the units in the Loggia Building will vary in size from 641 square feet to 1,334 square feet. Of the 62 units, 10 are studio units (15%), 34 are 1-bedroom units (55%), and 18 are 2-bedroom units (30%). Due to the size of the units, the target market is comprised of residents who are single people (singletons) or couples with no children.

3. Based on the parking assessment and our experience with our 10,000 unit portfolio of residential rental communities, the data indicates that in this type of urban environment, a parking ratio of 1.5 parking spaces/unit is more than sufficient. Portfolio-wide, in our auto dependent, suburban green-field communities, "real parking demand" is 1 space per unit with an additional .5 space per unit for guest parking. The mixed-use nature of Water Street District, using those same metrics, will provide more than sufficient parking for the development proposed.

Hotel: To decrease the required number of parking spaces from 140 spaces to 78 spaces.

1. The proposed hotel will be a limited service facility. As such, it will not include banquet space, or large meeting spaces.

2. Many hotel guests will travel to Naperville via forms of transportation other than a car.

3. Based on hotel occupancy rates and parking demand studies, 78 parking spaces for the hotel will adequately service the hotel.

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The parking spaces for the residential units and the hotel will be reserved within the Parking Garage and will be managed by Marquette. We will allocate the reserved parking spaces between the residential units and the hotel so as to provide sufficient parking for each use during peak times and for overnight guests.

Width of the Alley

The alley, which traverses east-to-west between Main Street and Webster Street, will provide ingress and egress from the Parking Garage and will maintain the circulation grid of the district and access to the properties along Aurora Avenue. As presently configured, the alley varies in width from 20 feet at Main Street to 22 feet at Webster Street.

Ideally, alleys are designed at a narrower width than roadways avoiding confusion to drivers with the intent of the vehicular function; that is roadways being legible as primary circulation and alleys being legible as secondary means of vehicular circulation. Normally, and as a result, alley widths are often determined by emergency access requirements rather than determined by traffic vehicular flow. This alley width is 20 feet which has been approved by the City and within the available site area. The width of the alley may be able to be expanded as the properties along Aurora Avenue are redeveloped and additional easements granted on those properties if deemed necessary in the future.

The width of the alley functioning as the access to the Parking Garage was thoroughly reviewed during the preliminary planned unit development process. The City staff (including the engineering department and the Fire Department) determined that the width of the alley was sufficient to serve as the ingress/egress to the Parking Garage. In this modified development proposal, the capacity of the Parking Garage is the same as in the approved PUD. Therefore, the use of the alley as access to the Parking Garage will function sufficiently.

Building Materials – Riverwalk Hotel Building

We are proposing to use cast stone as the building material on the six tower elements of the Riverwalk Hotel Building (Hotel Elevation - Attachment 15). The City staff expressed concern that because the fifth and sixth floors of the building are also of cast stone, the use of the same material on the tower elements draws the eye upward and accentuates the height of the building.

Our rationale for utilizing this building material is as follows:

1. The stone on the tower elements is reflective of the historical context of the Water Street area. It was in this area of the River that limestone was quarried. It is appropriate to utilize this material as more than an accent on this building so as to maintain the historical character of the area.
2. The Riverwalk Hotel Building is very long (approximately 330 feet). The building needs diverse architectural elements and building materials in order to provide visual

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interest to the building and to avoid a monolithic building block. The stepped back design of the facade and the use of stone on the tower elements achieve these design criteria.

3. The Loggia and Theatre Buildings will be constructed of brick. The Riverwalk Hotel Building should not also be constructed of solely brick. If all three buildings are constructed of brick, the street facade will be boring. The stone towers serve to animate the street facade, both up close and from afar.

4. The integration of brick and stone focuses on the scale of the buildings and defines the "outdoor room."

5. The use of cast stone on the tower elements integrates those elements which protrude forward with the upper floors which are setback. The use of this material interlocks the building so that it does not appear to be two buildings.

6. The use of a different material on the tower elements further expresses the articulation of the building.

7. The central tower of the Riverwalk Hotel Building is framed by the Plaza and serves as a focal point of the Water Street development. This tower should be of a different material in order to emphasize its importance.

8. Historically, stone has been the standard of quality for special buildings in civic settings rather than other materials like brick. The Riverwalk Hotel Building is unique and very special in Downtown Naperville; it deserves to feature this quality material.

To address the staff's concern, we have incorporated two revisions to the design:

-The easterly two tower elements have been reduced in height thereby stopping the eye to move upward.

-The cast stone on the fifth and sixth floors will have a smooth finish while the cast stone on the tower elements will have a rough finish, thus not allowing the two elements to blend into one another.

The use of cast stone on the tower elements is based on architectural considerations. We believe that the use of cast stone on the tower elements of the Riverwalk Hotel Building provides a more aesthetic appearance to the building.

Valet Parking

Valet parking will be provided for the hotel during periods of peak demand and events. Hotel guests will drive up to the hotel entrance and a parking valet will drive the vehicle around to the Parking Garage and park the vehicle in the hotel's reserved parking area.

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Other commercial establishments in the development which wish to provide valet parking will do so in accordance with the City's regulations. Modifications are:

Width of Water Street

Questions were raised if the width of Water Street with its parking spaces was adequate and consistent with other areas in Naperville. We are proposing a 57-foot right-of-way cross section which would include two 11-foot wide traffic lanes and 7-foot/8-foot wide parking spaces (Right-of-Way Cross Section – Attachment 16). This street design is consistent with the Downtown area (Street Width Chart – Attachment 17). Unlike other streets in the Downtown area, Water Street is not a thoroughfare; it is one block in length serving only this development. Traffic circulation and parking will be maintained on Water Street as it is throughout Downtown Naperville. The reduced right-of-way width was reviewed and approved in the preliminary planned unit development and it was determined that Water Street would function appropriately at the proposed width. The proposed modifications to the Water Street District do not impact the effectiveness of the width of Water Street.

Conclusion

We are extremely excited and proud to submit this modified development proposal for the Water Street District. As acknowledged and supported by the City Council with its approval of the PUD in 2007, the Water Street District will be a great benefit to Naperville.

This development proposal maintains the key elements of the 2007 approved preliminary planned unit development. Its scope has not been enlarged so that issues of parking, traffic, rights-of-way width, engineering and public safety are not materially altered in this proposal. The main modifications are:

1. To incorporate the property located at 117 Water Street into the PUD and to increase the size of the Loggia Building.
2. To change the type, size and number of residential units from large condominium units to smaller apartment units.
3. To eliminate recessed balconies and provide overhanging balconies on the Loggia Building and the Theatre Building.
4. To change the use of the upper floors of the Riverwalk Hotel Building (Tower/Mixed Use Building) from residential to a hotel and rooftop restaurant.
5. To increase the height of the Riverwalk Hotel Building (Tower/Mixed Use Building) from 63' 10" to 88' 6".

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These modifications do not alter concept spirit and essence of the approved planned unit development.

It is a high quality, well designed development. It effectively integrates both private uses and public spaces. The Water Street District will expand the retail base of Downtown Naperville thereby contributing to the economic vibrancy of our community and increasing Downtown sales activity. The hotel provides a much needed service and another dimension to Naperville which will support and enhance the Downtown area. It will be an extraordinary addition to Downtown Naperville. It adds new and exciting public amenities to the Riverwalk experience attracting both business and leisure travelers to the Downtown area.

It has long been our dream to bring a hotel to Downtown Naperville. We understood that the hotel would have to be a limited service brand hotel so as to limit the parking demand that a full service hotel, with its banquet and large conference spaces, would require. Over the past several years, we have worked diligently in analyzing and investigating many hotel brands to determine if any one of them could fulfill our vision for the "Riverwalk Hotel". Because the Water Street investment partnership will own the Riverwalk Hotel, we wanted to make certain that we selected a high quality, responsible hotel. We now have the opportunity to fulfill our vision for Water Street.

The Water Street investment partnership has licensed the franchise of Holiday Inn Express and Suites. Its parent company, International Hotel Group, maintains the largest hotel reservation system in the world. This brand offers one of the most sought after rewards programs in the country and is family friendly. It is in the process of reimagining and rebranding its Holiday Inn Express and Suites as a boutique hotel to appeal to a more upscale market while maintaining its moderate price. IHG has selected Naperville and the Riverwalk Hotel to present its new prototype brand standard. We are honored to be given this opportunity to showcase the Water Street District and Downtown Naperville and will be proud to be the franchisee of this new rebranded hotel. This Holiday Inn Express and Suites will be completely different from the perception of a highway-located Holiday Inn. It is designed to provide accommodations and services which are affordable to business travelers and families. It is expected to have high occupancy rates and a premium in price. It will be a quality establishment which will complement the character of Downtown Naperville.

This development proposal has been carefully crafted to balance the expansion of Downtown Naperville with the public benefits of this project. The proposed modifications to the development enhance the spirit and intent of the original development and are consistent with an more fully comply with the principles of the Water Street Vision Statement.

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Marquette requests that the Plan Commission recommend approval of the modified development proposal as presented and looks forward to executing this extraordinary vision for the Water Street District.

Sincerely,

A handwritten signature in black ink that reads "Kathleen C. West". The signature is written in a cursive style with a large initial 'K'.

Kathleen C. West

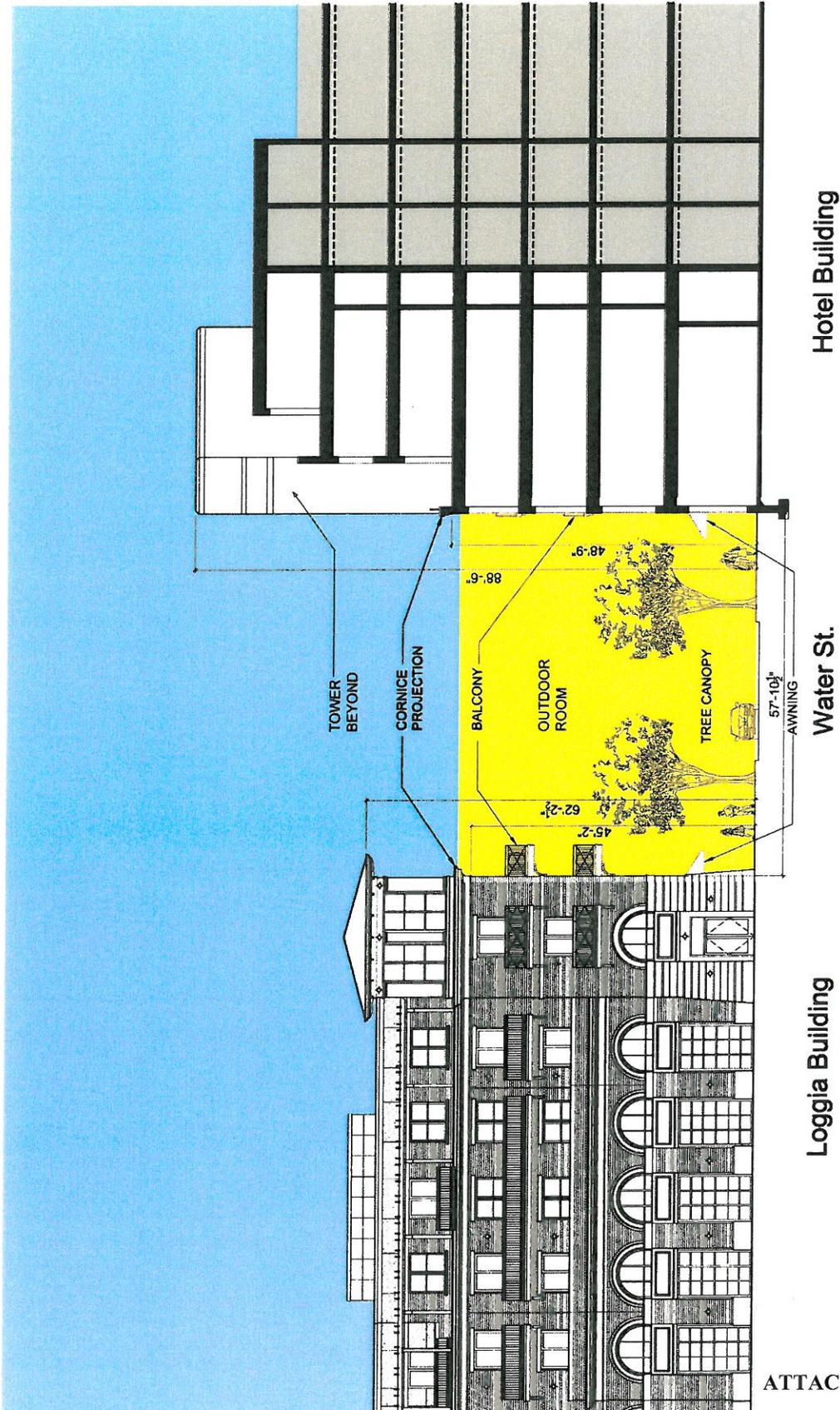
KCW:sjb
Attachments

List of Attachments

1. Building Height Comparison Chart
2. Outdoor Room Diagram
3. Downtown Building Height Comparison Chart
4. Shadow Study
5. Sight Line Studies
6. Hotel Elevation
7. Building/Streetscape Rendering
8. Balcony Information
9. Rooftop Plan
10. Parking Garage Elevation
11. Parking Demand Calculation Chart
12. Parking Garage Capacity Chart
13. Signage Chart
14. Signage Elevations
15. Hotel Elevation
16. Right-of-Way Cross Section
17. Street Width Chart

BUILDING HEIGHT COMPARISONS			
Project Address	Water Street District		
Last Updated	7/9/2012		
	Approved PUD November 7, 2007	Proposed PUD Current	Difference
Loggia Building			
Roof	72'-3"	72'-3"	No Change
Cornice	55'-9"	52'-3"	- 3'-6"
Parapet		66'-0"	Not Previously Given
Theatre Building			
Stair Tower	66'-10"	68'-11"	+ 2'-1"
Parapet	63'-10"	61'-8"	- 2'-2"
Parapet	52'-0"	51'-8"	- 4"
Tower/Mixed Use Building			
HP Tower Parapet	83'-2"	88'-6"	+ 5'-4"
Stair Tower Parapet		88'-2"	Not Previously Given
Roof Parapet		82'-8"	Not Previously Given
6th Floor Parapet		73'-9"	Not Previously Given
5th Floor Parapet	63'-3"/64'-0"	NA	NA
4th Floor Parapet	52'-5"/54'-11"	52'-10"	Variable
Office Building			
Parapet		38'-9"	Not Previously Given
Parking Garage			
HP Parapet	66'-10"	70'-0"	+ 3'-2"

NOTES:



ATTACHMENT 2

Downtown Building Height Comparison

<u>Building</u>	<u>Ground Level</u>	<u>Building Height</u>	<u>Top of Building</u>
Performing Arts Center	705.0	62.0	767.0
Tower Feature	674.6	88.6	763.2
Edward Hospital	689.1	73.1	762.2
River Place	699.5	57.5	757.0
Tower Building	674.6	73.9	748.5
DePaulo Building	675.3	74.6	749.9
Van Buren Deck	683.4	58.4	741.8
Main Street Promenade	679.7	54.5	734.2
Barnes & Noble	673.1	57.2	730.3

DEVELOPMENT BY:
M
 MARQUETTE COMPANIES

**SHADOW STUDY
 SITE PLAN**

REVISED -
 AUGUST 8, 2012

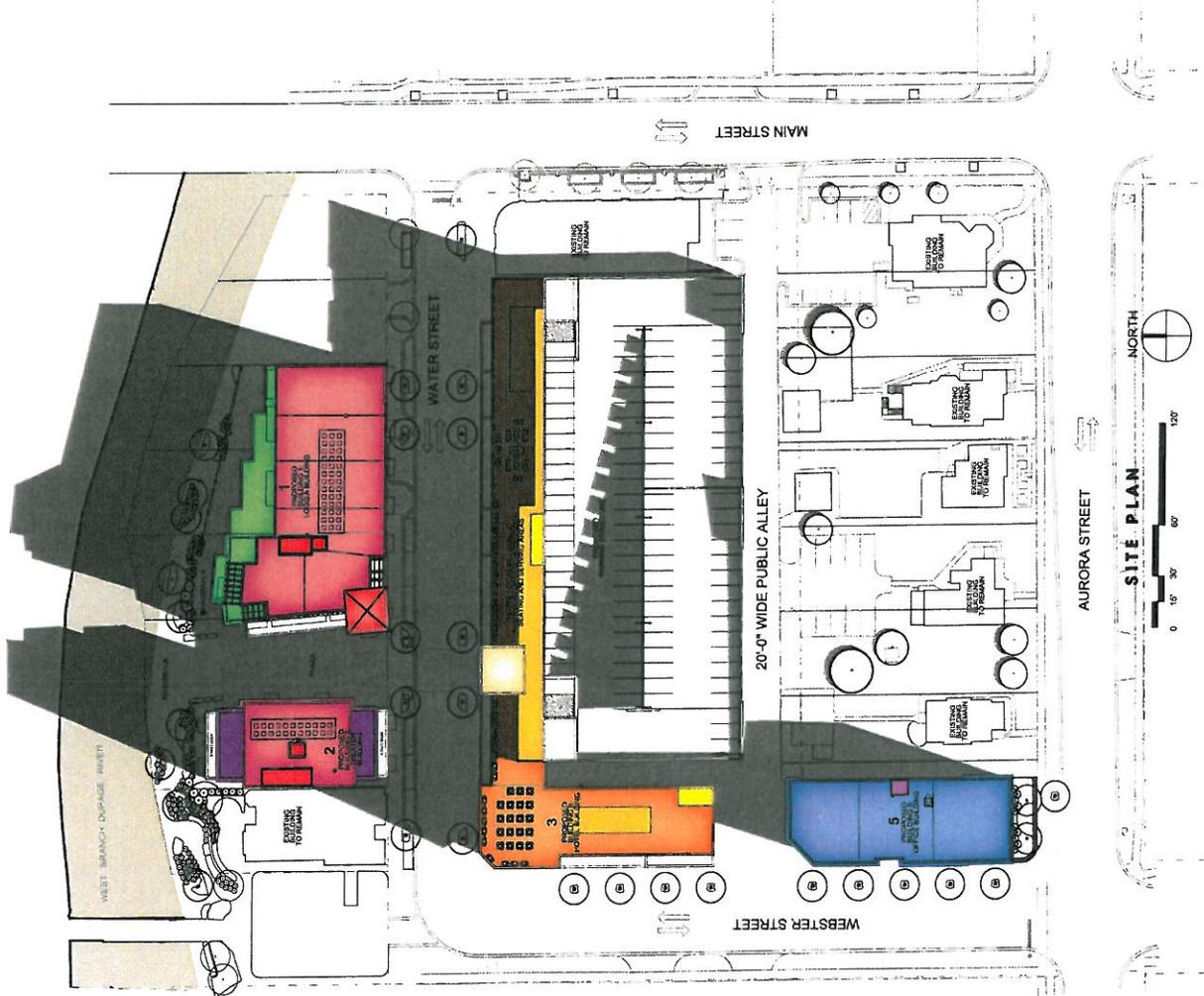
**WATER STREET
 DISTRICT**
 NAPERVILLE, ILLINOIS 60540

**BLK Hovick
 J. Knight Group**
 CONSULTING ARCHITECTS

**SULLIVAN
 GOULETTE
 & WILSON**
 ARCHITECTS

PC-4 A

- Shadow Study Lines**
 December 21, 1 pm Standard Time
- Building Heights**
- 88'-6" - Max Bldg Parapet Height [Tower Feature]
 - 88'-2" - Elevator Over Run
 - 82'-8" - Roof Parapet Height
 - 73'-9" - Roof Parapet Height at Deck
 - 66'-0" - Roof Parapet Height
 - 48'-8" - Roof Parapet Height at Deck
 - 38'-9" - Roof Parapet Height
 - 29'-2" - Roof Parapet Height at Deck



DEVELOPMENT BY:



**SITE PLAN
SHADOW STUDY**

REVISED -
AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



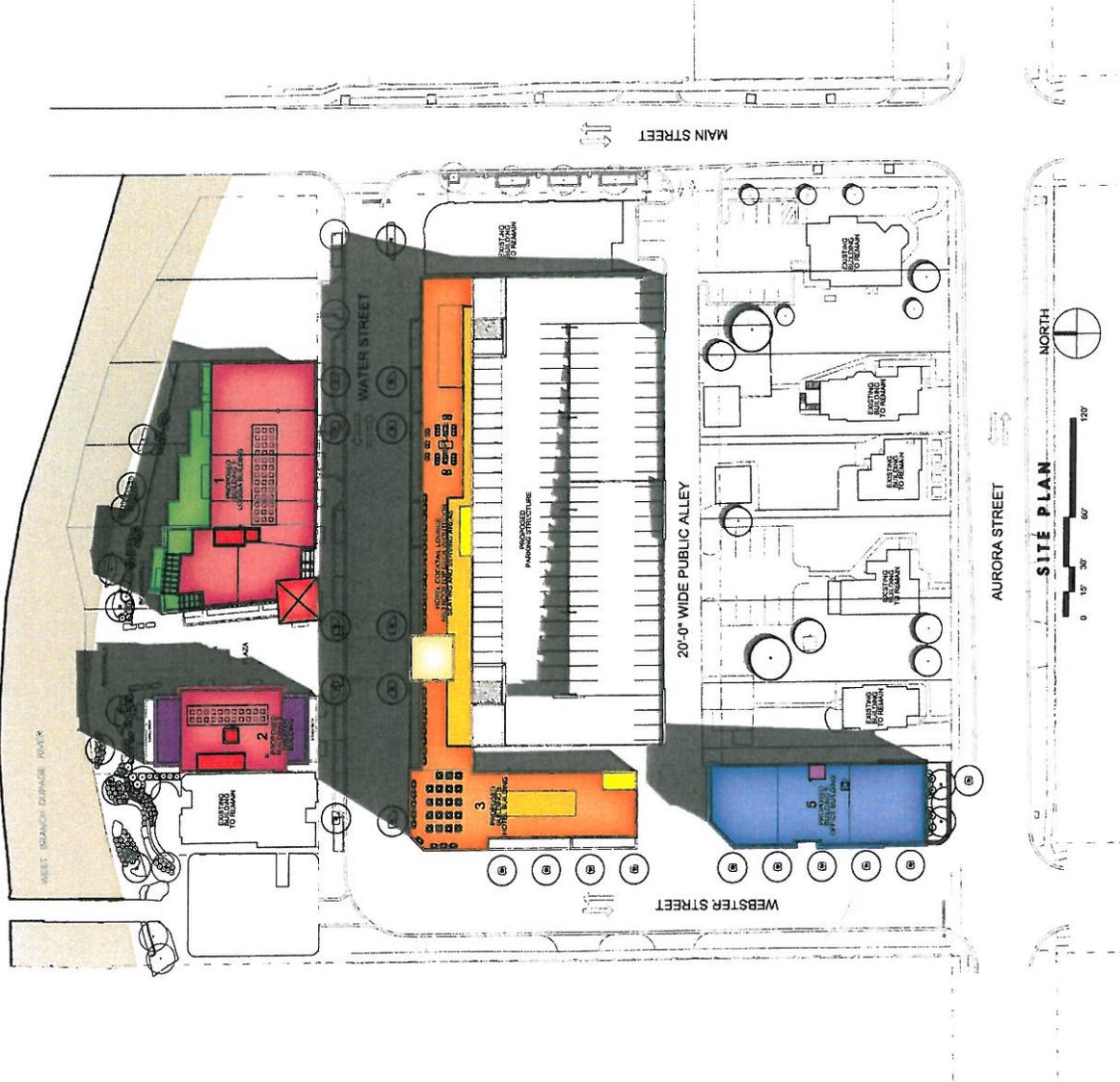
PC-4 B

Shadow Study Lines

March 21, 1 pm Standard Time

Building Heights

- 88'-6" - Max Bldg Parapet Height [Tower Feature]
- 88'-2" - Elevator Over Run
- 82'-8" - Roof Parapet Height
- 73'-9" - Roof Parapet Height at Deck
- 66'-0" - Roof Parapet Height
- 48'-8" - Roof Parapet Height at Deck
- 38'-9" - Roof Parapet Height
- 29'-2" - Roof Parapet Height at Deck



DEVELOPMENT BY:



**SITE PLAN
SHADOW STUDY**

REVISED -
AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



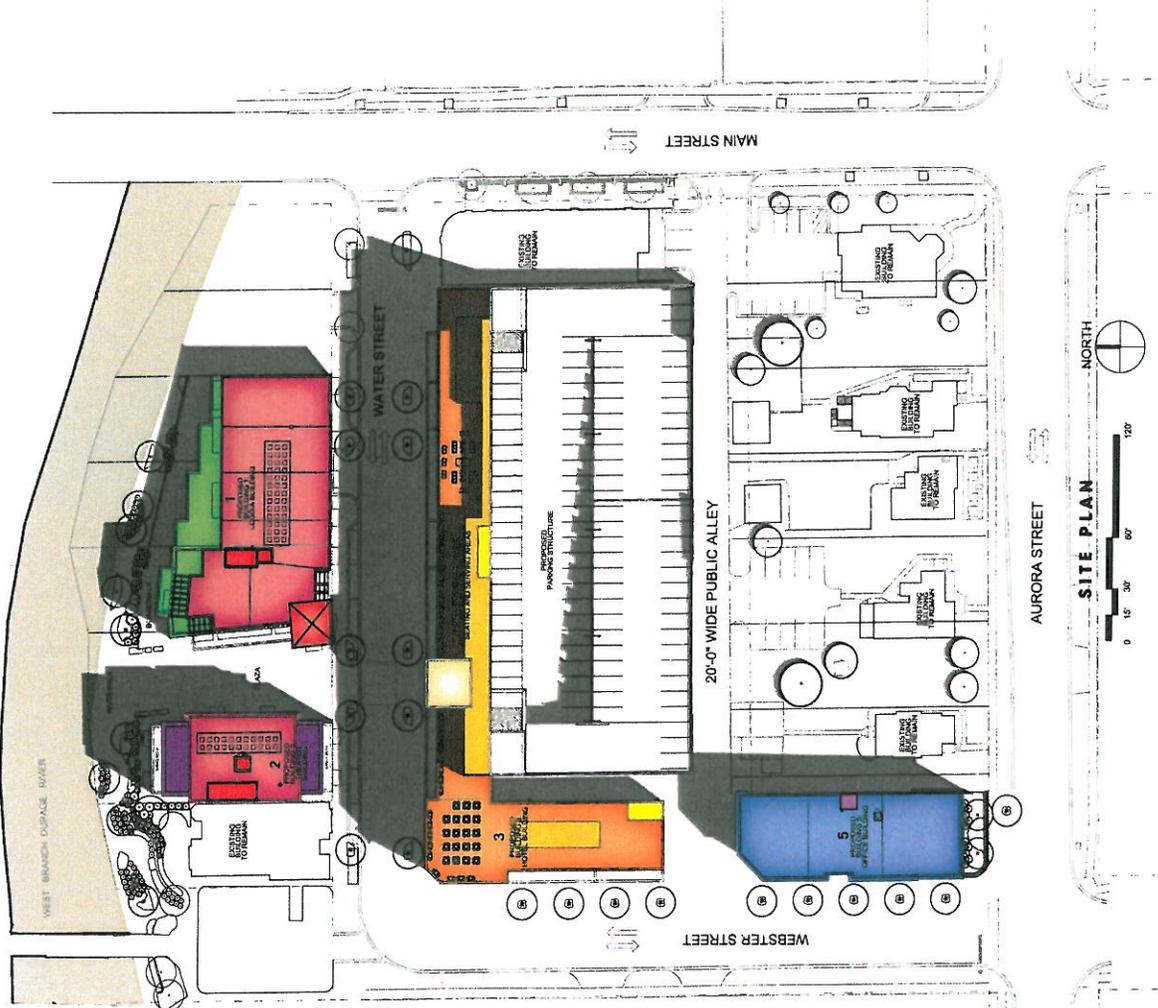
PC-4 C

Shadow Study Lines

September 21, 1 pm Standard Time

Building Heights

- 88'-6" - Max Bldg Parapet Height [Tower Feature]
- 88'-2" - Elevator Over Run
- 82'-8" - Roof Parapet Height
- 73'-9" - Roof Parapet Height at Deck
- 66'-0" - Roof Parapet Height
- 48'-8" - Roof Parapet Height at Deck
- 38'-9" - Roof Parapet Height
- 29'-2" - Roof Parapet Height at Deck



**SHADOW STUDY
 SITE PLAN**

REVISED -
 AUGUST 8, 2012

**WATER STREET
 DISTRICT**
 NAPERVILLE, ILLINOIS 60540

THE ARCHITECTURAL
 DESIGN GROUP
 100 W. WASHINGTON STREET, SUITE 200
 NAPERVILLE, ILLINOIS 60540

**SULLIVAN
 COULLETTE
 & WILSON**
 ARCHITECTS
 100 W. WASHINGTON STREET, SUITE 200
 NAPERVILLE, ILLINOIS 60540

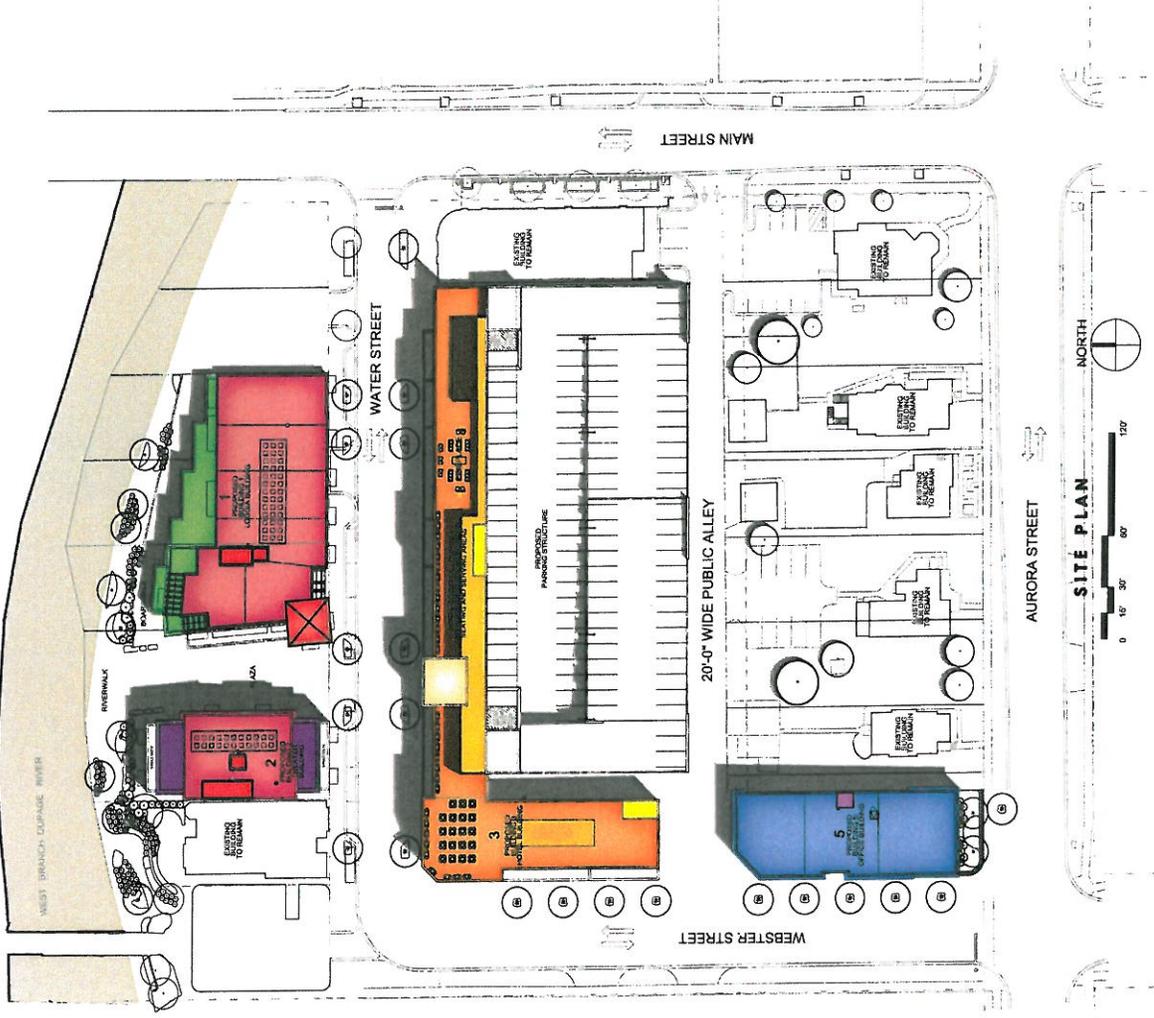
PC-4 D

Shadow Study Lines

June 21, 1 pm Standard Time

Building Heights

88'-6"	- Max Bldg Parapet Height [Tower Feature]
88'-2"	- Elevator Over Run
82'-8"	- Roof Parapet Height
73'-9"	- Roof Parapet Height at Deck
66'-0"	- Roof Parapet Height
48'-8"	- Roof Parapet Height at Deck
38'-9"	- Roof Parapet Height
29'-2"	- Roof Parapet Height at Deck



DEVELOPMENT BY :
M
MARQUETTE COMPANIES

SIGHT LINE STUDY:
HOTEL AS VIEWED FROM LOGGIA

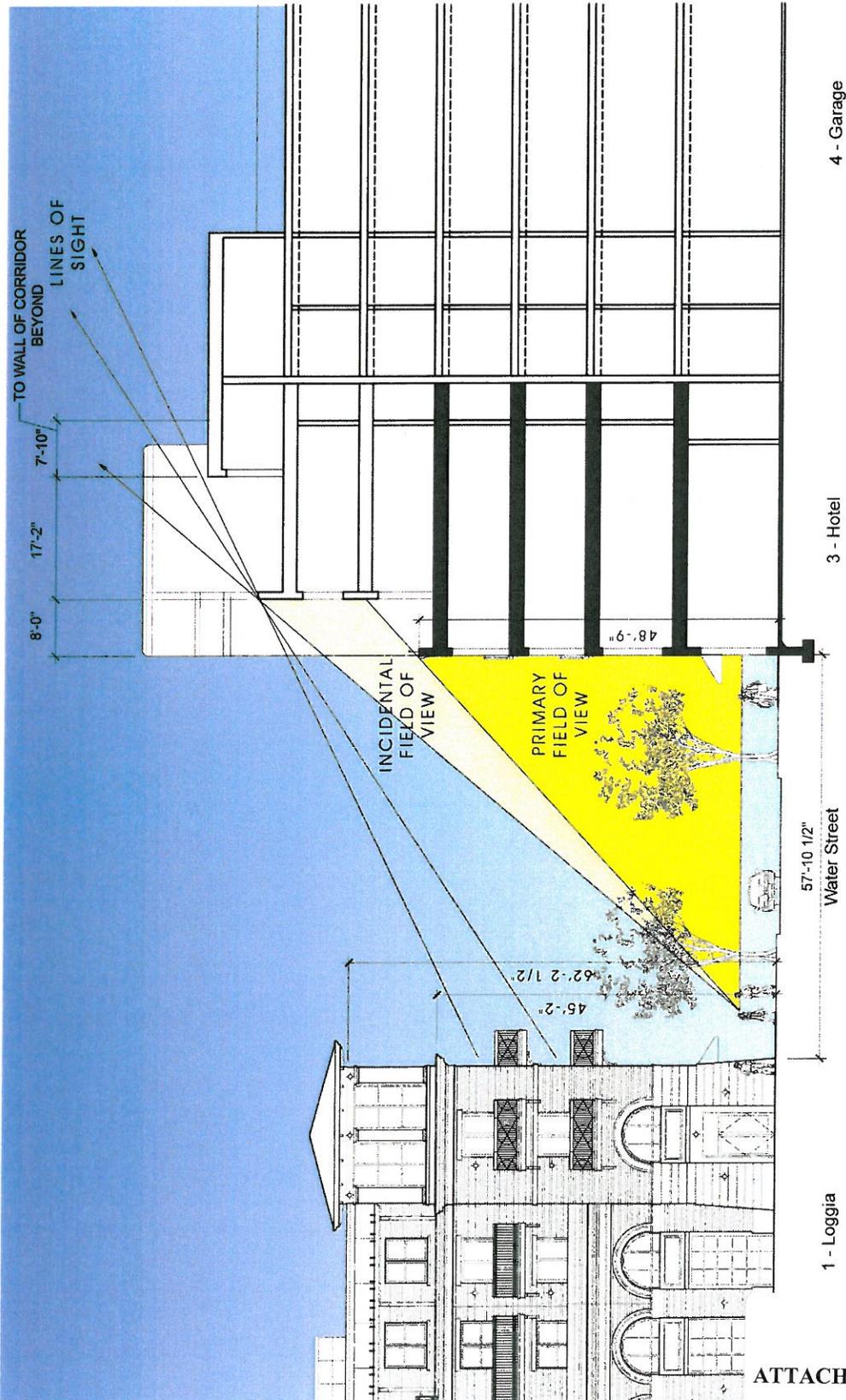
REVISED
AUGUST 8, 2012

WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540



**SULLIVAN
GOULETTE
& WILSON**
ARCHITECTS

PC-15



ATTACHMENT 5

DEVELOPMENT BY:



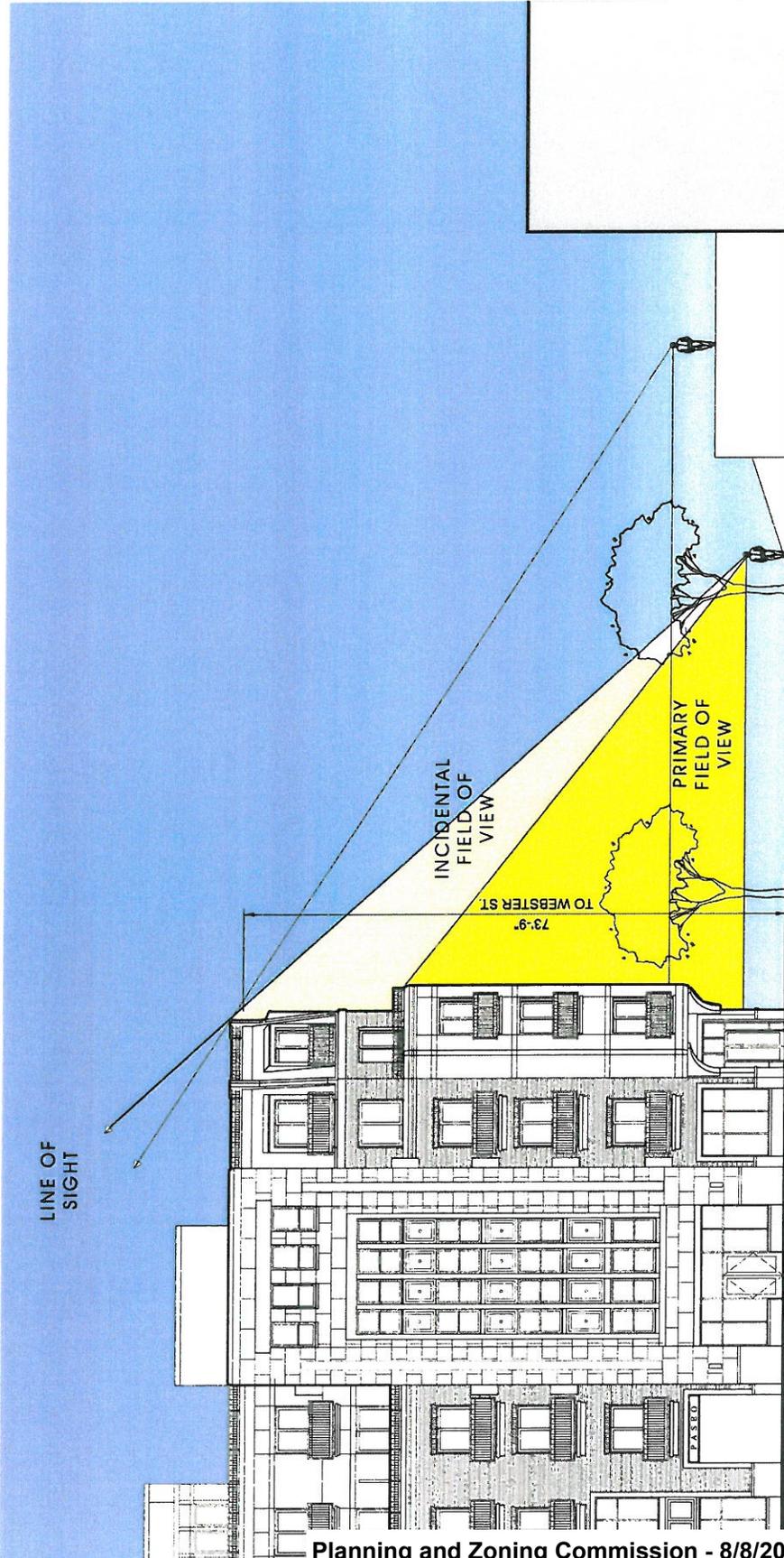
SIGHT LINE STUDY:
HOTEL VIEWED FROM MUNICIPAL BUILDING

REVISED
AUGUST 8, 2012

WATER STREET
DISTRICT
NAPERVILLE, ILLINOIS 60540



PC-16



Municipal Building/Park Deck

Webster Street

4 - Hotel

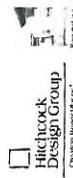
DEVELOPMENT BY:



BUILDING THREE: HOTEL ELEVATIONS

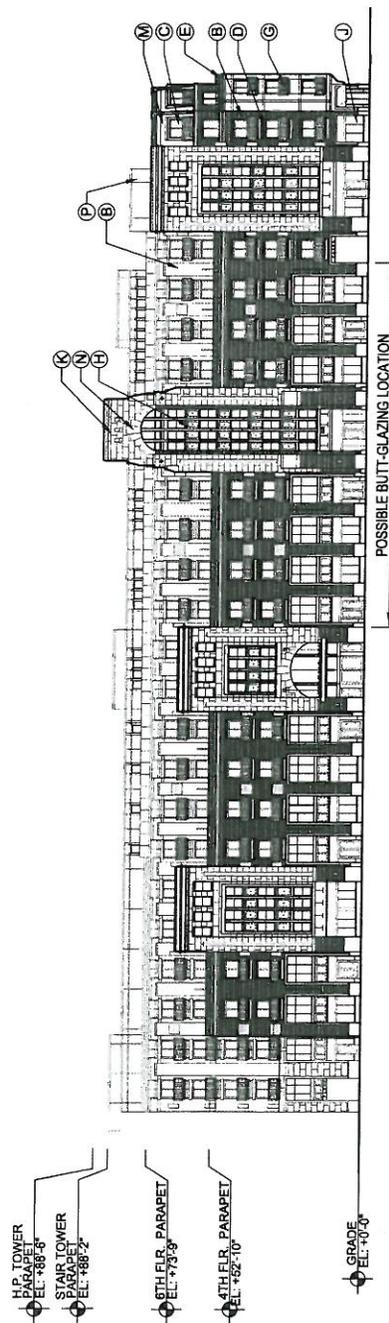
REVISED: AUGUST 8, 2012

WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540

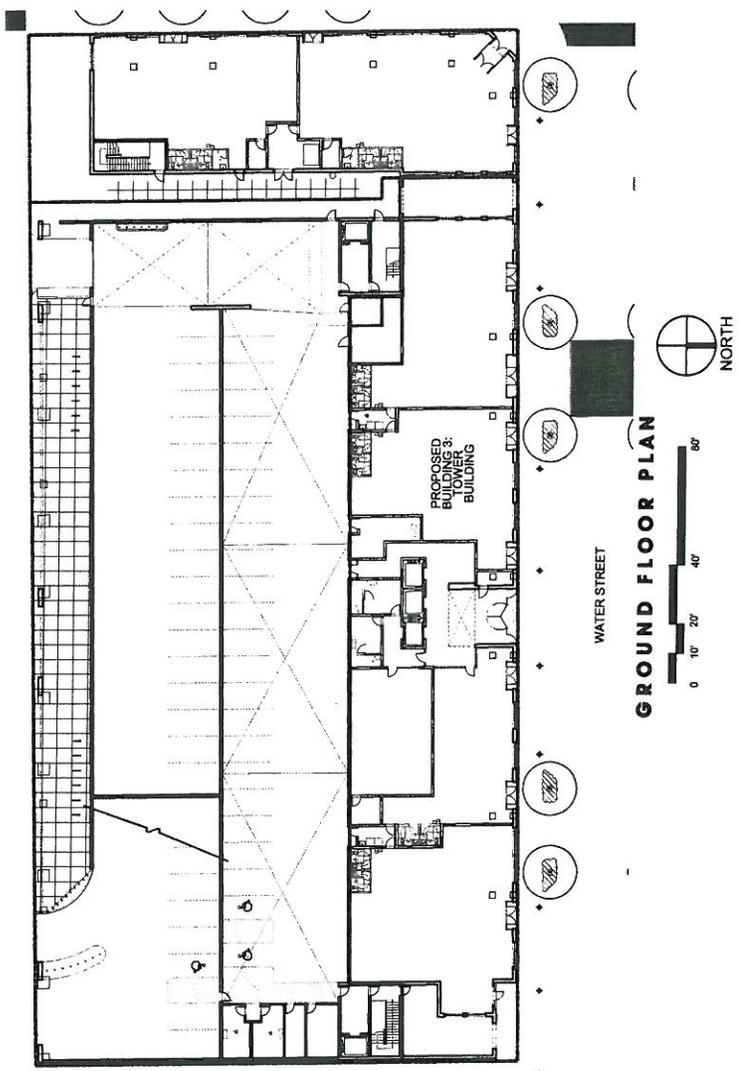


PC-24A

ITEM	OPTION
A. CORNICE	1. FYPON 2. SMOOTH STUCCO 3. PRECAST CONCRETE
B. MASONRY WALLS	1. PRECAST: PAINTED MODULAR BRICK OR CAST STONE FORM-LINER 2. MODULAR FACE BRICK 3. CAST OR NATURAL STONE
C. WINDOW WALLS	1. CLEAR OR TINTED GLASS 2. PREFINISHED ALUMINIUM & VINYL FRAMES 3. GLASS SWING OR SLIDING DOORS
D. WINDOW / DOOR HEADER	1. PRECAST: PAINTED BRICK OR CAST STONE FORM LINER
E. PARAPET COPING	1. PRECAST: PAINTED FORM LINER. 2. METAL CAP
F. ROOF DECK PARTITIONS	1. IPE 2. METAL
G. BALCONY & GUARD RAILS	1. PREFINISHED ALUMINIUM RAILS
H. SPANDRELS	1. PRECAST: PAINTED FORM LINER
I. MANSARD ROOF	1. RECYCLED RUBBER 2. RUBBER
J. TENANT STOREFRONT AND BULKHEADS	1. CAST STONE 2. BRICK 3. CELLULAR PVC 4. METAL 5. STEEL 6. GLASS STOREFRONT 7. CEMENT BOARD 8. WOOD PANELING
K. TOWER BEACON	1. GLASS BLOCK
L. METAL HUNG BALCONY	1. PREFINISHED ALUMINIUM RAILS
M. FRAME WALLS	1. HARD-PLANK PREFINISHED 2. METAL ARCHITECTURAL PANELS 3. SYNTHETIC PLASTER
N. ARCHITECTURAL MASONRY ORNAMENTATION	1. PRECAST: PAINTED FORM LINER
O. AWNINGS	1. CANVAS 2. METAL 3. VINYL 4. FIBERGLASS
P. ELEVATOR OVER-RUN & STAIR TOWER BEYOND	1. PRECAST: PAINTED BRICK OR CAST STONE FORM LINER 2. SCORED/PANELIZED STUCCO
Q. GAS METER	
S. PERGOLA	1. IPE 2. PREFINISHED ALUMINIUM 3. FIBERGLASS



NORTH ELEVATION



GROUND FLOOR PLAN

ATTACHMENT 6

DEVELOPMENT BY:

M
MARQUETTE COMPANIES

**BUILDING THREE: HOTEL
ELEVATIONS**

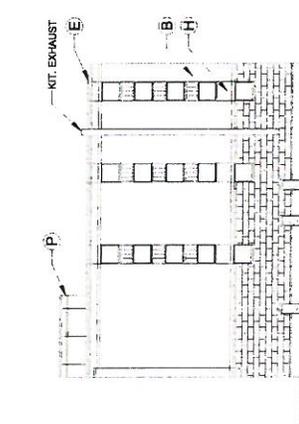
REVISED -
AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540

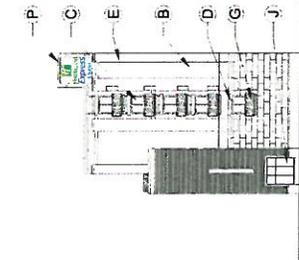


PC-24B

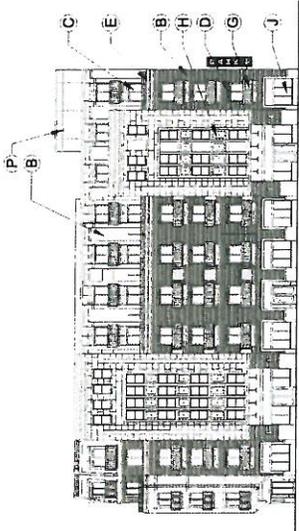
ITEM	OPTION
A. CORNICE	1. FYPON 2. SMOOTH STUCCO 3. PRECAST CONCRETE
B. MASONRY WALLS	1. PRECAST: PAINTED MODULAR BRICK OR CAST STONE FORM-LINER 2. MODULAR FACE BRICK 3. CAST OR NATURAL STONE
C. WINDOW WALLS	1. CLEAR OR TINTED GLASS 2. PREFINISHED ALUMINIUM & VINYL FRAMES 3. GLASS SWING OR SLIDING DOORS
D. WINDOW / DOOR HEADER	1. PRECAST: PAINTED BRICK OR CAST STONE FORM LINER
E. PARAPET COPING	1. PRECAST: PAINTED FORM LINER 2. METAL CAP
F. ROOF DECK PARTITIONS	1. IPE 2. METAL
G. BALCONY & GUARD RAILS	1. PREFINISHED ALUMINIUM RAILS
H. SPANDRELS	1. PRECAST: PAINTED FORM LINER
I. MANSARD ROOF	1. RECYCLED RUBBER 2. RUBBER
J. TENANT STOREFRONT AND BULKHEADS	1. CAST STONE 2. BRICK 3. CELLULAR PVC 4. METAL 5. STEEL 6. GLASS STOREFRONT 7. CEMENT BOARD 8. WOOD PANELING
K. TOWER BEACON	1. GLASS BLOCK
L. METAL HUNG BALCONY	1. PREFINISHED ALUMINIUM RAILS
M. FRAME WALLS	1. HARD-PLANK PREFINISHED 2. METAL ARCHITECTURAL PANELS 3. SYNTHETIC PLASTER
N. ARCHITECTURAL MASONRY ORNAMENTATION	1. PRECAST: PAINTED FORM LINER
O. AWNINGS	1. CANVAS 2. METAL 3. VINYL 4. FIBERGLASS
P. ELEVATOR OVER-RUN & STAIR TOWER BEYOND	1. PRECAST: PAINTED BRICK OR CAST STONE FORM LINER 2. SCORED/PANELIZED STUCCO
Q. GAS METER	
S. PERGOLA	1. IPE 2. PREFINISHED ALUMINIUM 3. FIBERGLASS



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

DEVELOPMENT BY:



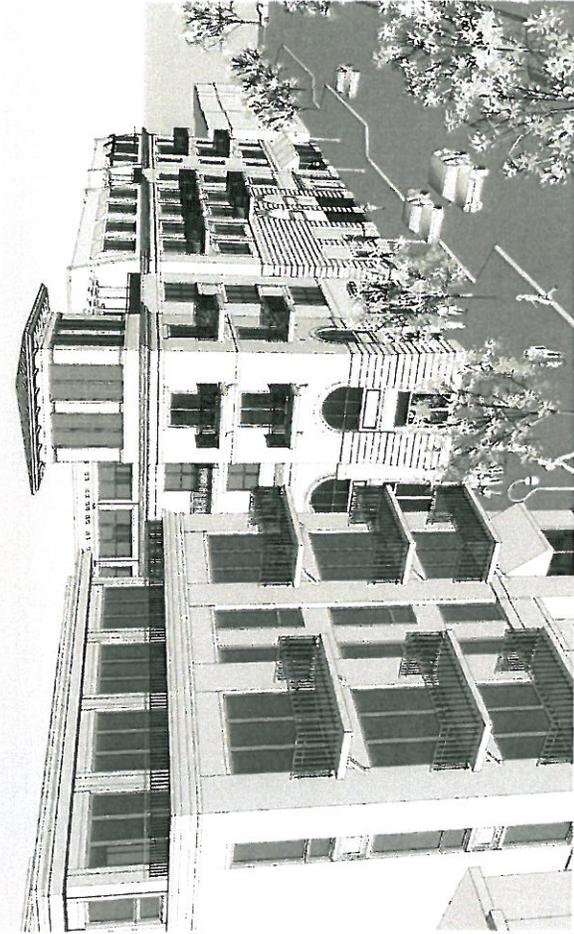
3 - DIMENSIONAL VIEWS

REVISED
AUGUST 8, 2012

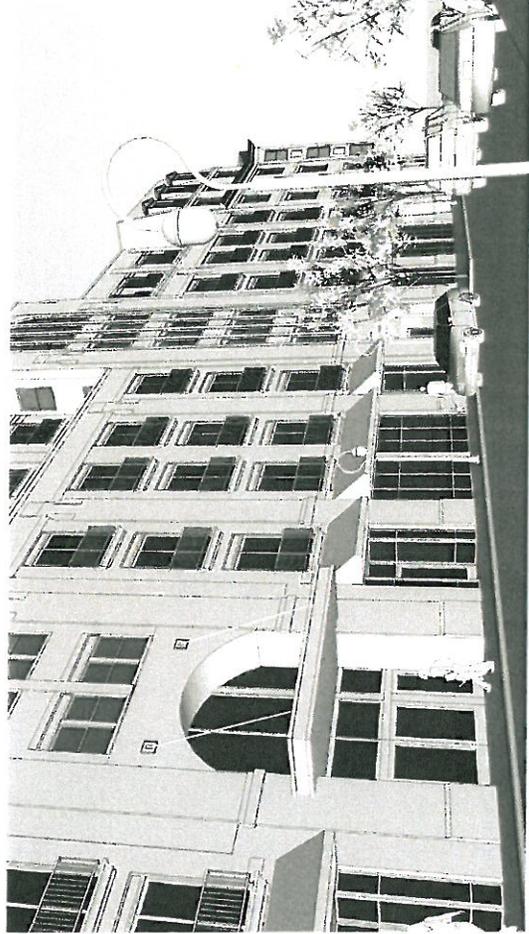
**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



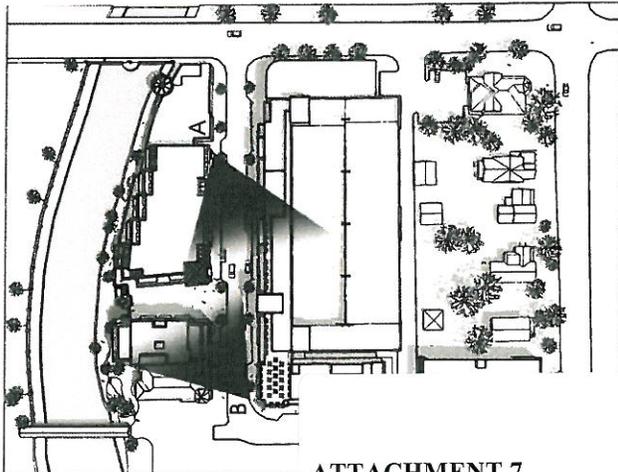
PC-21D



VIEW B



VIEW A



KEY PLAN

ATTACHMENT 7

THE WATER STREET DISTRICT
LOGGIA BUILDING/THEATRE BUILDING – BALCONIES

General Information

<u>Building</u>	<u>Facade</u>	<u>Number</u>	<u>Dimensions</u>	<u>Area</u>
Loggia	Water Street	12	5' x 10' (12)	600 sq. ft.
	Plaza	5	5' x 10' (2)	380 sq. ft.
			5' x 12' (2)	
5' x 32' (1)				
	Boardwalk	7	5' x 20 ½' (4)	640 sq. ft.
			5' x 17' (2)	
			5' x 12' (1)	
Theatre	Water Street	6	5' x 9' (6)	270 sq. ft.
	Plaza	6	5' x 9' (6)	270 sq. ft.
	Boardwalk	6	5' x 9' (6)	<u>270 sq. ft.</u> 2,430 sq. ft.

Explanation of Overhanging Balconies

Due to the changes in the real estate market, the residential components of the Loggia Building and Theatre Building have been redesigned from large condominium units to sixty-two smaller apartment units.

In order to make the interior of the building function efficiently, the outdoor space for these residential units will consist of outdoor terraces and balconies located on the exterior facade of the buildings. Recessed balconies could not be designed into these buildings due to the size and configuration of the units and to keep the building as far from the Riverwalk and Boardwalk as possible.

Marquette manages over 10,000 apartment units in its portfolio. It strongly believes that each residential complex should have an on-site property manager so as to insure that conduct and maintenance standards are met. A certain number of units is necessary in order to make the provision of an on-site property manager economically feasible. This development provides that minimum number of units.

Marquette understands that the balconies on the Water Street facade will overhang the public right-of-way and that nine feet of the right-of-way is being vacated in order to accommodate the development on the south side of Water Street.

Marquette investigated the idea of shifting these buildings to the north so that the balconies would not overhang the public right-of-way. However, this design idea did not work; it resulted in the Boardwalk (which connects Main Street and the Plaza) being

reduced in width to such an extent that the Boardwalk would not be functional as a pedestrian walkway.

Marquette has not designed overhanging balconies for the Loggia and Theatre Buildings in order to increase the number of units. It is simply due to the need to design units to meet the current market conditions.

Marquette has designed the balconies as an architectural feature of the building. The third floor balconies are located approximately 24' 6" feet above the sidewalks. The balconies provide visual interest and additional articulation of the buildings. The balconies are designed so as to integrate into, and not to detract from, the streetscape of the Water Street development.

Floor Area Ratio

Lot Area

Loggia Building – Lot 1 North	14,170 sq. ft.
Theatre Building – Lot 2 North	5,319 sq. ft.
Plaza – Lot 3 North	8,679 sq. ft.
Riverwalk – Lot 4 North	8,715 sq. ft.
Theatre/Mixed Use (Hotel) Building – Lot 1 South	24,987 sq. ft.
Parking Garage – Lot 2 South	31,962 sq. ft.
Office Building – Lot 3 South	<u>9,276 sq. ft.</u>
	103,108 sq. ft.

Building Area

Loggia Building (66,994 – 7,303)	59,691 sq. ft.
Theatre Building (26,824 – 2,095)	24,729 sq. ft.
Theatre/Mixed Use (Hotel) Building	110,728 sq. ft.
Office Building	<u>26,232 sq. ft.</u>
Total	221,380 sq. ft.

Balconies	<u>2,430 sq. ft.</u>
Total	223,810 sq. ft.

Ratio

Without Balconies	221,380 sq. ft. ÷ 103,108 sq. ft. = 2.15
With Balconies	223,810 sq. ft. ÷ 103,108 sq. ft. = 2.17

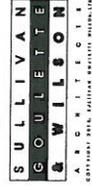
Balcony Use Restrictions

As in all Marquette residential rental complexes, restrictions will be imposed on the use of the balconies. Only electric grills, outdoor-use tables and chairs, and management-approved flower boxes will be permitted on the balconies. No bicycles or storage will be allowed on the balconies.

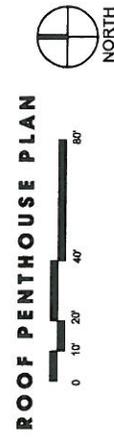
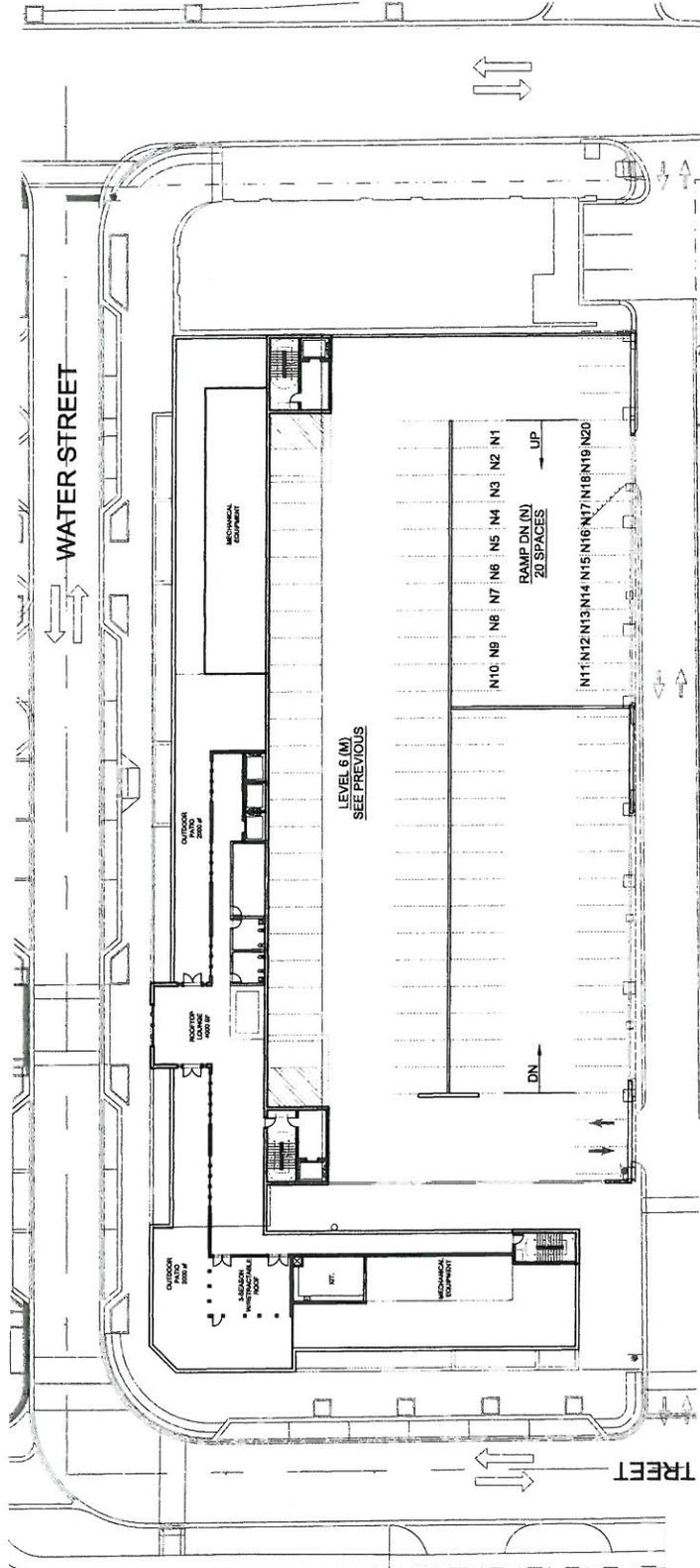
**HOTEL PENTHOUSE
 PLAN**

REVISED -
 AUGUST 8, 2012

**WATER STREET
 DISTRICT**
 NAPERVILLE, ILLINOIS 60540



PC-24D



BUILDING THREE: GARAGE ELEVATIONS

REVISED: AUGUST 6, 2012

WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540

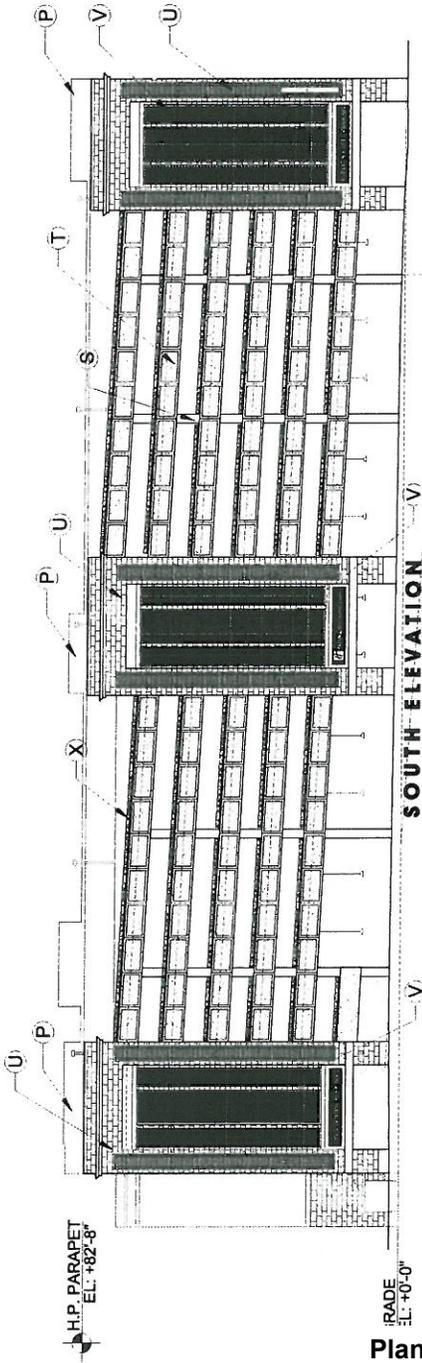


100 EAST WASHINGTON STREET, SUITE 100, NAPERVILLE, IL 60540

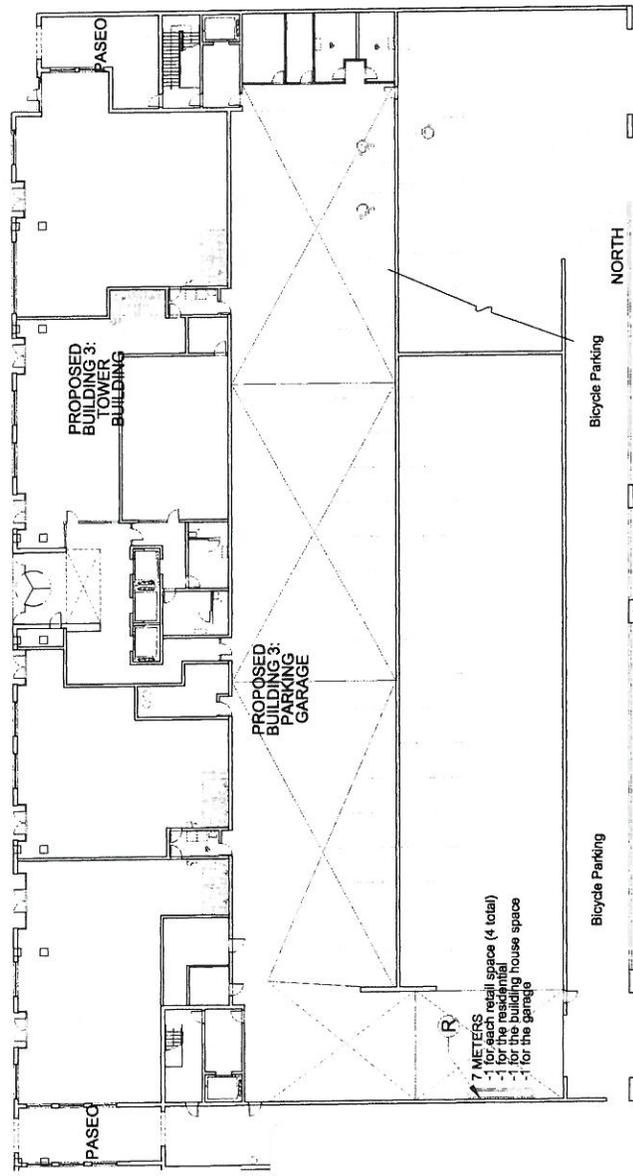
PC-26A



ITEM	OPTION
P. ELEVATOR OVERRUN & STAIR TOWER BEYOND	1. PRECAST: PAINTED CAST STONE OR BRICK FORM LINER.
Q. GAS METER	
R. ELECTRICAL METER	
S. STRUCTURE	
T. SPANDRELS	1. PRE-CAST CONCRETE W/ EXPOSED AGGREGATE AND FORMED FRAME DTL.
U. FACADE	1. PRE-CAST: PAINTED BRICK FORM LINER
V. WINDOW WALLS	1. HOLLOW METAL FRAMES W/ METAL SCREENS
W. ART WALL	
X. GUARD RAIL	1. PRE-FINISHED ALUMINUM RAIL



PARTIAL SOUTH ELEVATION-DEPICTING WALKWAY/ ART WALL AREA



GROUND FLOOR PLAN

ATTACHMENT 10

WATER STREET DISTRICT PARKING DEMAND

Building	Use	Parking Rate	Required Parking	Proposed Parking with Variances	SSA Credit	Required Parking With SSA Credit	Proposed Parking with Variances and SSA Credit
Loggia	Commercial Square Footage - 18,687	2.01 sp/1000 sq. ft.	38	38	100%	0	0
	Residential Units - 39	2sp/unit	78	59	0%	78	59
Theatre	Commercial Square Footage - 3,589	2.01 sp/1000 sq. ft.	8	8	100%	0	0
	Residential Units - 22	2sp/unit	44	33	0%	44	33
Lower/Fixed Use (Hotel)	Commercial Square Footage - 19,800	2.01 sp/1000 sq. ft.	40	40	50% of 5/7	15	15
	Hotel - 130 rooms/10 employees	1 sp/room + 1 sp/employee	140	78		140	78
Office	Office Square Footage - 26,232	2.01 sp/1000 sq. ft.	53	53	50%	27	27
	Total		401	309		304	212

WATER STREET DISTRICT PARKING GARAGE CAPACITY

Total Number of Spaces	550
Number of Reserved Spaces	170
Number of Public Spaces	380

Total Number of Spaces	550
Number of Spaces Required by Water Street District without Variances	401
Number of Surplus Spaces	149

Total Number of Spaces	550
Number of Spaces Required by Water Street District with Variances	309
Number of Surplus Spaces	241

Total Number of Spaces	550
Number of Spaces Required by Water Street District without Variances and with SSA Credit	304
Number of Surplus Spaces	246

Total Number of Spaces	550
Number of Spaces Required by Water Street District with Variances and with SSA Credit	212
Number of Surplus Spaces	338

THE WATER STREET DISTRICT
PROPOSED SIGNAGE

BUILDING	WALL SIGNAGE	PROJECTING (BLADE) SIGNAGE	AWNING SIGNAGE	PROJECTING (BANNER) SIGNAGE
Tower/Mixed Use (Hotel) – Retail/Restaurant Businesses	<ul style="list-style-type: none"> - On band above door and windows - Plaque sign on wall - May or may not be lit internally or externally 	<ul style="list-style-type: none"> - Size: 5 square feet - Different styles and designs - May or not be lit internally or externally 	<ul style="list-style-type: none"> - Optional - Individual awnings per window bay - May not be lit internally or externally - Color: black 	None
Tower/Mixed Use (Hotel) – Hotel	<ul style="list-style-type: none"> - “Riverwalk Hotel” on top of canopy - Size: 1’ x 12’ - ----- - “Holiday Inn Express & Suites” (Sign E) - Size: 7’ ½” x 8’ 4 ½” - Located on stair/elevator tower - ----- - “Holiday Inn Express & Suites” (Sign F) - Size: 8’ x 10’ - Located on stair/elevator tower on Parking Garage <p style="text-align: center;">Deviation 2 Note 1</p>	<ul style="list-style-type: none"> - “Holiday Inn Express & Suites” (Sign C) under canopy - Size: 6’ x 2’ <p style="text-align: center;">Deviation 1</p>	None	<ul style="list-style-type: none"> - “Holiday Inn Express & Suites” (Sign A) - Hung from second floor - 4 on Water Street frontage/2 on Webster Street frontage - Banner Size: 3’0” x 8’0” <p style="text-align: center;">Deviation 3 Deviation 4</p>

**THE WATER STREET DISTRICT
PROPOSED SIGNAGE**

BUILDING	WALL SIGNAGE	PROJECTING (BLADE) SIGNAGE	AWNING SIGNAGE	PROJECTING (BANNER) SIGNAGE
Loggia/Theatre – Water Street	<ul style="list-style-type: none"> - On band above door and windows - Plaque sign on wall - May or may not be lit internally or externally 	<ul style="list-style-type: none"> - Size: 5 square feet - Different styles and designs - May or not be lit internally or externally 	<ul style="list-style-type: none"> - Optional - Individual awnings per window bay - May not be lit internally or externally - Color: black 	None
Loggia/Theatre – Plaza	<ul style="list-style-type: none"> - On band above door and windows - Plaque sign on wall - May or may not be lit internally or externally - One sign on second floor of the Loggia Building on both Plaza and Boardwalk facades to identify first floor tenant <p style="margin-left: 40px;">Deviation 5 Deviation 6</p>	<ul style="list-style-type: none"> - Size: 5 square feet - Different styles and designs - May or may not be lit internally or externally 	<ul style="list-style-type: none"> - Optional - Individual awning per window bay - May or not be lit internally or externally - Color: black 	None

THE WATER STREET DISTRICT
PROPOSED SIGNAGE

BUILDING	WALL SIGNAGE	PROJECTING (BLADE) SIGNAGE	AWNING SIGNAGE	PROJECTING (BANNER) SIGNAGE
Loggia/Theatre – Boardwalk	<ul style="list-style-type: none"> - On band above door and windows on retail/restaurant units adjacent to the Plaza - Plaque sign on the wall for retail/restaurant units adjacent to the Plaza - May be lit internally or externally - One sign on second floor of the Loggia Building on both Plaza and Boardwalk facades to identify first floor tenant - No Wall Signage on remainder of the Boardwalk facade <p>Note 2 Deviation 5 Deviation 6</p>	<ul style="list-style-type: none"> - Size: 5 square feet - Different styles and designs - Externally lit 	<ul style="list-style-type: none"> - Optional - Individual awnings per window bay - May be lit - Color: black - Awning Signage and Blade Signage not to exceed 1 ½ square feet per lineal foot of Boardwalk frontage per business <p>Deviation 7</p>	None
Office	<ul style="list-style-type: none"> - On band above door and windows - Plaque sign on wall - May or may not be lit internally or externally 	<ul style="list-style-type: none"> - Size: 5 square feet - Different styles and designs - May or may not be lit internally or externally lit 	<ul style="list-style-type: none"> - Optional - Individual awnings per window bay - May or may not be lit internally or externally - Color: black 	None

**THE WATER STREET DISTRICT
PROPOSED SIGNAGE**

Notes:

1. No other Wall Signage is proposed for the upper floors which constitute the Hotel.
2. No Wall Signage is proposed, only Awning Signage and Blade Signage.

Deviations:

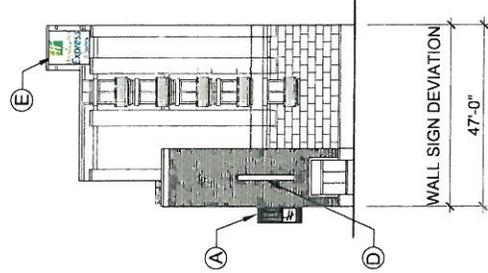
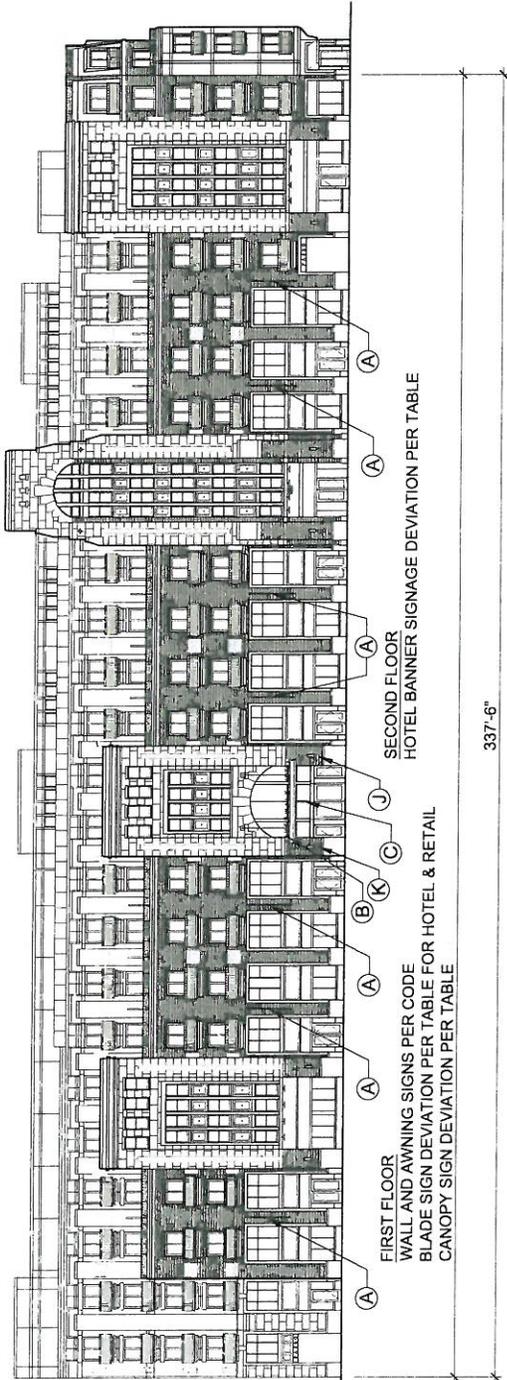
1. To increase the size from 5 square feet (maximum allowed) to 12 square feet (proposed).
2. To locate the sign on the Parking Garage.
3. To increase the number of signs from 1 (maximum allowed) to 7 (proposed).
4. To increase the size from 5 square feet (maximum allowed) to 24 square feet (proposed).
5. To permit signs on the Plaza/Boardwalk which are not a public rights-of-way.
6. To permit signs on the second floor to identify first floor tenants.
7. To increase the size of the awning signage from 12 square feet to 1 ½ square feet per lineal foot of frontage per business.



HOTEL ELEVATIONS

SIGNAGE NOTES

- A. 3'-6" x 12' BANNER SIGN
- B. 1" TALL METAL LETTERS MOUNTED ON TOP OF CANOPY 22" LONG
- C. 6" x 2' SIGN MOUNTED TO UNDERSIDE OF CANOPY
- D. 3'-2" x 15' PROJECTING WALL SIGN
- E. 48 SF ILLUMINATED CHANNEL LETTER SIGN
- F. 167 SF ILLUMINATED CHANNEL LETTER SIGN
- G. 21'-4" x 3'-6" WALL MOUNTED SIGN
- H. 21'-4" x 3'-6" WALL MOUNTED SIGN
- I. 21'-4" x 3'-6" WALL MOUNTED SIGN
- J. WALL SIGN
- K. WALL SIGN



HOTEL BUILDING SIGNAGE CALCULATIONS

FIRST FLOOR

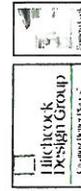
- Allowable
RETAIL RESTAURANT ALLOWABLE: (308 LF + 135 LF) x 1.5 = 664.5 SF
HOTEL ALLOWABLE: 28.75 LF x 1.3 = 43.125 SF
- Proposed
CANOPY AND BLADE SIGN: 22 SF + 12 SF = 34 SF

SECOND FLOOR SIGNAGE

- Allowable
HOTEL ALLOWABLE - (336.75 LF + 135 LF + 47 LF) x 1.5 = 778.125 SF
- Proposed
BANNER SIGNAGE - 42 SF x 9 = 378 SF
PARKING GARAGE SIGN - 75.5 SF
STAIR TOWER SOUTH SIGN - 46 SF
STAIR TOWER EAST SIGN - 167 SF
TOTAL PROPOSED = 666.5 SF

REVISED -
AUGUST 9, 2012

WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540



PC-SIGN 2

DEVELOPMENT BY :



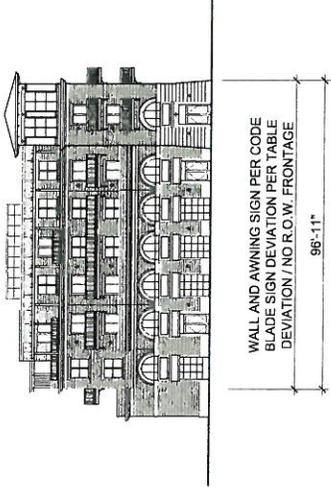
**THEATER AND LOGGIA
ELEVATIONS**

REVISED -
AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540

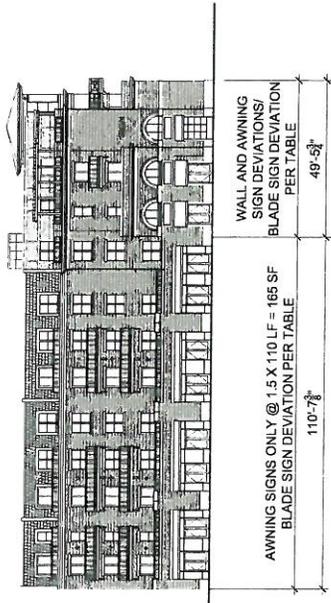


PC-SIGN 3



WALL AND AWNING SIGN PER CODE
BLADE SIGN DEVIATION PER TABLE
DEVIATION / NO.R.O.W. FRONTAGE
96'-11"

5 LOGGIA - WEST ELEVATION
SCALE: 1/32"=1'-0"



AWNING SIGNS ONLY @ 1.5 X 110 LF = 165 SF
BLADE SIGN DEVIATION PER TABLE
110'-7 7/8"

6 LOGGIA - NORTH ELEVATION
SCALE: 1/32"=1'-0"



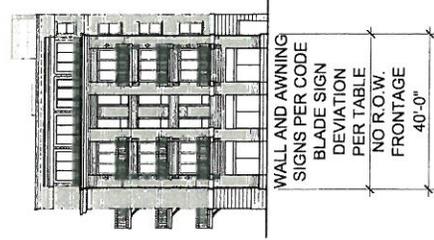
WALL AND AWNING SIGNS PER CODE
BLADE SIGN DEVIATION PER TABLE
155'-0 3/8"

4 LOGGIA - SOUTH ELEVATION
SCALE: 1/32"=1'-0"



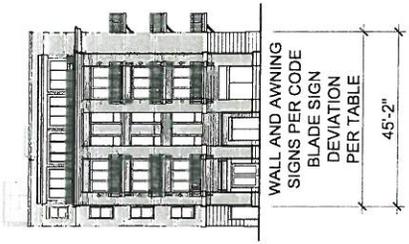
WALL AND AWNING SIGNS PER CODE
BLADE SIGN DEVIATION PER TABLE
DEVIATION / NO.R.O.W. FRONTAGE
111'-0"

2 THEATER - EAST ELEVATION
SCALE: 1/32"=1'-0"



WALL AND AWNING SIGNS PER CODE
BLADE SIGN DEVIATION PER TABLE
NO.R.O.W. FRONTAGE
40'-0"

1 THEATER - NORTH ELEVATION
SCALE: 1/32"=1'-0"



WALL AND AWNING SIGNS PER CODE
BLADE SIGN DEVIATION PER TABLE
45'-2"

3 THEATER - SOUTH ELEVATION
SCALE: 1/32"=1'-0"

DEVELOPMENT BY :



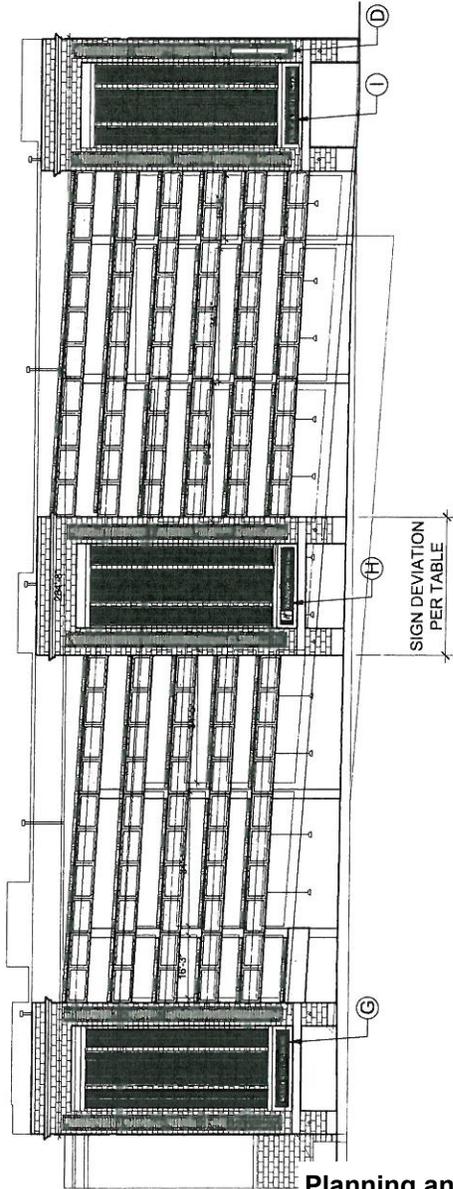
OFFICE AND GARAGE ELEVATIONS

REVISED -
AUGUST 8, 2012

WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540

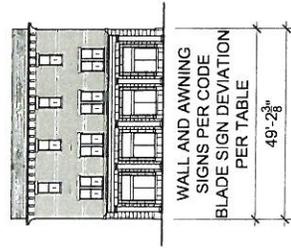


PC-SIGN 4

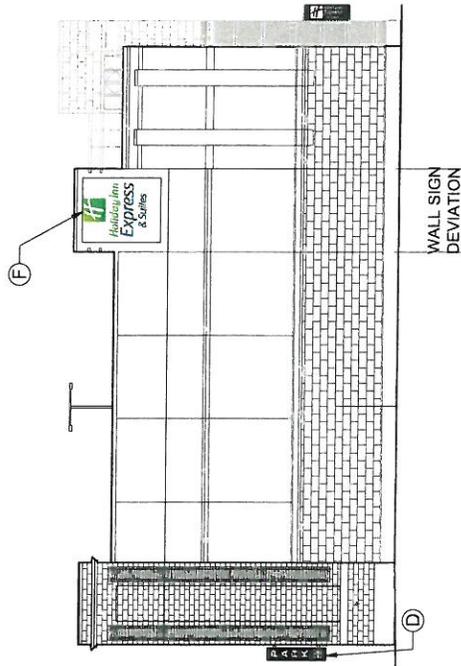


4 GARAGE - SOUTH ELEVATION
SCALE: 1/8"=1'-0"

SIGN DEVIATION
PER TABLE



2 OFFICE - SOUTH ELEVATION
SCALE: 1/8"=1'-0"



3 GARAGE - EAST ELEVATION
SCALE: 1/8"=1'-0"

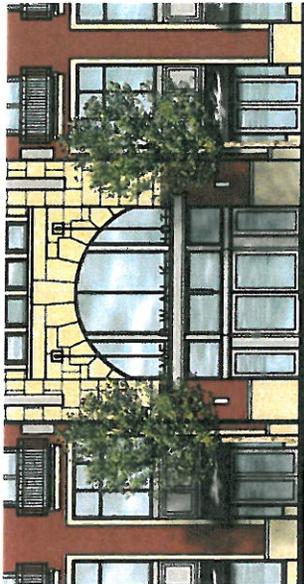
WALL SIGN
DEVIATION



1 OFFICE - WEST ELEVATION
SCALE: 1/8"=1'-0"

WALL AND AWNING SIGNS PER CODE
BLADE SIGN DEVIATION PER TABLE

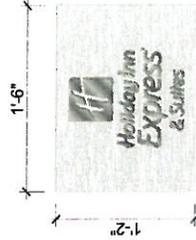
SIGN DETAILS



11 ENTRY CANOPY SIGN
SCALE: 1/8"=1'-0"



10 SIGN 'K' - STAINLESS STEEL
SCALE: 1/8"=1'-0"



9 SIGN 'J' - STAINLESS STEEL
SCALE: 1/8"=1'-0"



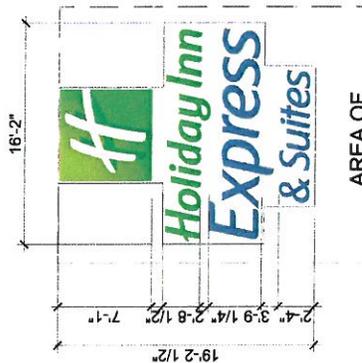
8 SIGN 'I' - PARKING GARAGE
SCALE: 1/8"=1'-0"



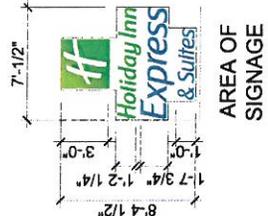
7 SIGN 'H' - PARKING GARAGE
SCALE: 1/8"=1'-0"



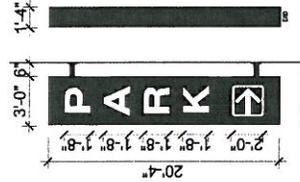
6 SIGN 'G' - PARKING GARAGE
SCALE: 1/8"=1'-0"



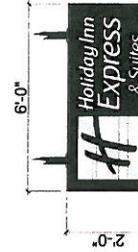
5 SIGN 'F' - EAST STAIR TOWER
SCALE: 1/8"=1'-0"



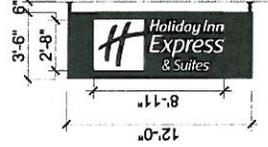
4 SIGN 'E' - SOUTH STAIR TOWER
SCALE: 1/8"=1'-0"



3 SIGN 'D' - PARKING GARAGE
SCALE: 1/8"=1'-0"



2 SIGN 'C' - UNDER CANOPY HOTEL BLADE SIGN
SCALE: 1/8"=1'-0"



1 SIGN 'A' - BANNER SIGN
SCALE: 1/8"=1'-0"

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WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540

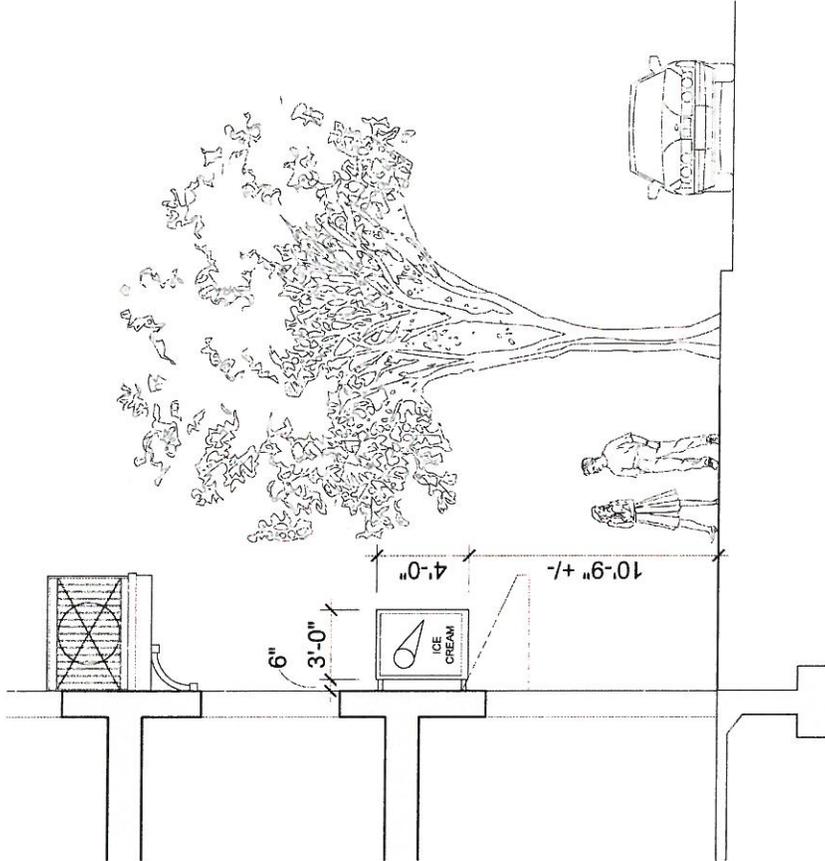


SULLIVAN GOULETTE & WILSON
ARCHITECTS
CORPORATE CENTER, 1000 EAST WISCONSIN AVENUE, SUITE 1000, NAPERVILLE, ILLINOIS 60563

PC-SIGN 5



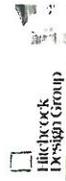
BLADE SIGN
DETAIL



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AUGUST 9, 2012

WATER STREET
DISTRICT

NAPERVILLE, ILLINOIS 60540

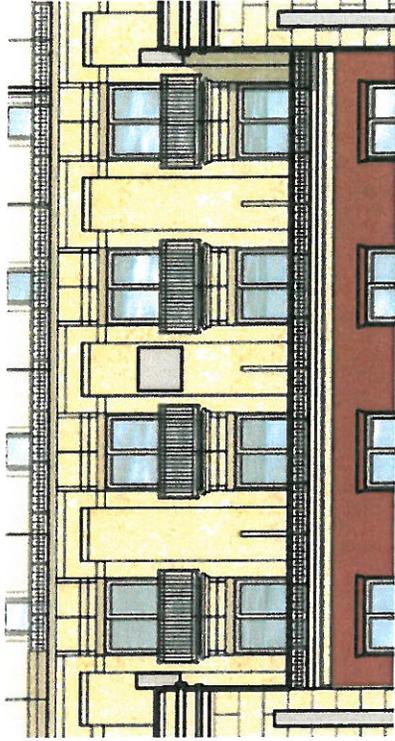


SULLIVAN
GOULLETTE
& WILSON
ARCHITECTS

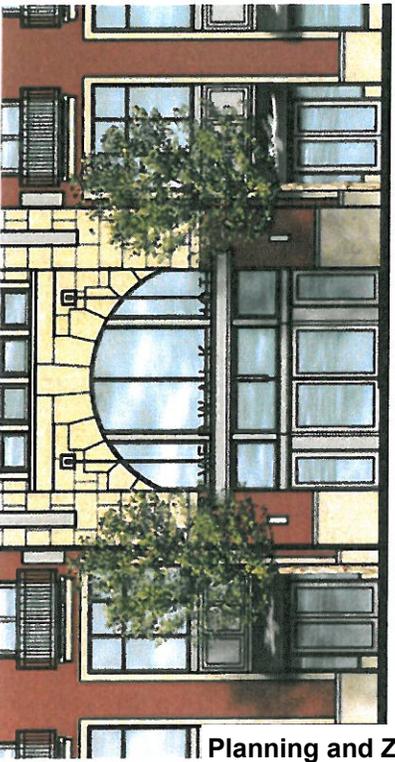
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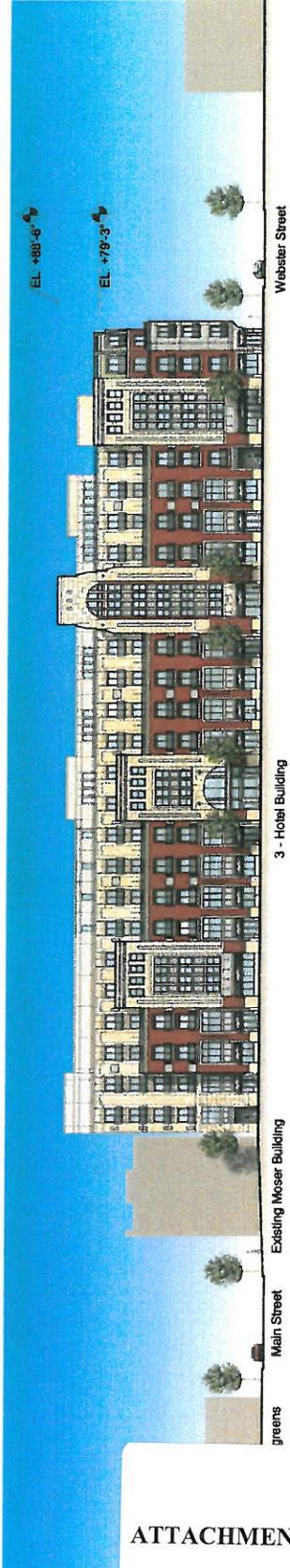
WATER STREET ELEVATION



5TH & 6TH FLOOR DETAIL



ENTRY DETAIL



WATER ST. ELEVATION



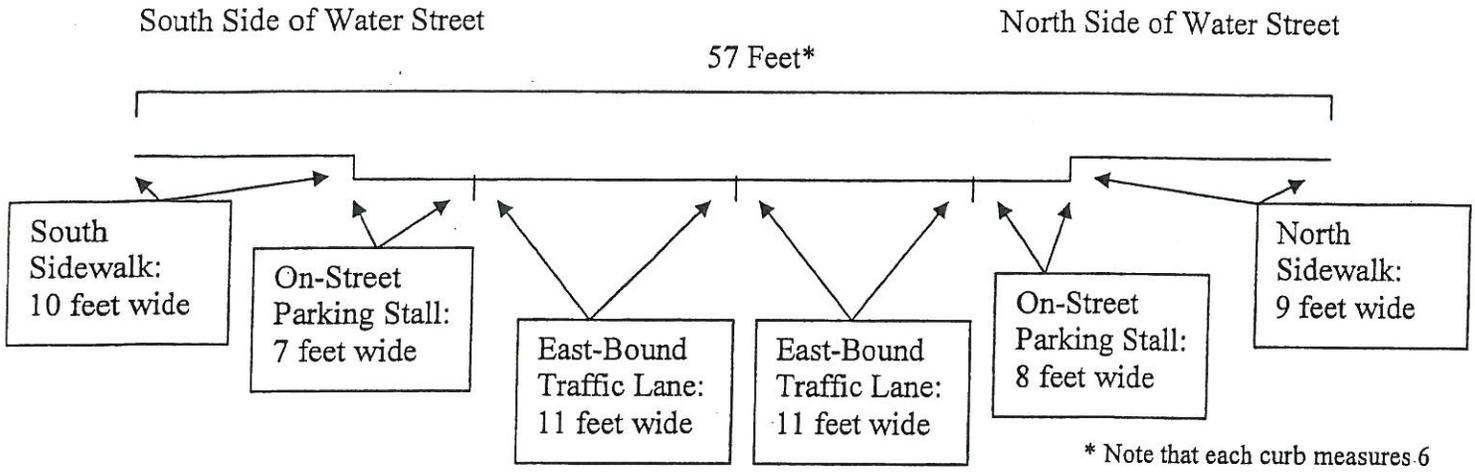
ATTACHMENT 15

REVISED
AUGUST 8, 2012
**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540

**fitchecock
Design Group**
ARCHITECTS
**SULLIVAN
GOULETTE
& WILSON**
ARCHITECTS

PC-9A

Water Street Cross Section



Comparative Analysis of Parking Space and Drive Lane Width for Streets in Downtown Napeville

Street	Location	Parking Space Width*	Drive Lane Width**
Water Street	both sides (existing)	7'	25' total width for two lanes
<i>Water Street</i>	<i>both sides (planned)</i>	7'	<i>22' total width for two lanes</i>
Main Street	both sides south of Water St.	7'	23.5' total width for two lanes
Chicago Avenue	both sides east of Main St.	7'	3 lane cross-section (11-13.5' per lane)
Jackson Avenue	both sides east of Main St.	7'	One way traffic (did not measure)
Jefferson	north side east of Main St.	7.5-8'	20.5' width for 2 lanes as mid-block crossing
Jefferson	south side east of Main St.	6.5-7'	20.5' width for 2 lanes as mid-block crossing
Washington St.	west side south of Jefferson	8'	21' total width for western two lanes
Washington St.	east side south of Jefferson	8'	21' total width for eastern two lanes
Jefferson	both sides at Ellsworth	6'	21' total width for two lanes
Ellsworth	west side north of Jefferson	6'	9.5' single lane width
Ellsworth	east side north of Jefferson	7'	9.5' single lane width
Brainard	north of Jefferson	8'	20' total width for two lanes
Loomis	north of Jefferson	7'	14' total width for two lanes
Van Buren Ave.	west of Loomis	6'	16.5' total width for two lanes
Van Buren Ave.	north side west of Washington	6'	22.8' total width for two lanes
Van Buren Ave.	at ped. Cross walk	-	23' total width for two lanes
Main Street	east side south of Van Buren	8'	14' single lane width
Main Street	west side south of Van Buren	7'	12' single lane width
Van Buren Ave.	north side west of Main Street	7'	23' total width for two lanes
Jefferson	both sides west of Webster	7'	10' single lane width
Webster St.	both sides south of Jefferson	7'	18' total width for two lanes

Notes:

* As measured from inside edge of curb to end of parking space striping. Measurement taken in the field by Moser Enterprises on 7/10/07. Measurements have been rounded to the nearest .5'.

**As measured from end of parking space striping to center of centerline striping in roadway. Measurement taken in the field by Moser Enterprises on 7/10/07. Measurements have been rounded to the nearest .5'.

COMPARATIVE HEIGHT STUDY OF DOWNTOWN BUILDINGS

Property	Address	Height*
Hotel Building (Tower Feature)	Water Street District	88.5'
Hotel Building (7th Floor Parapet)	Water Street District	
Water Street Parking Deck	Water Street District	87'
Washington Street Condominiums	520 S. Washington Street	76.8'
Loggia Building (Elevator Overrun)	Water Street District	72.3'
Main Street Promenade East (Parapet)	3 S. Main Street	65.6'
Theater Building (Stair Tower)	Water Street District	68.9'
Loggia Building (Parapet)	Water Street District	66'
Van Buren Parking Garage	43 W. Van Buren	63.9'
Main Street Promenade Addition	SWC Main Street & Benton Avenue	63.6'
Theater Building (Parapet)	Water Street District	61.7'
Main Street Promenade	55 S. Main Street	58.6'
River Place Condominiums	509-511 Aurora Avenue	58.6'
Barnes & Noble	47 E. Chicago Avenue	56.4'
Catch 35	35 S. Washington Street	53.6'
NCC Fine Arts Center	171 E. Chicago Avenue	47.7'
Benton Terrace	180 W. Benton Avenue	47.3'
AT&T	111 W. Franklin Avenue	47.3'
Naper Place	119 S. Main Street	45.6'
Office Building (Cornice)	Water Street District	43.3'
Office Building (Parapet)	Water Street District	38.8'
Nichols Library	305 W. Jackson Avenue	35.4'
Municipal Center	400 S. Eagle Street	33.4'

**Note: the Zoning Code and Naperville Downtown2030 note that when determining height, chimneys, ornamental towers, parapet walls, and rooftop mechanical units are not included. All Water Street building heights provided above represent the height to the top of the parapet wall or decorative feature (as noted above) and therefore result in a greater height than as measured per code. Unless otherwise noted above, the other height comparisons provided are based upon the measurement of height per code.*

**SIGHT LINE STUDY:
HOTEL AS VIEWED FROM LOGGIA**

REVISED:
AUGUST 8, 2012

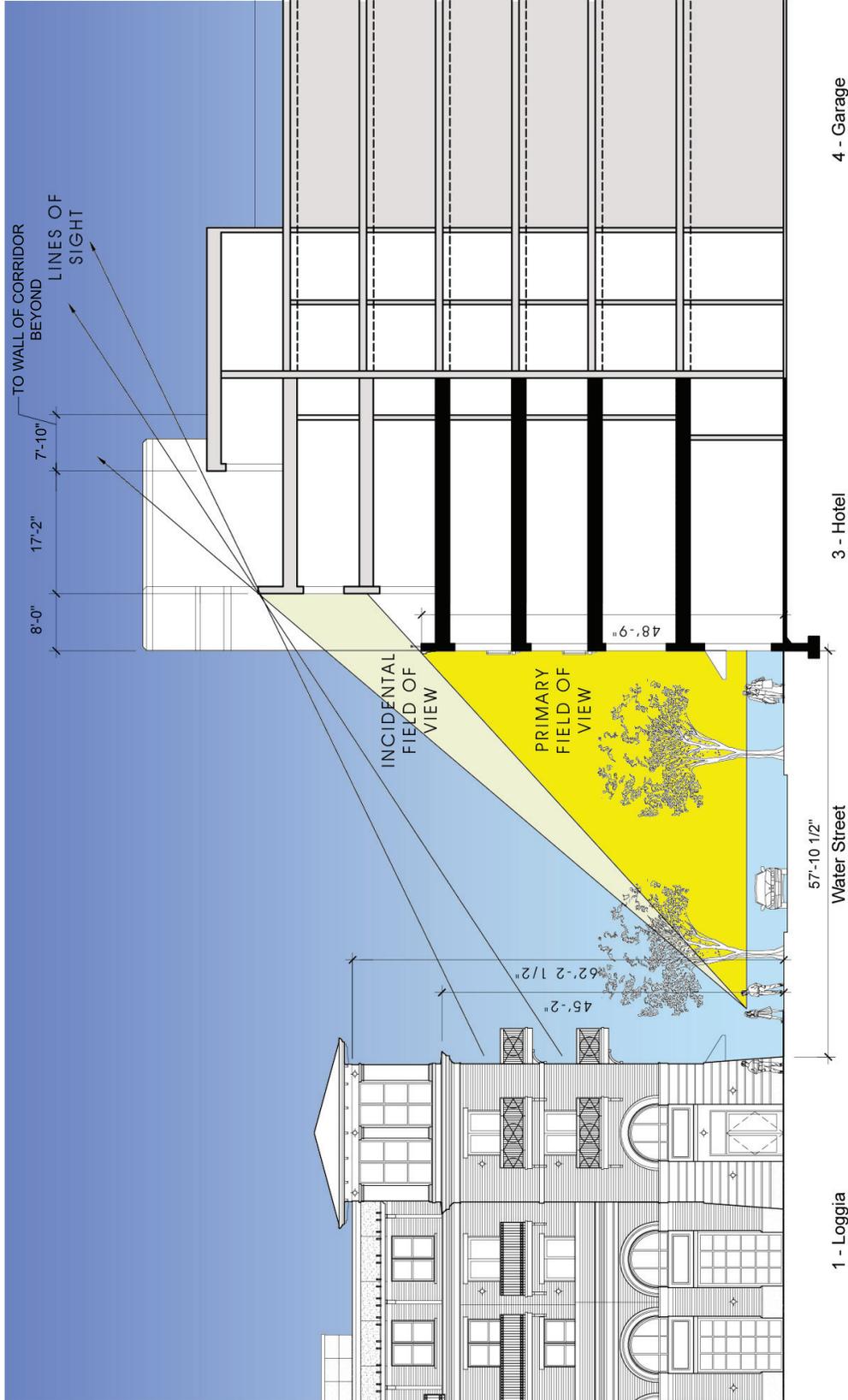
**WATER STREET
DISTRICT**

NAPERVILLE, ILLINOIS 60540



**SULLIVAN
& WILSON**
ARCHITECTS
CORPORATE OFFICE, 1111 W. 80TH STREET, SUITE 100, CHICAGO, IL 60642

PC-15



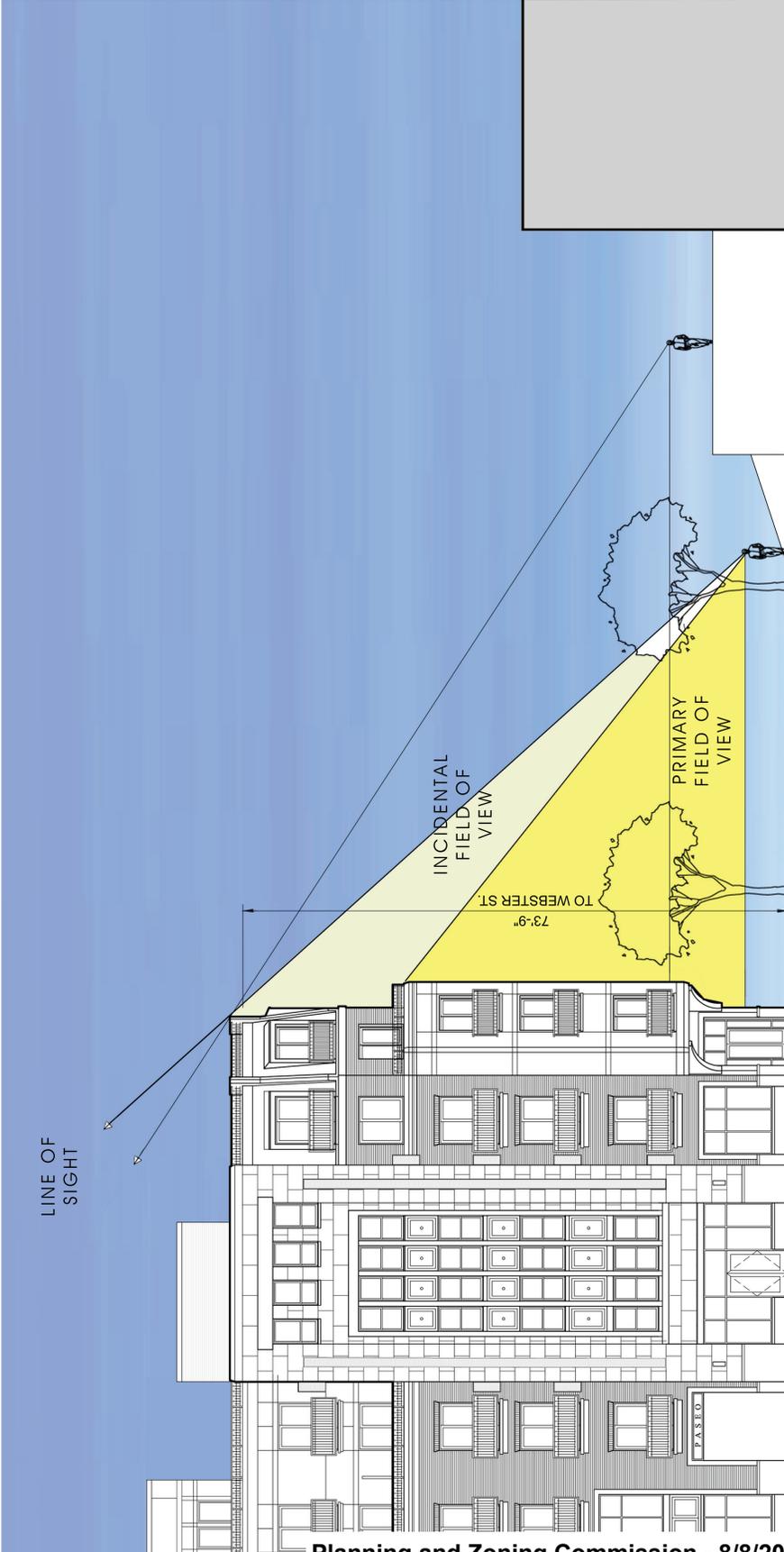
SIGHT LINE STUDY:
HOTEL VIEWED FROM MUNICIPAL BUILDING

DEVELOPMENT BY:



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AUGUST 9, 2012

WATER STREET
DISTRICT
NAPERVILLE, ILLINOIS 60540



Webster Street

4 - Hotel

Municipal Building/Park Deck



OUTDOOR ROOM DIAGRAM

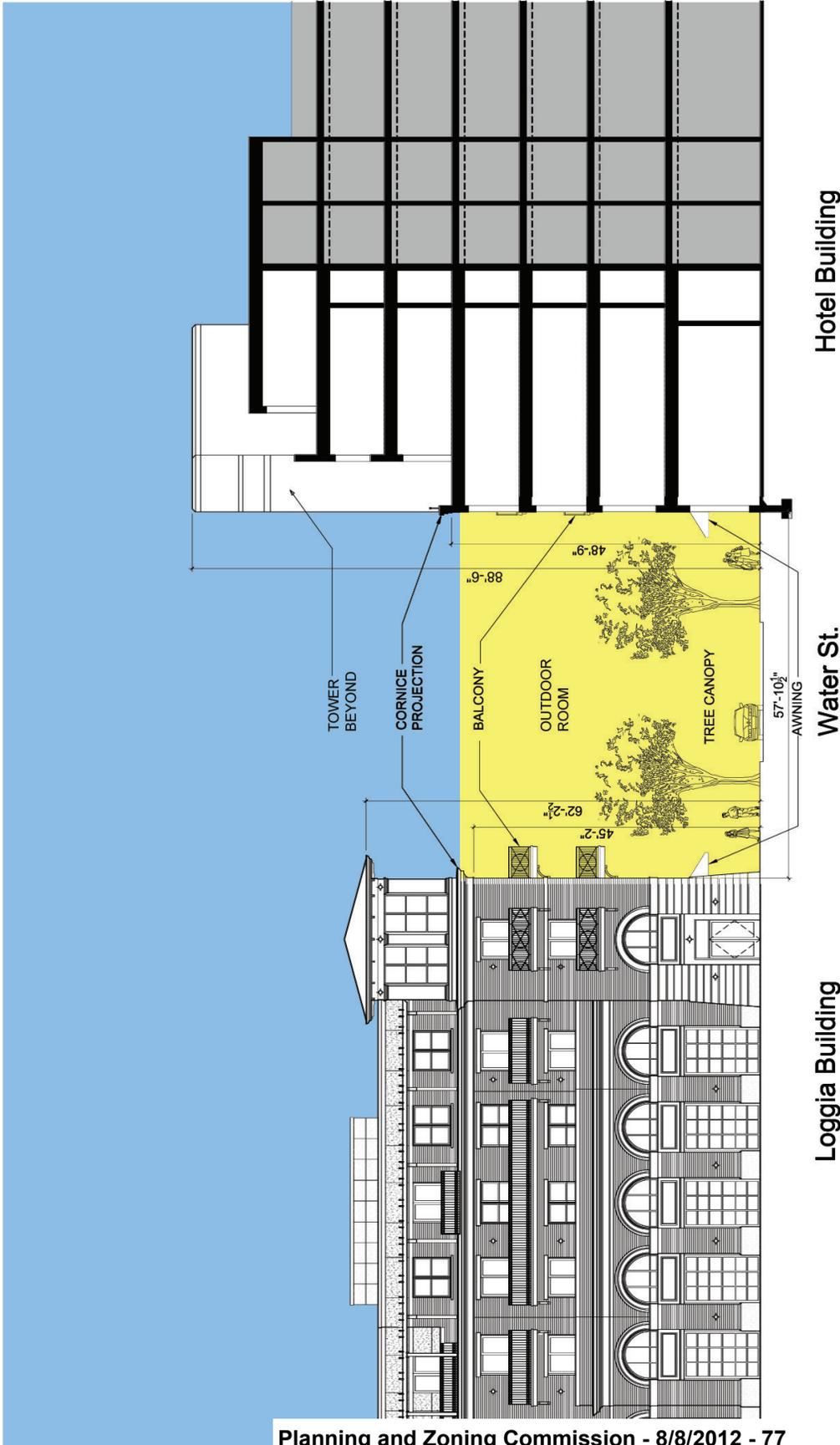
REVISED
AUGUST 8, 2012

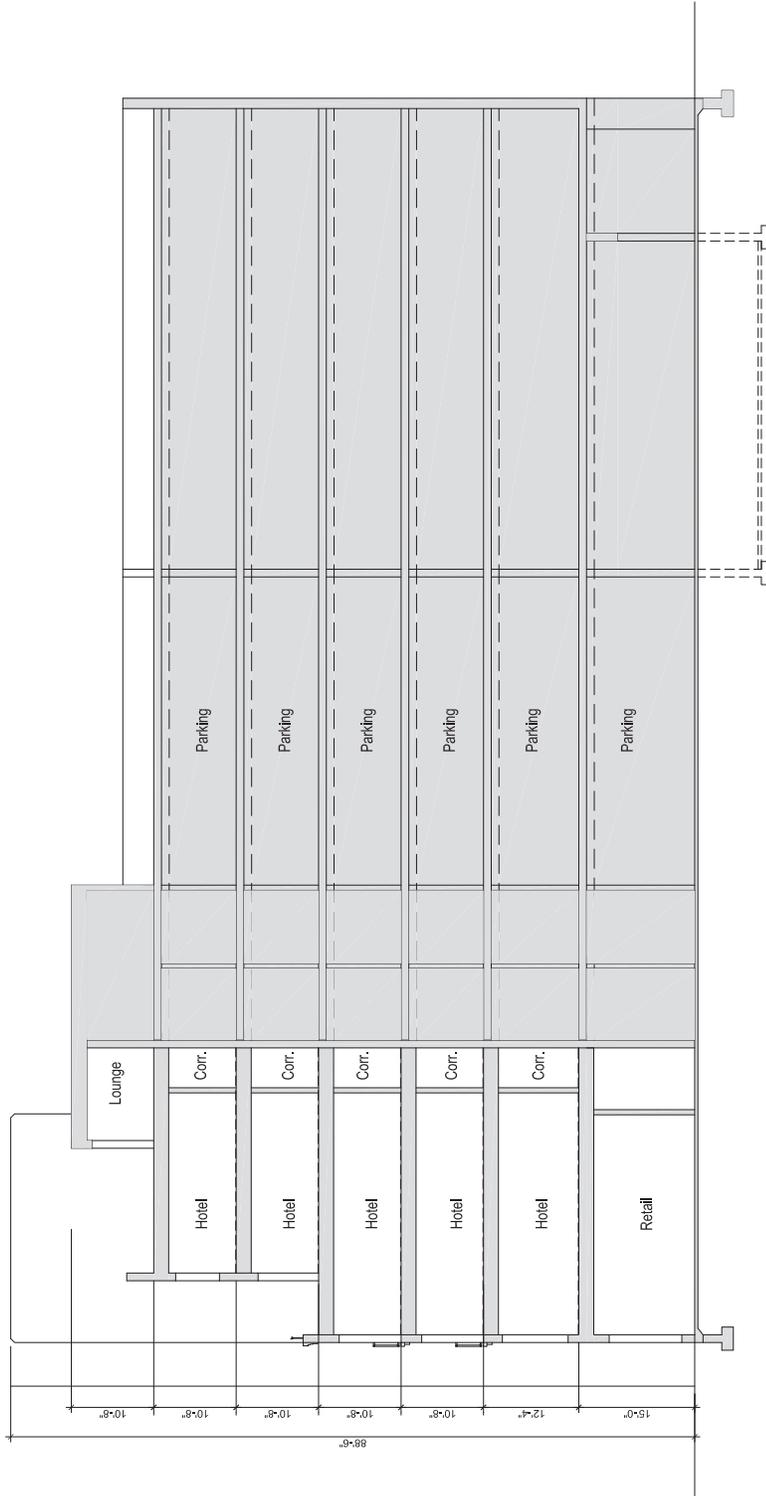
WATER STREET
DISTRICT
NAPERVILLE, ILLINOIS 60540



SULLIVAN
GOULETTE
& WILSON
ARCHITECTS
SERVING ARCHITECTURAL DESIGN INDUSTRY

PC-15 A





BUILDING 3 SECTION



**SIGHT LINE STUDY:
GARAGE AS VIEWED FROM
AURORA AVENUE**

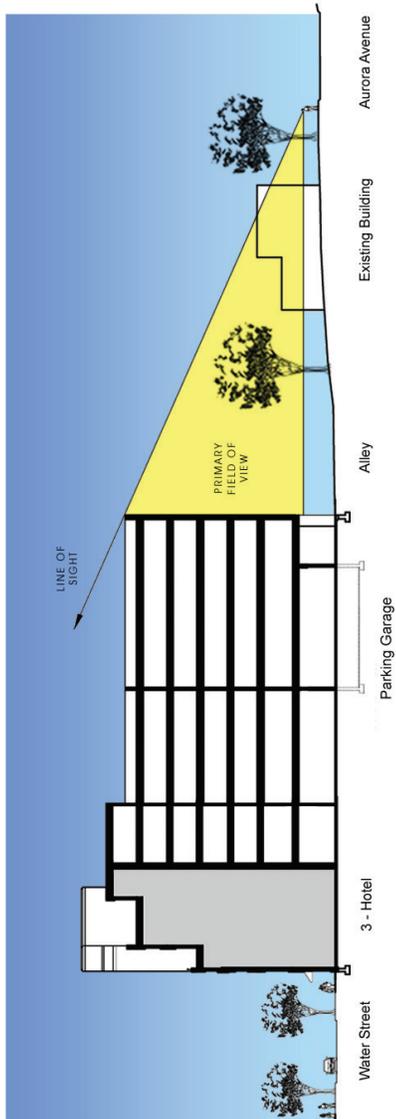
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AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



**SULLIVAN
& WILLETTE**
ARCHITECTS
ESTABLISHED 1976. NAPERVILLE, ILLINOIS

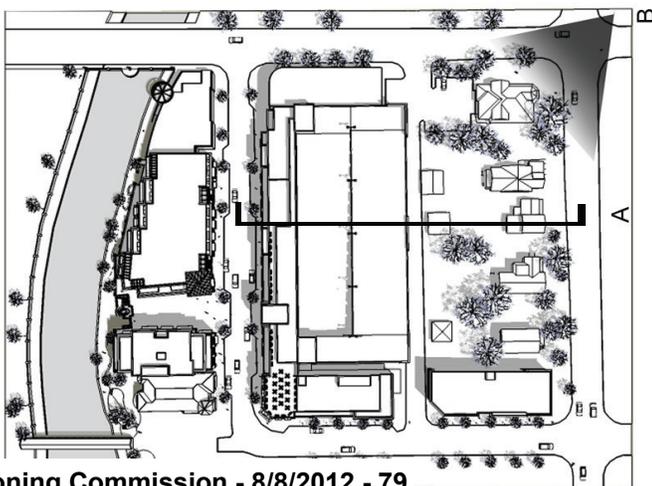
PC-11A



SECTION A



VIEW B



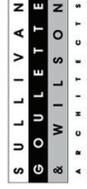
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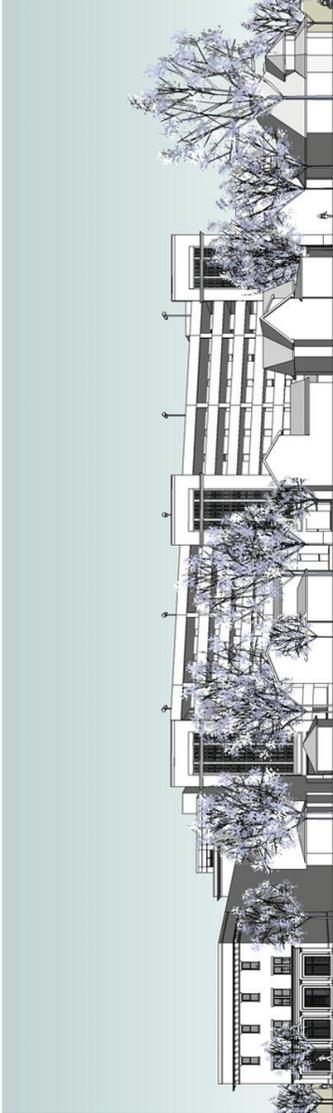
**GARAGE AS VIEWED FROM
AURORA AVENUE**

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AUGUST 8, 2012

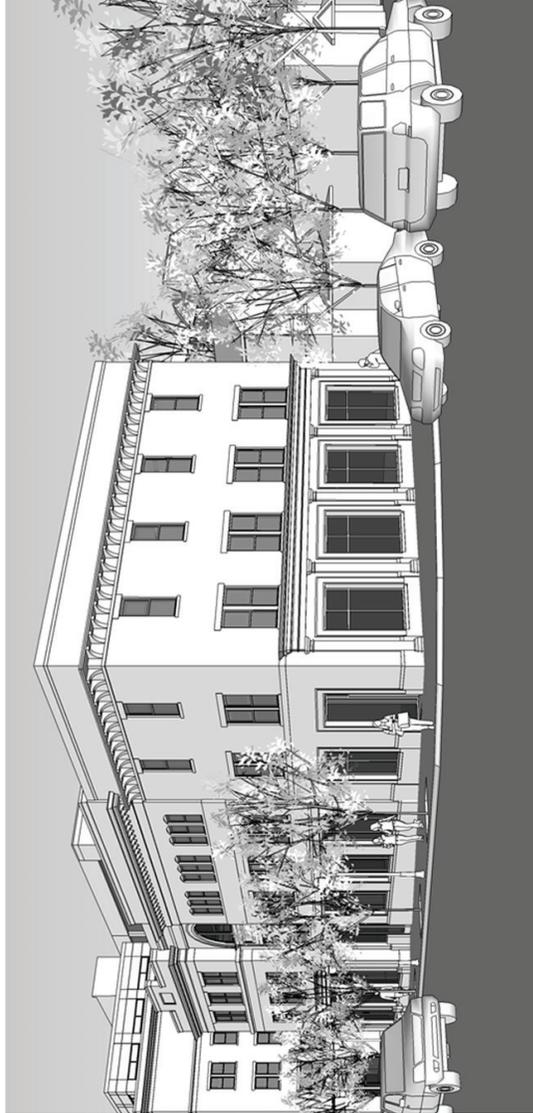
**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



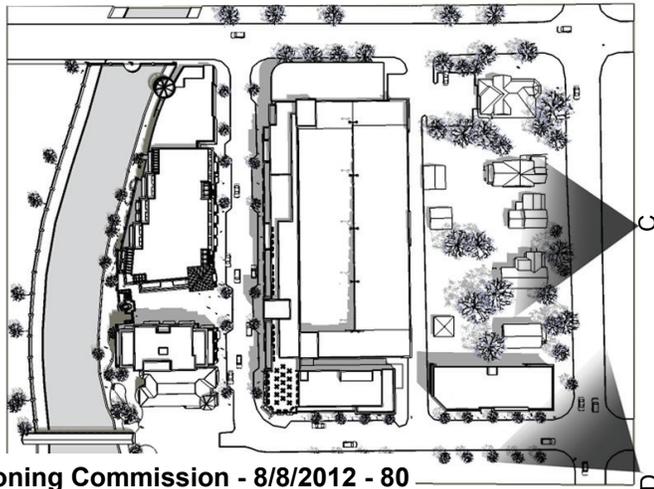
PC-11 B



VIEW C



VIEW D



KEY PLAN

DEVELOPMENT BY :



**SHADOW STUDY
SITE PLAN**

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AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



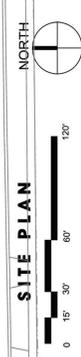
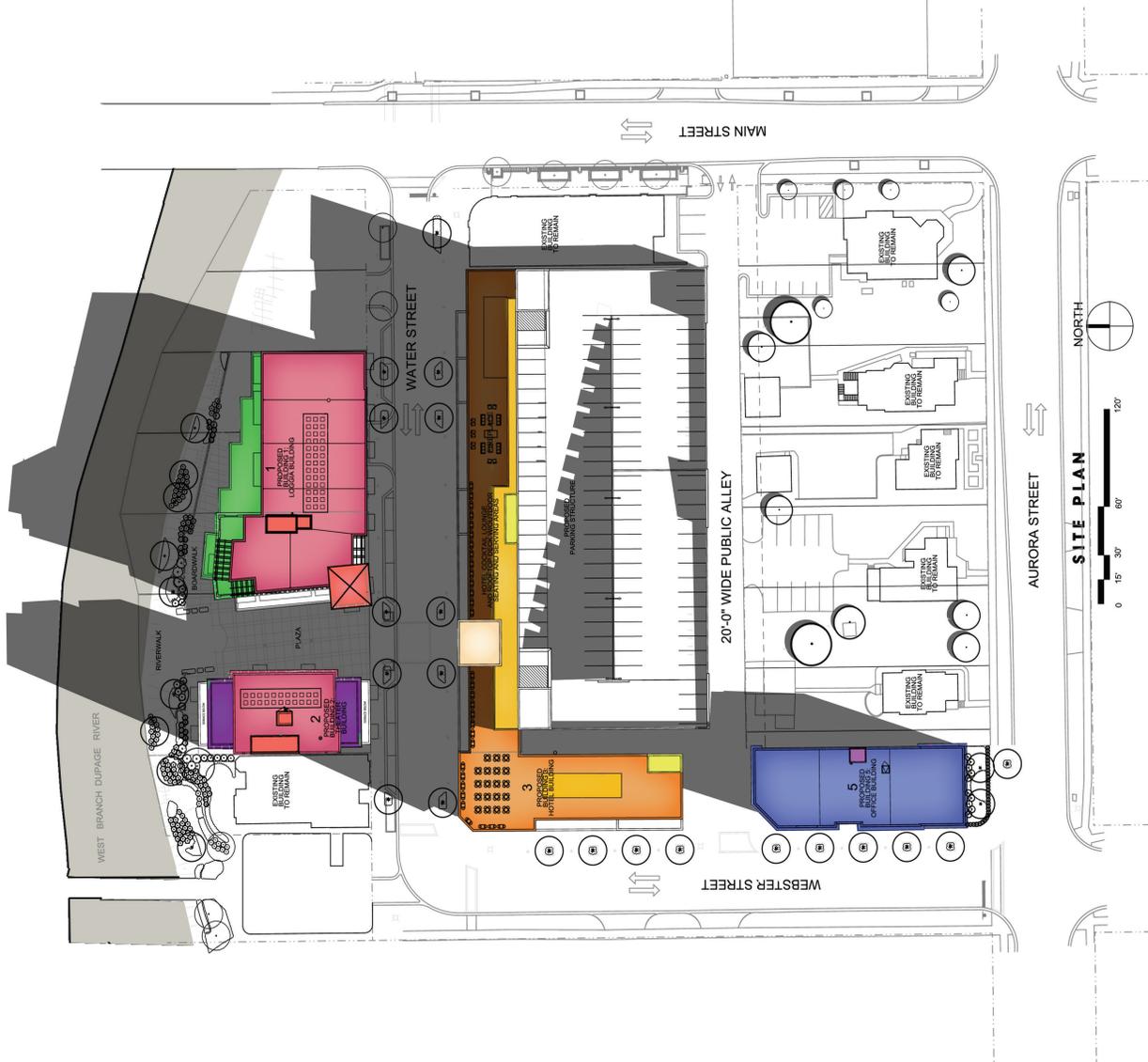
PC-4 A

Shadow Study Lines

December 21, 1 pm Standard Time

Building Heights

- 88'-6" - Max Bldg Parapet Height [Tower Feature]
- 88'-2" - Elevator Over Run
- 82'-8" - Roof Parapet Height
- 73'-9" - Roof Parapet Height at Deck
- 66'-0" - Roof Parapet Height
- 48'-8" - Roof Parapet Height at Deck
- 38'-9" - Roof Parapet Height
- 29'-2" - Roof Parapet Height at Deck



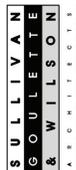
DEVELOPMENT BY :



**SHADOW STUDY
SITE PLAN**

REVISED -
AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



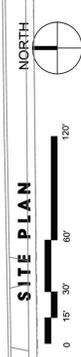
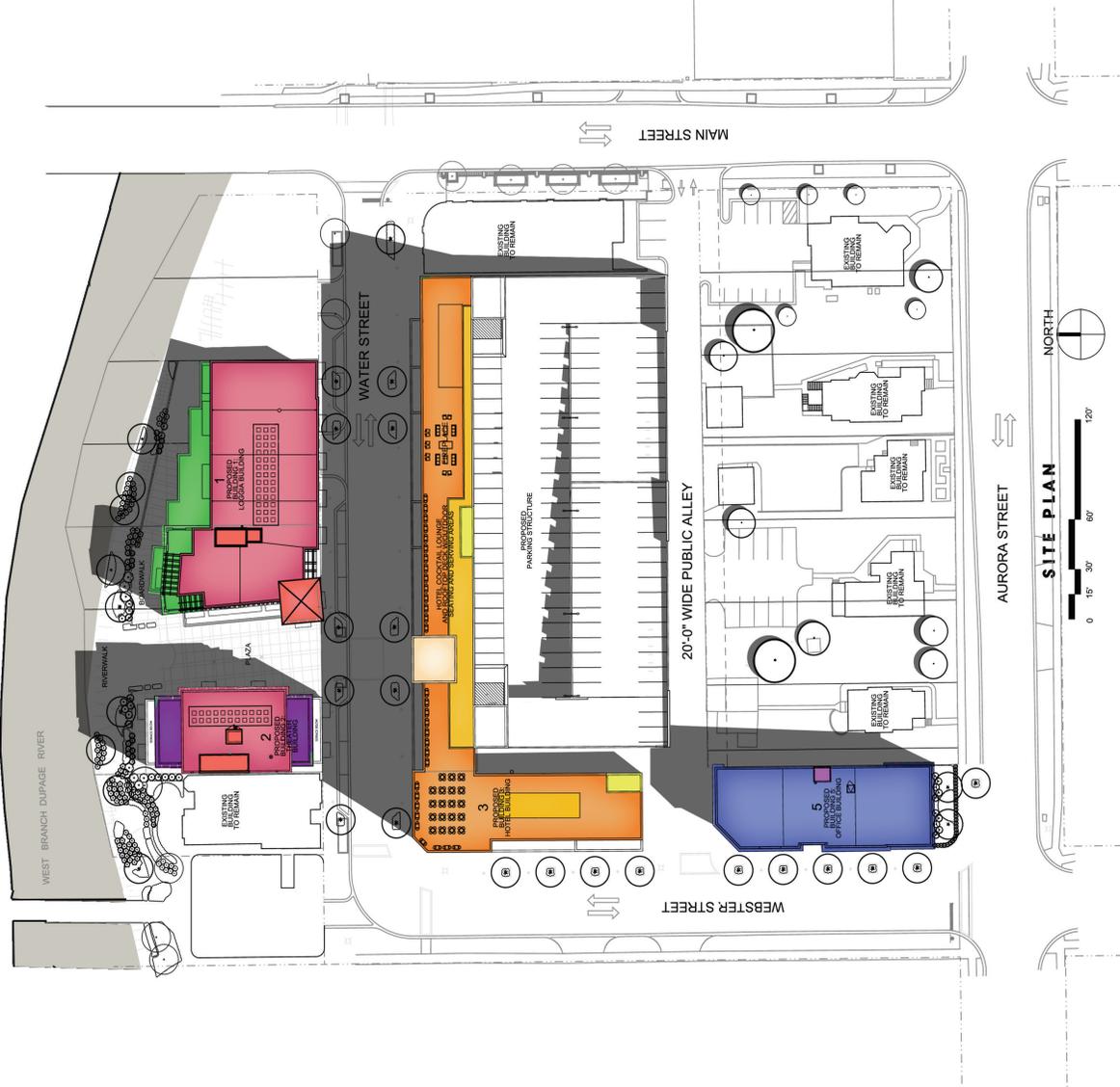
PC-4 B

Shadow Study Lines

March 21, 1 pm Standard Time

Building Heights

- 88'-6" - Max Bldg Parapet Height [Tower Feature]
- 88'-2" - Elevator Over Run
- 82'-8" - Roof Parapet Height
- 73'-9" - Roof Parapet Height at Deck
- 66'-0" - Roof Parapet Height
- 48'-8" - Roof Parapet Height at Deck
- 38'-9" - Roof Parapet Height
- 29'-2" - Roof Parapet Height at Deck



DEVELOPMENT BY :



**SHADOW STUDY
SITE PLAN**

REVISED -
AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



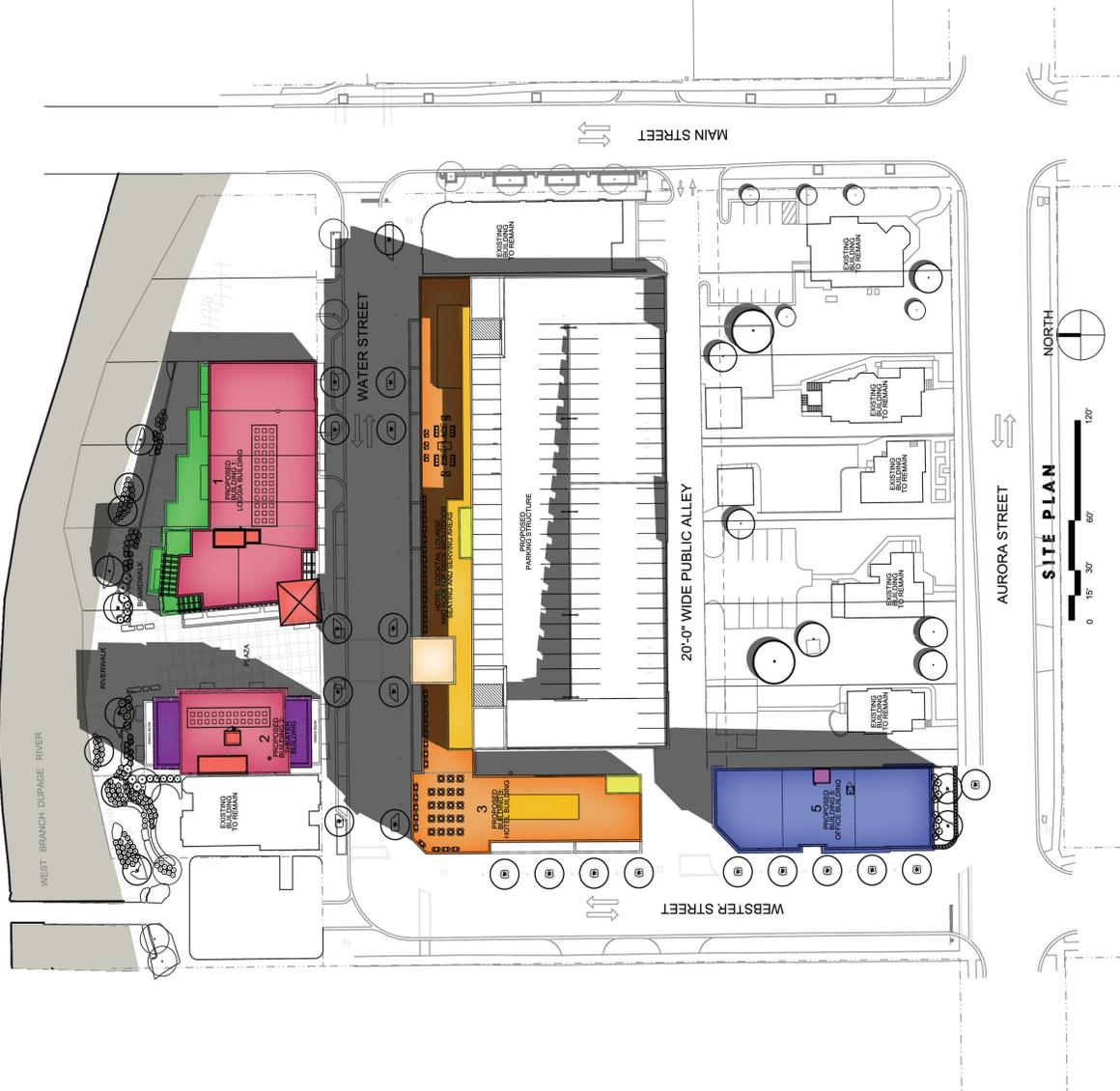
PC-4 C

Shadow Study Lines

September 21, 1 pm Standard Time

Building Heights

- 88'-6" - Max Bldg Parapet Height [Tower Feature]
- 88'-2" - Elevator Over Run
- 82'-8" - Roof Parapet Height
- 73'-9" - Roof Parapet Height at Deck
- 66'-0" - Roof Parapet Height
- 48'-8" - Roof Parapet Height at Deck
- 38'-9" - Roof Parapet Height
- 29'-2" - Roof Parapet Height at Deck



DEVELOPMENT BY :



**SHADOW STUDY
SITE PLAN**

REVISED -
AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



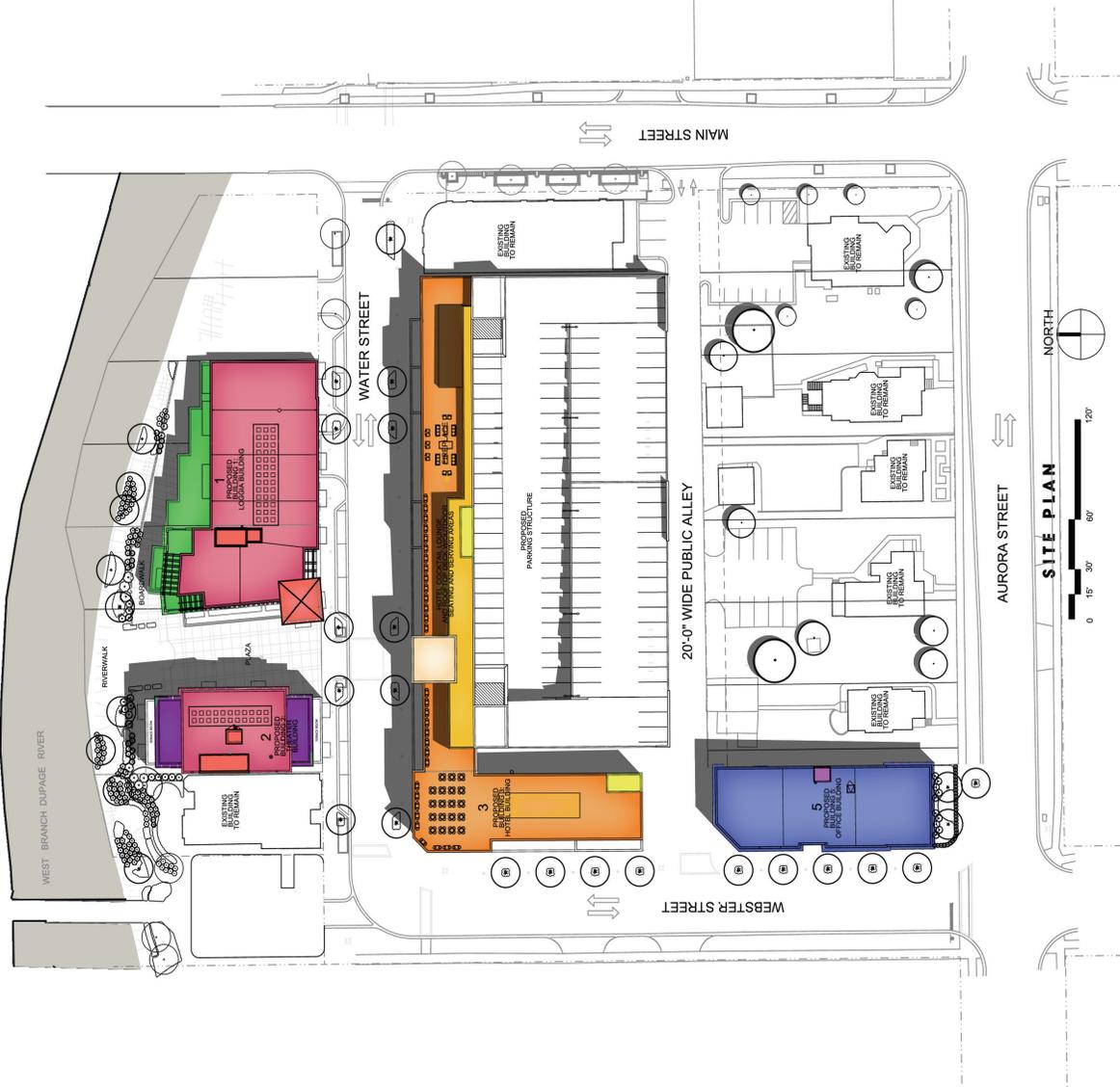
PC-4 D

Shadow Study Lines

June 21, 1 pm Standard Time

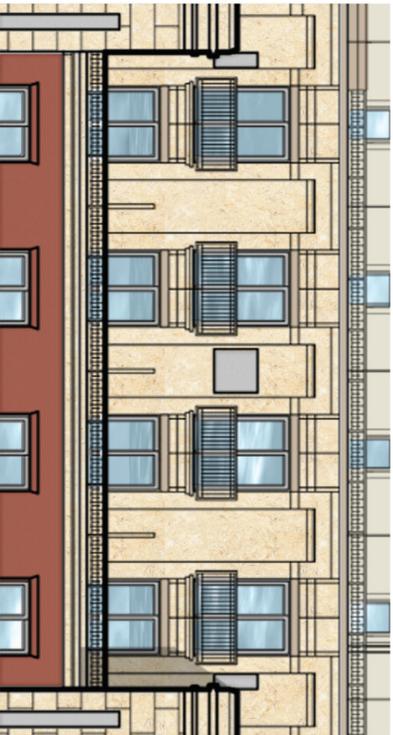
Building Heights

- 88'-6" - Max Bldg Parapet Height [Tower Feature]
- 88'-2" - Elevator Over Run
- 82'-8" - Roof Parapet Height
- 73'-9" - Roof Parapet Height at Deck
- 66'-0" - Roof Parapet Height
- 48'-8" - Roof Parapet Height at Deck
- 38'-9" - Roof Parapet Height
- 29'-2" - Roof Parapet Height at Deck





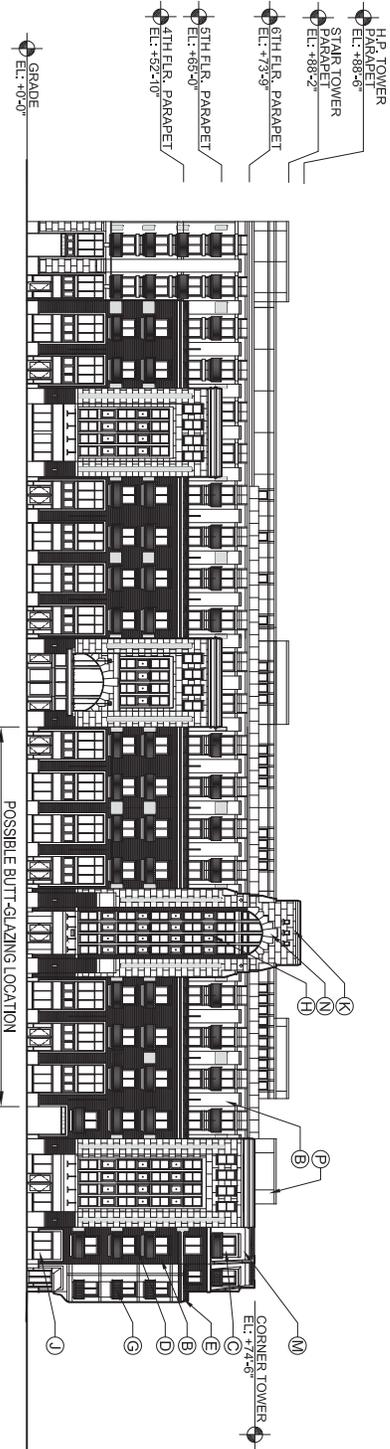
ENTRY DETAIL
 0 5' 10' 15' 20' 25'



5TH & 6TH FLOOR DETAIL
 0 5' 10' 15' 20' 25'



WATER ST. ELEVATION
 0 25' 50' 100'



ITEM	OPTION
A. CORNICE	1. FYPON 2. SMOOTH STUCCO 3. PRECAST CONCRETE
B. MASONRY WALLS	1. PRECAST: PAINTED MODULAR BRICK OR CAST STONE FORM/LINER 2. MODULAR FACE BRICK 3. CAST OR NATURAL STONE
C. WINDOW WALLS	1. CLEAR OR TINTED GLASS 2. PREFINISHED ALUMINIUM & VINYL FRAMES 3. GLASS SWING OR SLIDING DOORS
D. WINDOW / DOOR HEADER	1. PRECAST: PAINTED BRICK OR CAST STONE FORM/LINER
E. PARAPET COPING	1. PRECAST: PAINTED FORM LINER 2. METAL CAP
F. ROOF DECK PARTITIONS	1. IPE 2. METAL
G. BALCONY & GARDEN RAILS	1. PREFINISHED ALUMINIUM RAILS
H. SPANDRELS	1. PRECAST: PAINTED FORM LINER
I. MANSARD ROOF	1. RECYCLED RUBBER 2. RUBBER
J. TENANT STOREFRONT AND BULKHEADS	1. CAST STONE 2. BRICK 3. CELLULAR PVC 4. METAL 5. STEEL 6. GLASS STOREFRONT 7. CEMENT BOARD 8. WOOD PANELING
K. TOWER BEACON	1. GLASS BLOCK
L. METAL HUNG BALCONY	1. PREFINISHED ALUMINIUM RAILS
M. FRAME WALLS	1. HARDPLANK PREFINISHED 2. METAL ARCHITECTURAL PANELS 3. SYNTHETIC PLASTER
N. ARCHITECTURAL MASONRY ORNAMENTATION	1. PRECAST: PAINTED FORM LINER
O. AVININGS	1. CANVAS 2. METAL 3. VINYL 4. FIBERGLASS
P. ELEVATOR OVER-RUN & STAIR TOWER BEYOND	1. PRECAST: PAINTED BRICK OR CAST STONE FORM/LINER 2. SCORED/PANELIZED STUCCO
Q. GAS METER	1. IPE 2. PREFINISHED ALUMINIUM 3. FIBERGLASS
S. PERGOLA	1. IPE 2. PREFINISHED ALUMINIUM 3. FIBERGLASS

ITEM	OPTION
A. CORNICE	1. FYPON 2. SMOOTH STUCCO 3. PRECAST CONCRETE
B. MASONRY WALLS	1. PRECAST: PAINTED MODULAR BRICK OR CAST STONE FORM/LINER 2. MODULAR FACE BRICK 3. CAST OR NATURAL STONE
C. WINDOW WALLS	1. CLEAR OR TINTED GLASS 2. PREFINISHED ALUMINIUM & VINYL FRAMES 3. GLASS SWING OR SLIDING DOORS
D. WINDOW / DOOR HEADER	1. PRECAST: PAINTED BRICK OR CAST STONE FORM/LINER
E. PARAPET COPING	1. PRECAST: PAINTED FORM LINER 2. METAL CAP
F. ROOF DECK PARTITIONS	1. IPE 2. METAL
G. BALCONY & GARDEN RAILS	1. PREFINISHED ALUMINIUM RAILS
H. SPANDRELS	1. PRECAST: PAINTED FORM LINER
I. MANSARD ROOF	1. RECYCLED RUBBER 2. RUBBER
J. TENANT STOREFRONT AND BULKHEADS	1. CAST STONE 2. BRICK 3. CELLULAR PVC 4. METAL 5. STEEL 6. GLASS STOREFRONT 7. CEMENT BOARD 8. WOOD PANELING
K. TOWER BEACON	1. GLASS BLOCK
L. METAL HUNG BALCONY	1. PREFINISHED ALUMINIUM RAILS
M. FRAME WALLS	1. HARDPLANK PREFINISHED 2. METAL ARCHITECTURAL PANELS 3. SYNTHETIC PLASTER
N. ARCHITECTURAL MASONRY ORNAMENTATION	1. PRECAST: PAINTED FORM LINER
O. AVININGS	1. CANVAS 2. METAL 3. VINYL 4. FIBERGLASS
P. ELEVATOR OVER-RUN & STAIR TOWER BEYOND	1. PRECAST: PAINTED BRICK OR CAST STONE FORM/LINER 2. SCORED/PANELIZED STUCCO
Q. GAS METER	1. IPE 2. PREFINISHED ALUMINIUM 3. FIBERGLASS
S. PERGOLA	1. IPE 2. PREFINISHED ALUMINIUM 3. FIBERGLASS

REVISED -
AUGUST 8, 2012

WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540

BUILDING THREE: HOTEL ELEVATIONS

Planning and Zoning Commission - 8/8/2012 - 86

MARQUETTE COMPANIES

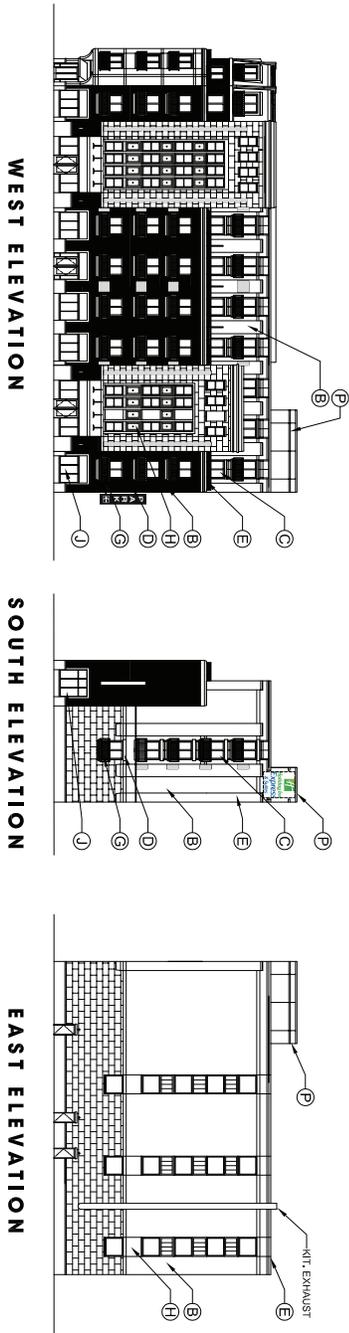
REVISIONS

NO.	DATE	DESCRIPTION
1	8/1/12	ISSUED FOR PERMITS
2	8/1/12	ISSUED FOR PERMITS
3	8/1/12	ISSUED FOR PERMITS
4	8/1/12	ISSUED FOR PERMITS
5	8/1/12	ISSUED FOR PERMITS
6	8/1/12	ISSUED FOR PERMITS
7	8/1/12	ISSUED FOR PERMITS
8	8/1/12	ISSUED FOR PERMITS
9	8/1/12	ISSUED FOR PERMITS
10	8/1/12	ISSUED FOR PERMITS

SULLIVAN & WILSON
ARCHITECTS

1000 N. WASHINGTON ST.
NAPERVILLE, IL 60563

PC-24A



ITEM	OPTION
A. CORNICE	1. FYPON 2. SMOOTH STUCCO 3. PRECAST CONCRETE
B. MASONRY WALLS	1. PRECAST: PAINTED MODULAR BRICK OR CAST STONE FORM/LINER 2. MODULAR FACE BRICK 3. CAST OR NATURAL STONE
C. WINDOW WALLS	1. CLEAR OR TINTED GLASS 2. PREFINISHED ALUMINIUM & VINYL FRAMES 3. GLASS SWING OR SLIDING DOORS
D. WINDOW/ DOOR HEADER	1. PRECAST: PAINTED BRICK OR CAST STONE FORM LINER
E. PARAPET COPING	1. PRECAST: PAINTED FORM LINER 2. METAL CAP
F. ROOF DECK PARTITIONS	1. IPE 2. METAL
G. BALCONY & GUARD RAILS	1. PREFINISHED ALUMINIUM RAILS
H. SPANDRELS	1. PRECAST: PAINTED FORM LINER
I. MANSARD ROOF	1. RECYCLED RUBBER 2. RUBBER
J. TENANT STOREFRONT AND BULKHEADS	1. CAST STONE 2. BRICK 3. CELLULAR PVC 4. METAL 5. STEEL 6. GLASS STOREFRONT 7. CEMENT BOARD 8. WOOD PANELING
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N. ARCHITECTURAL MASONRY ORNAMENTATION	1. PRECAST: PAINTED FORM LINER
O. AWNINGS	1. CANVAS 2. METAL 3. VINYL 4. IBERGLASS
P. ELEVATOR OVER-RUN & STAIR TOWER BEYOND	1. PRECAST: PAINTED BRICK OR CAST STONE FORM LINER 2. SCORED/PANELIZED STUCCO
Q. GAS METER	1. IPE 2. PREFINISHED ALUMINIUM 3. IBERGLASS
S. PERGOLA	1. IPE 2. PREFINISHED ALUMINIUM 3. IBERGLASS

DEVELOPMENT BY:

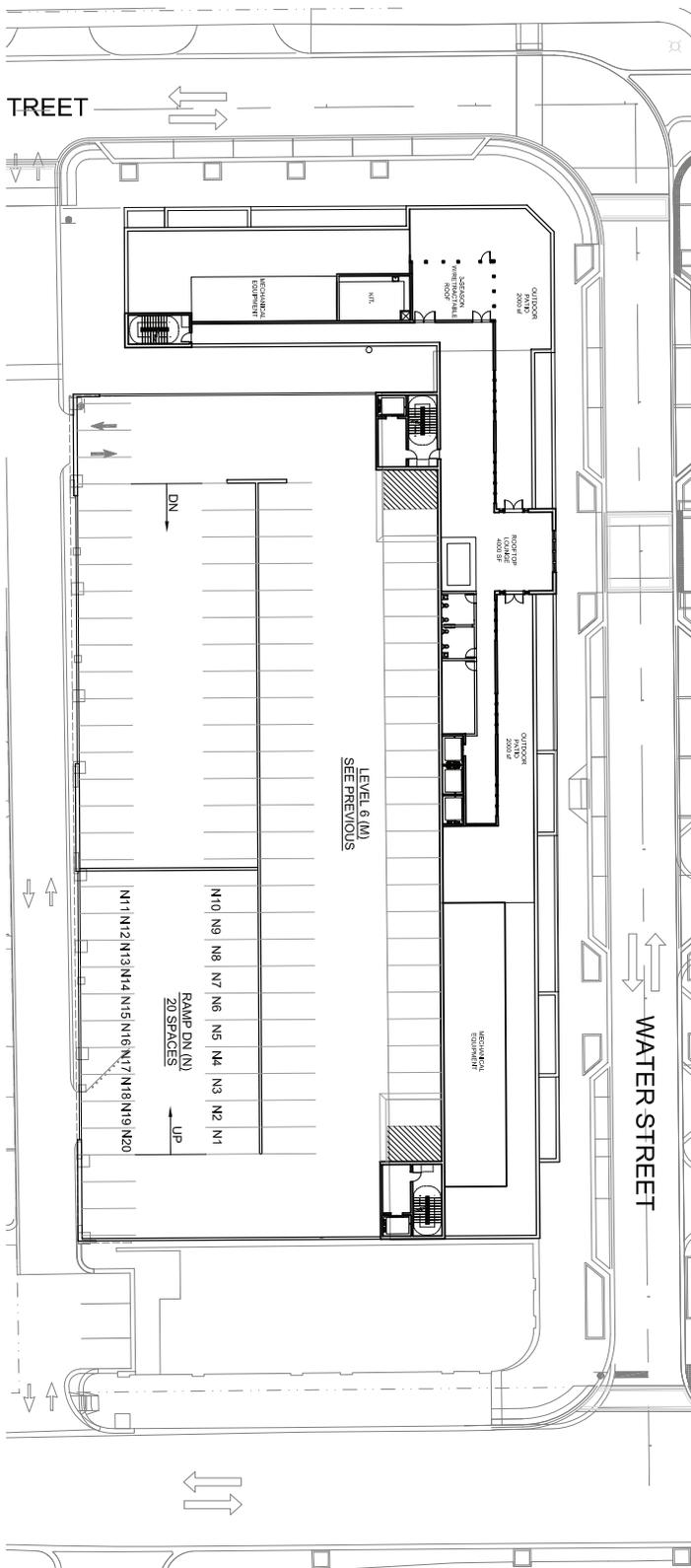


BUILDING THREE: HOTEL ELEVATIONS

REVISED - AUGUST 8, 2012

WATER STREEL DISTRICT
NAPERVILLE, ILLINOIS 60540

PC-24B



ROOF PENTHOUSE PLAN

0 10' 20' 40' 80'

NORTH

DEVELOPMENT BY :

M

MARQUETTE COMPANIES

HOTEL PENTHOUSE PLAN

REVISED -
AUGUST 8, 2012

WATER STREET, DISTRICT
NAPERVILLE, ILLINOIS 60540

SULLIVAN
GOULLETTE
& WILSON

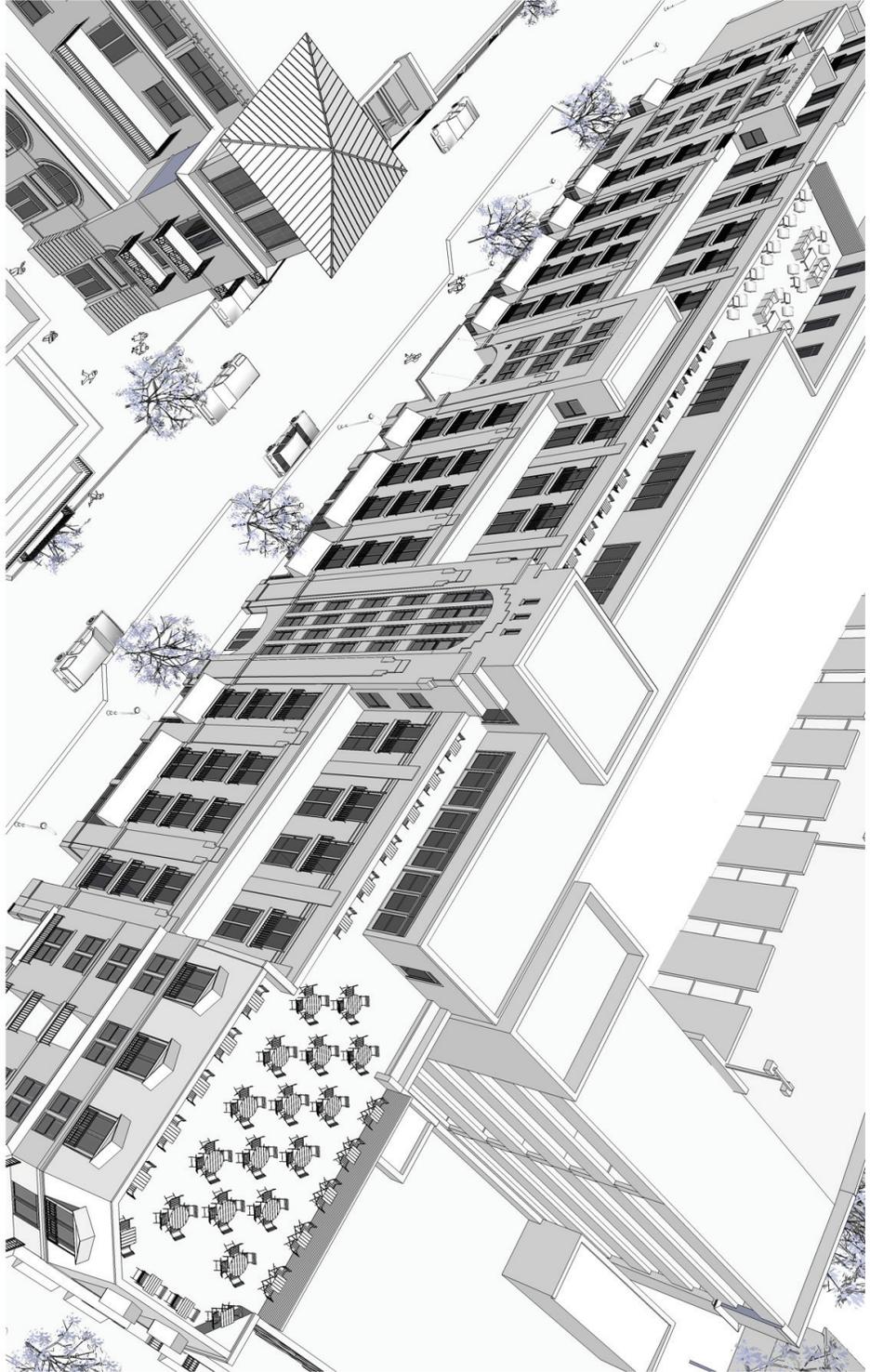
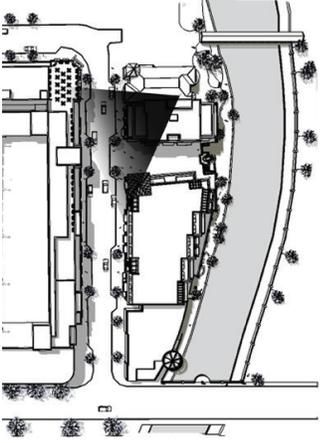
ARCHITECTS

CHANGING PERSPECTIVES™

Hickcock Design Group
ARCHITECTS

1000 W. MONROE ST., SUITE 1000
NAPERVILLE, IL 60540

PC-24D



DEVELOPMENT BY :

M
MARQUETTE COMPANIES

3 - DIMENSIONAL VIEWS

REVISED
AUGUST 6, 2012

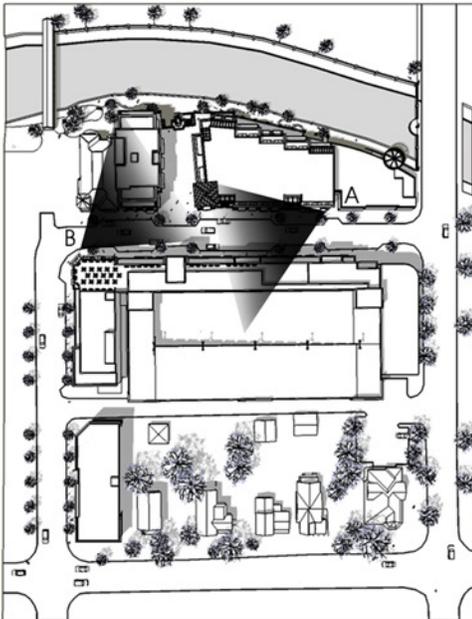
**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



**SULLIVAN
GOULETTE
& WILSON**

ARCHITECTS
CORPORATE 20TH FLOOR 500 WEST MADISON ST
NAPERVILLE, ILLINOIS 60540

PC-21G



KEY PLAN



VIEW B



VIEW A

DEVELOPMENT BY :



3 - DIMENSIONAL VIEWS

REVISED
AUGUST 8, 2012

**WATER STREET
DISTRICT**

NAPERVILLE, ILLINOIS 60540



PC-21D



BUILDING ONE: LOGGIA ELEVATIONS

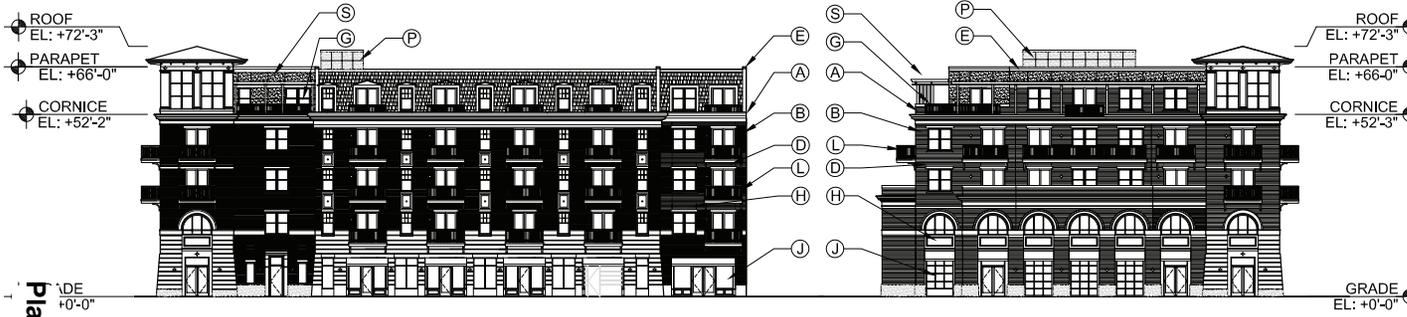
REVISED - AUGUST 8, 2012

WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540



PC-22

ITEM	OPTION
A. CORNICE	1. FYPON 2. SMOOTH STUCCO 3. PRECAST CONCRETE
B. MASONRY WALLS	1. PRECAST: PAINTED MODULAR BRICK OR CAST STONE FORM-LINER 2. MODULAR FACE BRICK 3. CAST OR NATURAL STONE
C. WINDOW WALLS	1. CLEAR OR TINTED GLASS 2. PREFINISHED ALUMINIUM & VINYL FRAMES 3. GLASS SWING OR SLIDING DOORS
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F. ROOF DECK PARTITIONS	1. IPE 2. METAL
G. BALCONY & GUARD RAILS	1. PREFINISHED ALUMINIUM RAILS
H. SPANDRELS	1. PRECAST: PAINTED FORM LINER
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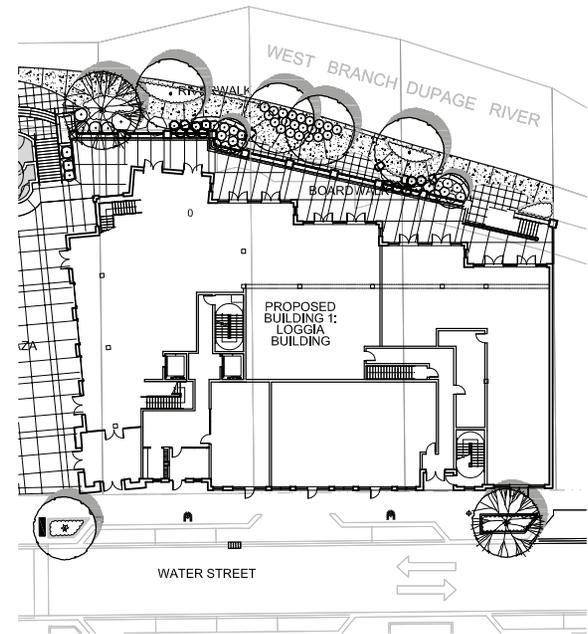
SOUTH ELEVATION **WEST ELEVATION**



NORTH ELEVATION



EAST ELEVATION



GROUND FLOOR PLAN



PARKING ASSESSMENT

DATE: May 30, 2012
TO: Marquette Properties
FROM: Michael J. Rechterik, P.E., PTOE
RE: Water Street District Development
Hotel and Residential Parking
Naperville, IL

This parking assessment memorandum has been prepared to determine the designated number of parking spaces for the hotel and residential land uses within the mixed-use Water Street District Development (WSDD). There are 61 residential units and a 130 room hotel proposed under the current WSDD plan. There is a 559 space parking garage and 25 on-street parking spaces proposed with the project resulting in a total of 584 parking spaces. It is our understanding that the designated parking spaces for the hotel and residential land uses will be separated from and not available for public use.

The objective of this parking analysis is to confirm that the number of designated parking spaces for the hotel and residential land uses is adequate to serve the demand and is consistent with other locations. Being a mixed-use development in an integrated urban district, the intent is to demonstrate that hotel and residential parking demand will be less when compared to stand alone (greenfield) developments thus leaving more parking available for public use. Provided in this assessment is a parking generation analysis and a summary of our findings.

Parking Generation Analysis

A parking generation analysis is typically performed to estimate the parking demand during peak times for a site and determine if the proposed parking spaces are adequate to serve that peak demand. Typically, parking for a site is determined using parking ratios found in a municipal code. Parking ratios have also been compiled in the Institute of Transportation Engineers' (ITE) Parking Generation, 4th Edition manual. This manual contains data based on parking studies completed throughout the United States. An additional publication with parking generation information is the Urban Land Institute's (ULI) Shared Parking, 2nd Edition manual. This manual primarily focuses on the concept of shared parking but was used in this analysis to get an understanding of the parking demand for a hotel and residential land use throughout a typical day.

ATTACHMENT 11

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 Parking Assessment
 Water Street District Development
 May 30, 2012

For this assessment, three parking generation methods were used to determine the number of designated parking spaces needed for the hotel and residential land use. First, parking requirements were calculated based on parking ratios in the City of Naperville’s municipal code. Next, parking generation data from ITE was used. Finally, a shared parking approach was performed utilizing the information from ULI.

Parking Requirements per City of Naperville Municipal Code

The City of Naperville’s Municipal Code, Section 6-9-3, provides a schedule of off-street parking ratios to determine the required number of parking spaces corresponding to its specified land use. Table 1 provides a breakdown of the required parking spaces for a hotel and residential land use. It was noted by Marquette Properties that the maximum number of hotel employees on site at any given time of the day would be 10 employees.

Table 1: Required Parking Spaces per Naperville Municipal Code

Land Use	Independent Variable	Parking Supply Ratio	# of Parking Spaces
Hotel			
Hotel Rooms	130 rooms	1 parking space per each dwelling unit	130
Hotel Employees	10 employees	1 parking space per each employee	10
Total:			140
Residential (Apartments)			
	61 units	2 parking spaces per each dwelling unit	122
Total:			122
Total Parking Spaces (Hotel & Residential)			262

The City code does not take into account the location or type of development (i.e. mixed-use or greenfield development and urban or suburban area). It is a cumulative calculation and assumes that the peak demands occur simultaneously. These assumptions are likely conservative which, in our opinion, results in an overestimation of required parking especially in a mixed-use development.

Parking Requirements per ITE’s Parking Generation, 4th Edition Manual

The ITE Parking Generation, 4th Edition manual provides an average peak and 85th percentile parking demand rate based on data collected at various study sites across the U.S for a specified land use. The average peak parking demand is defined as the observed number of parked vehicles during the peak hour divided by the quantity of the independent variable, expressed as a rate. A more conservative approach for evaluating parking demand is based off the 85th percentile. The 85th percentile parking demand is defined as the point at which 85 percent of the values fall at or below and 15 percent of the values are above. Table 2 provides both parking demand generations for the weekday and Saturday peak hour for the hotel and residential land uses.

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 Parking Assessment
 Water Street District Development
 May 30, 2012

Table 2: Parking Generation per ITE Generation Manual

Land Use	Independent Variable	Avg. Peak Period Parking Demand		# of Parking Spaces	
		Weekday	Saturday	Weekday	Saturday
Hotel	94 occup. rooms	0.89	1.20	84	113
Residential (Apartments)	55 units	1.20	1.03	66	57
				150	170

Land Use	Independent Variable	85th Percentile Parking Demand		# of Parking Spaces	
		Weekday	Saturday	Weekday	Saturday
Hotel	94 occup. rooms	1.08	1.54	102	145
Residential (Apartments)	55 units	1.61	1.14	89	63
				191	208

As shown in Table 2, the parking demand data for the hotel use corresponds with the number of occupied rooms. Data from North American hotels indicates an average hotel occupancy of 72% during the peak months of the year as referenced in ITE's Parking Generation. This occupancy percentage was applied to the total number of hotel rooms. ITE's Parking Generation also indicated that parking demand at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. It is our understanding that the hotel proposed for the WSDD is a limited service hotel.

The data for the apartment use in Table 2 corresponds to the apartment vacancy rate. Data from Rental and Homeowner Vacancy Rates for the United States, as referenced in ITE's Parking Generation, indicates that successful apartment complexes commonly have a vacancy rate between 5 and 10 percent. For purposes of this analysis, a 10 percent vacancy rate was used.

The data provided by ITE is somewhat limited, however, due to the minimal amount of studies for these specific land uses. In addition, the data did not specify the level of activity at supporting facilities of the hotel such as the restaurant and the banquet facility. These factors could have considerable impacts on peak parking demands and determining the adequate number of parking spaces.

Parking Requirements per ULI's Shared Parking, 2nd Edition Manual

ULI's Shared Parking, 2nd Edition focuses on the concept of shared parking and peak time variations among different land uses. It provides recommended time-of-day factors for both the weekday and weekend. The factors were based on the percent accumulation of the independent variable for each hour of the weekday and weekend, from 6 a.m. to midnight. All percentages used are documented in ULI's Shared Parking for each particular land use.

Similar with the analysis based on ITE's Parking Generation, the shared parking demand data for the hotel and residential uses correspond with the number of occupied rooms (average hotel occupancy of 72%) and vacancy rate (10 percent for apartments), respectively. A one space

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 Parking Assessment
 Water Street District Development
 May 30, 2012

per hotel room, hotel employee, and apartment unit were used for this analysis. In addition, the number of parking spaces for the apartments was increased 25 percent for guest accommodations. Attachments 1 and 2 summarize the shared parking analysis for the weekday and weekend, respectively.

Parking Codes from Local Municipalities

The previous section provided three methodical methods of determining the number of parking spaces needed for the WSDD. Each method utilized the type of land use and number of units and does not take into account the specific location of the site and whether the site is part of an overall development (mixed-use) or a stand alone (greenfield) development.

Since the WSDD is a mixed-use development in an integrated urban district, we reviewed other local municipal codes (with downtown mixed-use development settings) to determine their parking requirements and whether there was a specific “central business district” parking requirement. The following municipalities were reviewed; Village of Arlington Heights, Village of Downers Grove, City of Evanston, Village of Lisle, Village of LaGrange, and Village of Hinsdale.

Provided in Table 3 are the parking requirements for the above referenced local municipalities. The municipalities with specific parking requirements for their “central business district” included Arlington Heights, Downers Grove, and Lisle and are included in Table 3. The remaining municipalities do not have a separate parking requirement and, therefore their parking code is included.

Table 3: Parking Code from Local Municipalities

Municipality	Parking Code
Arlington Heights	Studio or 1 bedroom - 1 space/unit 2 bedrooms - 1.25 spaces/unit 3 or more bedrooms - 1.5 spaces/unit
Downers Grove	1.4 spaces/unit
Evanston	Studio or 1 bedroom - 1.25 spaces/unit 2 bedrooms - 1.5 spaces/unit 3 or more bedrooms - 2 spaces/unit
Lisle	1.5 spaces /unit
LaGrange	1.5 spaces /unit
Hinsdale	Studio - 1 space/unit 1 or 2 bedrooms - 2 spaces/unit

Parking Information from Similar Land Uses

The WSDD is centrally located in Downtown Naperville with easy access to the Metra station, other public transportation, commercial uses, and other amenities and services in Naperville. Also, Marquette Properties indicated that there will most likely be 3 zip cars available for hotel guests and residents which would further reduce the demand for parking.

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 Parking Assessment
 Water Street District Development
 May 30, 2012

As mentioned above, it is anticipated that given this location and the fact that it is a mixed-use development in an urban area, parking demand will be below what is required by City Code for the hotel and residential land uses. Parking information from similar land uses was obtained to compare parking ratios for the hotel and residential uses.

For the hotel, V3's past experience includes completing a parking study for a Hilton Garden Inn in Warrenville, a suburban mixed-use development area. It is our understanding that the hotel for the WSDD is a limited service hotel. Marquette Properties has indicated that a Hilton Garden Inn is a comparable hotel to the one proposed for the WSDD. As part of this project, V3 conducted a parking survey at the Marriott Residence Inn in Cantera also located in Warrenville. The results of the survey indicated that the highest parking demand rate was 0.83 parking spaces per occupied room. The parking demand survey did account for and included employee parking. The Hilton Garden Inn project was approved utilizing a similar rate. It is important to note that both of these hotels did have a restaurant inside the hotel, which is not proposed for the WSDD hotel.

For the residential units, the WSDD units are comprised of 11 studio, 33 one bedroom, and 17 two bedroom units. Given the size of each type of unit, Marquette Properties indicated that they would be appealing to single or married couples without kids. Therefore, on average, it is expected that there would be one car per unit.

V3 received parking survey data information from the Village of Arlington Heights for a proposed mixed-use development in the Village that included apartments. As part of that parking study (prepared in December 2011), parking data was obtained from seven apartment complexes. Provided in Table 4 is a summary of the parking data. Also provided in the table is the distance to the nearest train station for reference.

Table 4: Apartment Parking Survey Data

Property	Location	Total Units	Occupied Units	Occupied Parking Spaces	Parking Demand per Unit	Distance to Train Station
Avalon	Arlington Heights	409	389	416	1.07	0.5 mi
Central Park East	Arlington Heights	204	194	251	1.30	2.0 mi
The Pointe	Arlington Heights	312	296	409	1.38	3.7 mi
The Wheatland's	Buffalo Grove	352	334	492	1.47	1.0 mi
Versailles on the Lakes	Schaumburg	618	550	723	1.31	6.3 mi
Field Pointe	Schaumburg	324	291	591	2.03	5.1 mi
Woodland Creek	Wheeling	640	595	797	1.34	2.5 mi
		2,859	2,649	3,679	1.39	

Note: Property, unit information, and parking survey data provided by the Village of Arlington Heights.

A review of Table 4 indicates that the average parking demand for the apartment complexes was 1.39 spaces per unit. If the highest (Field Pointe) and the lowest (Avalon) parking demand survey data were removed, the average ratio would then be 1.36 spaces per unit. These two locations, coincidentally, represents the closest location to a train station and one of the two furthest away.

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Parking Assessment
Water Street District Development
May 30, 2012

V3 also received some parking information from Marquette Properties for the Riverplace condos on Aurora Avenue at West Street (approximately 3 blocks west of the WSSD). At Riverplace, there are currently 240 units consisting of one and two bedroom units and 247 active parking permits. This demand is consistent with the rest of Marquette Properties' portfolio of mixed-use and downtown residential units.

Summary

For this assessment, parking spaces for the WSDD were calculated based on parking ratios in the City of Naperville's municipal code, ITE's Parking Generation, and ULI's Shared Parking. Next, parking codes from other municipalities with downtown mixed-use settings were obtained. Finally, parking information from other hotel and apartment complexes was provided. Based on this parking assessment, it can be concluded that the City of Naperville's parking code exceeds the ITE, ULI, and local parking survey data.

From the information presented herein, it is our opinion that 165 parking spaces would be sufficient for the WSDD hotel and residential uses and is comparable to the average parking demand ratios by ITE and ULI, parking codes from other municipalities, and parking survey data from similar locations. This breaks down to approximately 80 designated parking spaces for the hotel (assuming an average hotel occupancy of 72%) and 61 designated parking spaces for the apartments (1.0 spaces per unit). The remaining 24 parking spaces would be for guests and would need to be accommodated within the parking spaces available for public use. Under this condition, there would be 443 parking spaces available for public use.

ATTACHMENT 1
WSDD - Parking Demand per ULI Shared Parking Analysis (Weekday)

Time	Hotel				Residential (Apartment)			Total Required Parking Spaces
	Guests	Required Parking Spaces	Employees	Required Parking Spaces	Resident	Required Parking Spaces	Guest	
6:00 AM	95%	89	5%	1	100%	55	0%	144
7:00 AM	95%	89	30%	3	90%	49	10%	143
8:00 AM	90%	84	90%	9	85%	47	20%	143
9:00 AM	80%	75	90%	9	80%	44	20%	131
10:00 AM	70%	66	100%	10	75%	41	20%	120
11:00 AM	70%	66	100%	10	70%	38	20%	117
12:00 PM	65%	61	100%	10	65%	36	20%	110
1:00 PM	65%	61	100%	10	70%	38	20%	112
2:00 PM	70%	66	100%	10	70%	38	20%	117
3:00 PM	70%	66	100%	10	70%	38	20%	117
4:00 PM	75%	70	90%	9	75%	41	20%	123
5:00 PM	80%	75	70%	7	85%	47	40%	135
6:00 PM	85%	80	40%	4	90%	49	60%	142
7:00 PM	85%	80	20%	2	97%	53	100%	150
8:00 PM	90%	84	20%	2	98%	54	100%	155
9:00 PM	95%	89	20%	2	99%	54	100%	161
10:00 PM	95%	89	20%	2	100%	55	100%	161
11:00 PM	100%	94	10%	1	100%	55	80%	162
12:00 AM	100%	94	5%	1	100%	55	50%	157

Parking Generating Uses

Hotel Guest Rooms 130 rooms
 Hotel Employees 10 employees (max)
 Residential (Apartment) 61 units
 Guest Parking see below

Parking Requirements including reductions

Hotel 0.72 space per 1
 Hotel Employees 1 space per 1
 Residential (Apartment) 0.90 units 1
 Guest Parking 1 space per 4
 72% occupancy (Parking Generation)
 90% occupancy (Parking Generation)
 Assumption for guest accommodations

ATTACHMENT 2
WSDD - Parking Demand per ULI Shared Parking Analysis (Weekend)

Time	Hotel				Residential (Apartment)			Total Required Parking Spaces
	Guests	Required Parking Spaces	Employees	Required Parking Spaces	Resident	Required Parking Spaces	Guest	
6:00 AM	95%	89	5%	1	100%	55	0%	144
7:00 AM	95%	89	30%	3	90%	49	20%	144
8:00 AM	90%	84	90%	9	85%	47	20%	143
9:00 AM	80%	75	90%	9	80%	44	20%	131
10:00 AM	70%	66	100%	10	75%	41	20%	120
11:00 AM	70%	66	100%	10	70%	38	20%	117
12:00 PM	65%	61	100%	10	65%	36	20%	110
1:00 PM	65%	61	100%	10	70%	38	20%	112
2:00 PM	70%	66	100%	10	70%	38	20%	117
3:00 PM	70%	66	100%	10	70%	38	20%	117
4:00 PM	75%	70	90%	9	75%	41	20%	123
5:00 PM	80%	75	75%	8	85%	47	40%	135
6:00 PM	85%	80	60%	6	90%	49	60%	144
7:00 PM	85%	80	55%	6	97%	53	100%	154
8:00 PM	90%	84	55%	6	98%	54	100%	159
9:00 PM	95%	89	55%	6	99%	54	100%	164
10:00 PM	95%	89	45%	5	100%	55	100%	164
11:00 PM	100%	94	45%	5	100%	55	80%	165
12:00 AM	100%	94	30%	3	100%	55	50%	159

Parking Generating Uses

Hotel Guest Rooms 130 rooms
 Hotel Employees 10 employees (max)
 Residential (Apartment) 61 units
 Guest Parking see below

Parking Requirements including reductions

Hotel 0.72 space per 1
 Hotel Employees 1 space per 1
 Residential (Apartment) 0.90 units 1
 Guest Parking 1 space per 4
 72% occupancy (Parking Generation)
 90% occupancy (Parking Generation)
 Assumption for guest accommodations

Naperville Area Homeowners Confederation

P.O. Box 5245

Naperville, IL, 60567-5245

www.napervillehomeowners.org

Members of the Planning and Zoning Commission,

For your reference during the upcoming deliberations, we are attaching the Confederation's original 2007 report on the Water Street Proposal. As many of you are aware, the Confederation had grave concerns then regarding the proposal and felt its construction would negatively impact the Downtown's built environment as well as for motorists driving in and through the area. In that the proposal now on the table is a major revision of this prior PUD, we believe it is within the purview of the Planning and Zoning Commission to look at all aspects associated with the PUD, and not be channeled into only up/down votes on changes and revisions.

With the latest proposal we find our initial concerns remain, and unfortunately, we have additional significant concerns relating to the hotel and its extreme height. We also have concerns about the substitution of small apartments for the original luxury condos.

Finally, we are very concerned the increase in sheer bulk and size of the project entailed by the inclusion of an upscale motel, reflects an attempt to save a poorly conceived development that, as a by-product, now essentially eliminates one of the originally foreseen benefits (more downtown parking) and will, even more than the original proposal, add to, rather than alleviate, traffic and congestion in the downtown. We cannot overstate our concern that the sheer massiveness and intensity of use of this proposal, on a small parcel of land, will forever negatively affect the "quality of life" of the downtown and will fundamentally negatively affect the experience of users of the Riverwalk.

Briefly, our concerns center on:

- a. Increased Traffic. If Council believes the traffic generated by a proposed McDonald's on Washington negates the desirability of that proposal, how can what would be the downtown's most vehicular intense development that includes parking for 550 cars, a large number of daily commercial deliveries and significant pedestrian traffic in a limited footprint be considered, particularly with the sites limited means of access and egress? Even with the addition of another traffic signal at Webster and widening of Aurora (neither of which we consider desirable), the concentration of large amounts of additional traffic in this small area will severely and negatively affect all who have to live and drive in and through the area
- b. TIF – will the new model (replacing condos with apartments and offices with a hotel) generate sufficient real estate tax funds? Is Naperville truly receiving the anticipated value in exchange for granting this additional financing at the expense of other taxing entities including schools, the County, Park District, and more, or are all community taxpayers being forced to subsidize this private development?
- c. Fire Department rescue issues exacerbated by taller buildings and narrow clear rights of way

- d. Flood plain issues – this is an area that has been known to flood. What are the downstream ramifications?
- e. Viability of the project as part of our downtown:
 - Is a “highway” motel the model we want in our downtown or are we looking for something different including banquet and meeting facilities?
 - With a planned rooftop bar and more restaurants – will this additional “nightlife” be desired in our community?
 - Is this conducive to the “family” atmosphere of the Riverwalk?
- f. Parking deck spaces - 2007 vs. today's demands. A primary driver of granting the TIF was generating more parking for our downtown – and now it is questionable whether sufficient spaces are being generated to even meet the needs of the development.
- g. What does this intense development do to property south of Water Street? Good urban design practice talks about creating less intensive transitional uses when abutting a residential area. The Water Street Development is situated just north of a residential area that is showing significant renewed building activity. It is certain to remain a residential area. Allowing structures 90’ high and with a rooftop bar just across the street, turns the concept of transitional use on its head and will negatively impact the quality of life and property values for those residents
- h. The over-all size of the now-proposed structures compared against the 2007 approved plan of no more than 60 feet tall. With these precedent shattering buildings, are we ready for urbanization of not only our downtown, but of the open spaces on the Riverwalk?

Taken as a whole, this latest proposal strikes us as more of a reckless attempt to salvage a troubled project, than a thoughtful revision to the original plan. We ask, is it in the city’s, and its residents’, best interests to approve a project that is so far outside the norms and standards thoughtfully developed for the rest of the downtown area? Are we doing something right for Naperville, today and in the years to come, or are we simply bailing out a developer unable or unwilling to find an economic model that lives up to the community vision?

Looking at a few areas more deeply:

TRAFFIC & THE PARKING DECK:

When Council approved Water Street in 2007, much of the conversation regarding the parking deck revolved around the desire on Council’s part to add additional spaces over and above the expected 428 spots needed for the development as then envisioned. Ultimately Council voted to allow the developer construct a 550 space deck as it was believed the additional 122 spaces would help alleviate the need to construct another deck elsewhere. In doing so, Council allowed the developer to reduce the r-o-w 9’ in order to accommodate the larger deck.

- a. As of the date of this submission we do not know how many spots this revised proposal will require. In spite of the wishful model proposed by the developer, our belief is that if the hotel component is approved, the number of required spots will be greater, and together with the

apartments and commercial needs potentially use up the entire deck. Therefore, we ask the question; if the entire parking lot is to be used for the development's parking needs, should the City allow the vacating of the 9' of public property to accommodate a private developer's needs without additional benefit to the community?

- b. The vacating of the 9' is not to be taken lightly. As our original report indicates, we feel that the narrowing of all aspects of the street (sidewalk, parking and street) is one of the more significant mistakes made in 2007. Here we will note that the City's chart on page 5 of the October 29, 2007 Memorandum seems to be in error. It indicates the sidewalk clear space to be 9' and 10'. As part of the planters and all of the light poles are within the sidewalk area we believe that these numbers need to be reduced by 2'. Regardless, the sidewalk area is insufficient. You could place Water Street's parking stall and sidewalk on Main Street Promenade's sidewalk area. We believe that a 7' wide parking stall is too narrow to accommodate many of the SUV's and larger cars so typical of Naperville. For example, the 2012 Ford Explorer is 82.5" wide with the mirrors folded back. The 2012 Ford F-150 is 84.3" wide with the mirrors folded back and 97" wide with them extended (only some models offer the power fold in feature). And of course no one parks right up against the curb. These undersized parallel parking stalls will further impact traffic flow as patrons work to squeeze in their vehicle against the curb and in many instances their vehicles will actually extend into the roadway.
- c. This development will generate a significant amount of traffic to serve the needs of a hotel and twice as many residences. As the development includes no "through streets," how will all of this "turning" traffic impact trip times in our downtown?
- d. This development will require a large number of deliveries to serve the hotel, as will the proposed retail spaces and restaurants (on both sides of Water) during all hours of the day. The apartments and their residents will also create a constant stream of traffic, including delivery and moving trucks meeting tenant needs. Put simply, there needs to be sufficiently sized reserved delivery areas in order for the other traffic to be able to enter and exit the development. While the developer has indicated some accommodation is in the plan, unless there is a dedicated space, we will see trucks parking on the street blocking traffic. With the narrow traffic lanes and a "loop" for traffic flow, this is a recipe for gridlock in either direction.

FIRE DEPARTMENT CONCERNS

Due to the fact that the overall size of the entire development has been increased significantly since the 2007 Council approval, the Confederation has the following concerns regarding the health and safety of patrons, residents, and our public servants in the Fire Department who will have to cope with situations that could develop in this development:



- a. The width of the street in front of the structure has been reduced compared to the rest of the downtown. With this reduction will the largest of the City's Firefighting equipment be able to operate effectively? As can be seen in the adjacent picture of Chicago Avenue during the Rosebud fire, (with a much larger right of way and smaller buildings) a significant area is needed for both staging and operations. Will this be provided in an environment that will include the people intensive use of a hotel?
- b. Similar width concerns exist around the alley that will be the sole ingress and egress from the parking structure. Working in this confined space, trucks will need to enter "single file" which, depending on first response, could inhibit the ability to stage the appropriate equipment in the right position.
- c. The latest architect submission depicts protruding balconies from the face of the building as opposed to recessed balconies of previous submissions. Will fire equipment be able to extend mechanical ladders to each of the 7 floors if the fire equipment is hampered in any way (parked cars) from having a direct pathway to the required floor now that adjacent balconies may block the mechanical ladder being extended tangentially to the target window/balcony?
- d. Will there be ample space to accommodate several engines and trucks to control a multiple alarm fire?
- e. With the reconfiguration to a larger structure never before studied, will there be sufficient access points so that equipment can easily turn right or left?

FLOOD PLAIN CONCERNS

Due to the near proximity of the vastly enlarged structures adjacent to the DuPage River proposed following the 2007 Council approval, the Confederation has the following concerns:

- a. Due to the extensive increase in size of the structure, which includes changing the shape, and building what appears to be a flood wall along the river with both an upper and lower walkway, has there been new hydraulic and hydrologic modeling done to study upstream and conditions?
- b. What studies have been completed to show any stormwater related problems upstream or downstream of the project site. Who has reviewed these studies?
- c. Please define the actual floodway and floodplain as it relates to the newly submitted proposed enlarged structure as compared to the 2007 Council approved plan.
- d. Please demonstrate/explain compensatory water storage and any added detention for the entire development site.
- e. Where will underground water storage be located?
- f. Due to the size of the newly proposed structure, large areas for stormwater storage will be required. Where will this storage be located? Will it be below ground? Below buildings?

- g. What measures is the developer planning to avoid affecting the floodway?
- h. Where does the operating plan of the recently reconstructed Fawell Dam, which has implications for flood levels in downtown Naperville, come into consideration for this proposed new, enlarged structure?
- i. How will wetlands be protected?

Building Size and Density

This development continues to grow in size and bulk. Recessed balconies have become protruding structures over the public way. What happens when someone drops something off the balcony and it falls directly onto the public sidewalk below? Extreme heights that at one point were truly architectural features and “high points” have been expanded across the entire structure. Buildings that were previously the “vision” for downtown redevelopment, Naperville Township and Moser (Northern Trust), are now dwarfed, and of course, the concept of transitional use near residential areas and commensurately lower heights they embody, is completely ignored with properties along Aurora having a looming 7 story parking structure in their back yards. The following charts and pictures really say it all:

BUILDING	2007 PUD	DT2030 / B4	2012 PROPSAL	DT2030 v.2012
Loggia	59’9 / 72’3”	60’ / 60’	66’ / 72’3”	12’ increase
Theater	52’ / 63’10”	60’ / 60’	61’8 / 68’11”	8’11” increase
Tower (aka Hotel)	63’3” / 83’2”	60’ / 60’	73’9”/88’2”/90’2”	30’ 2” increase
Mixed Use-TU	54’11” / 64’	60’ / 40’TU		
Office-TU	40’	60’ / 40’TU	38’9” / 43’4”	
Parking	64’	60’ / 60’	82’8” / 87’	27’ increase





Are these heights and densities what we really want for our downtown? Is this a precedent we are willing to set for future development (e.g. Walgreens Parking Lot, former Rosebud, and more?)

Conclusion

As you consider the developer’s perspective, as well as our own, our desire is that you look into the future and set the groundwork for a project that will meet the needs of Naperville, our downtown, and the Riverwalk today and for the next generations.

On behalf of the Board, Officers, and Members of the Naperville Area Homeowners Confederation, we thank you for your consideration and efforts to have Naperville continue as a great place to live and do business.

Sincerely,

Dr. Robert W. Buckman
President – Naperville Area Homeowners Confederation

**REPORT
ON
WATER STREET DEVELOPMENT
PROJECT**

**Prepared by
NAHC Liaison Committee on Land Use and Planning
August 2007**

I. EXECUTIVE SUMMARY

The Water Street Development Project is the first proposal to be considered by the City of Naperville, which must follow the 2000 Downtown Plan and the Water Street Vision Statement. The proposed project encompasses approximately half of the properties within the Water Street District area. The subject area being the DuPage River to the north, Aurora Avenue to the south, Webster Street to the west and Main Street to the east. The Water Street Development Project as proposed does comply with many of the Water Street Vision Statement guidelines and the Downtown Plan guidelines. Almost all of the recommended uses have been met in this project alone. However, the remaining properties must also follow the stated guidelines and may be severely restricted in future development. A majority of the remaining properties will be further restricted in development as those properties must, in addition, follow “Transitional Use Zoning” Guidelines. These zoning guidelines determine architectural structural design, height, and setbacks, along with specific permitted uses. Therefore, the intensity and structural design of the proposed project must be considered for its ability to compliment the surrounding community (the Downtown Core, the Riverwalk, the abutting properties while being sensitive to the current existing uses and to future redevelopment, as well as to the adjacent community consisting of residential neighborhoods, Naper Settlement, and public buildings/structures).

Future of Water Street Area

The future development of the Water Street area has been under consideration of the City of Naperville for well over 10 years. The Downtown Plan considers this area not as part of the Downtown Core but instead as a border for “secondary commercial uses” and partly as a “transition” to residential neighborhoods. General recommendations and guidelines are provided in the Downtown Plan for the Water Street District area. Fairly recently the City of Naperville completed and approved the Water Street Vision Statement which, while in the same vein as the Downtown Plan, contains more specific guidelines and recommendations for the Water Street District. Both the Downtown Plan and the Water Street Vision Statement are discussed in detail within this report.

It should be noted that the Water Street District does present a unique environment with both positive features and negative constraints. The area has limited accessibility. There is pedestrian-only access from the Webster Street covered wooden bridge from Naperville’s Riverwalk and other downtown amenities. Vehicular access is also limited. From the north (Downtown Core) the access is via Main Street and from all other directions the access is via Aurora Avenue to either Main or Webster Streets.

Two factors are essential to ensure the long-term viability of this area and the downtown as a whole: vehicular flow and pedestrian-friendliness. “Pedestrian-friendliness” should and must be the priority. Both the Downtown Plan and the Water Street Vision Statement use the terminology “pedestrian access”. While “access” is an essential component, the governing principle throughout both Guidelines is to provide for a comfortable environment for pedestrians, simply put – great streets provide for a pleasant, comfortable pedestrian experience, which improves and enriches our community’s use of the downtown areas.

The proposed project has been designed to capitalize on Naperville’s Riverwalk. The Riverwalk has earned and enjoys local, regional, and national acclaim. Improvements to and enhancements of the Riverwalk are beneficial to the City of Naperville this requires that careful consideration be given to insure that any development on the River is an asset to the Riverwalk. Therefore “pedestrian friendliness” and the impact the development has on the Riverwalk needs to become the priority standards versus simply pedestrian access, which is a much lower standard.

One of the largest concerns throughout the City of Naperville is traffic congestion. This is especially the case in and around the Downtown Core. Due to the unforeseen rapid growth in population within the City’s boundaries and the tremendous economic success of the Downtown Core, parking and traffic flow are an issue. The proposed project area, along with the surrounding community, is severely constrained in options available to improve the vehicular situation, and it is probable that future development will only compound this issue. Therefore, detailed consideration must be given to the traffic flow, vehicular parking and deliveries to prevent undue negative impacts.

Overview

The Water Street Development Project consists of 5 multi-use buildings approximately 5 stories in height; a 5 story parking garage; and a small open-air Plaza. The determination to include various multi-uses within the 5 buildings increases the intensity of usage and consequently the need for commensurate parking. It also increases the height and bulk of the structures. Building height, taken by itself and in the abstract, is not the real issue here. Of course height alone is a factor, however, the underlying issue is the overall compactness of the proposed project combined with the anticipated intensity of use. Further, high-density developments such as this will overburden the already traffic choked streets in the downtown where most, if not all, intersections operate with a level of service of D or F. Naperville needs to carefully consider the advisability of high-density developments in the downtown area serviced by streets designed for much lower populations and which are unlikely to be widened or otherwise improved.

The priority of our City should be to encourage developments that compliment the existing Downtown Core and the surrounding community while being sensitive to the precedent for other future developments. We are concerned that the proposed project is too much for the area. Re-evaluation of the multitude of uses and the possible reduction of those uses may be a better compliment to the community, and to the proposed development itself for the long term. While the height of all the structures is a concern, we are especially concerned about the height and bulk of the 2 buildings abutting the DuPage River. By reducing the height, and/or increasing the setback from the river, a less overpowering impact may be experienced on the Riverwalk, and from Downtown. This could enhance the “pedestrian-friendly” aspect and offer better accessibility at the same time.

The proposed project maximizes the land usage, while minimizing vital “real life” needs of both the commercial and residential communities. The project design, in a precedent setting move, reduces the Right Of Way from 66ft to 57ft. The traffic lanes, the sidewalk and the width of parking on one side (north) of Water Street all would be reduced. The reduction of the Right Of Way and the average clear width of the proposed projects’ sidewalks along with other pedestrian accessibility make the pedestrian friendliness/accessibility minimal.

In addition, the proposed project provides a single designated loading and unloading area to serve all buildings. The loading/unloading space is to be located on Water Street in front of the “Tower” building. While the loading area is conducive to the “Tower” building, it is wholly impractical for a development of this size and magnitude to only have 1 designated loading/unloading space. It is impractical to believe Water Street and Webster Street will not be temporarily blocked causing undue congestion from illegal parking by delivery trucks.

The issue of precedent remains a deep concern. Notwithstanding the best intentions of Plan Commission and the City Council, it cannot be overlooked that future developers of Downtown properties will contend that the Water Street project (if approved as proposed) will set a standard, guideline, or other form of precedent for all future Downtown re-development projects.

The project is proposed as a PUD (Planned Unit Development), which ordinarily allows significant leverage to the City to extract significant concessions from a developer so as to more completely conform to the City’s overall master plans and the best interests of the community as a whole. Plan Commission did not appear to exert this potential leverage to any meaningful extent. Using the planning leverage afforded by the PUD process, the City should mandate compliance with the Water Street Vision Statement, which this project, *as currently proposed*, fails to meet.

Recommendations

Overwhelmingly, the Committee finds that this project, as currently proposed, fails to comply with the Water Street Vision Statement nor is it in the best interests of Naperville, and this project, as proposed, has serious flaws and objections that fail to meet the concerns expressed and adopted by the NAHC Board. Therefore, the Committee concludes and recommends that this project not be approved as it is currently proposed.

Additionally it is recommended that:

- The overall height of all structures are reduced with special emphasis on the buildings to be adjacent to the DuPage River. The reduction would be more in accordance with the Water Street Vision Statement and the Downtown Plan.
- The pedestrian and vehicular aspects of the proposed project are further developed with the focus on a “pedestrian-friendly” environment and effective traffic management. The Right Of Way should remain at 66ft allowing for a pedestrian experience comparable to what Main Street Promenade offers. Additional attention to pedestrians should be provided in regards to: (a) accessibility to/from the garage; (b) safety in the tunnel and in the garage; and (c) increased pedestrian-friendliness from the south.
- Public opinion from all stakeholder groups should be actively solicited regarding this project. In the absence of a demonstrated general consensus of community opinion in favor of this project, *as proposed*, the NAHC should exercise its leadership role and seek, as time permits, the full authority of its Member Associations to take a Public Stand that asks the City Council (and the Developer) to modify the project to reduce the height of the buildings to a maximum of 45ft; to retain the current width of Water Street; to reevaluate the traffic flow and impacts; and to create sidewalk streetscapes similar to those developed/being developed on the north side of Downtown.
- That the NAHC register as a “stakeholder” regarding the TIF and that the Committee’s report and recommendations be made available to assist in the TIF process.

II. ATTACHMENTS LISTING

- A. Water Street Vision Statement
- B. Developer's Drawings
Staff Memorandums
- C. Requested Variances
- D. NAHC Position on "Tall" Buildings"
- E. NAHC letter presented May 2007 to Plan Commission
- F. Richard Strawbridge's Statement given 7/25/07 at Plan Commission
- G. Dan Bulley Summary of Statement given 7/25/07 at Plan Commission
- H. P. Meyer's Statement given 7/25/07 at Plan Commission
- I. Thomas. Higgin's Statement given 7/25/07 at Plan Commission
- J. Plan Commission Minutes of 7/25/07 Public Hearing

III. BACKGROUND

A. Downtown Plan and Relation to Water Street

The Downtown Plan was completed and approved in 2000. It was developed as a 10-year plan and recently there has been discussion to update this Plan. It is the current guidelines for development in the Downtown area.

There are 14 objectives in the Plan:

- Maintain Downtown as a small, compact and well-defined geographic area
- Reinforce Downtown as an exciting and diverse “mixed-use” area with a strong retail and entertainment focus
- Promote improvement and intensification of the Downtown Core as a highly active shopping and business environment
- Encourage improvement and development of the secondary commercial and transitional areas that border the Downtown Core
- Maintain and protect adjacent residential neighborhoods
- Create improved linkages and connections between Downtown and nearby cultural, recreational and institutional areas
- Preserve and retain buildings with architectural and historic interest
- Ensure that new construction is compatible with existing building fabric
- Improve access to Downtown from the surrounding community
- Establish more effective “wayfinding” to and within the Downtown
- Minimize conflicts between vehicles and pedestrians
- Ensure an adequate supply of appropriately located and attractively designed parking
- Continue to enhance Downtown as a safe, convenient and “hospitable” pedestrian environment
- Create attractive and visually distinctive “streetscapes” that unify, enhance and interconnect the various parts of Downtown

The general boundaries of the Downtown Core are Washington Street to the east, Webster Street to the west, Benton Avenue to the north, and the DuPage River to the south. According to the Downtown Plan, the Downtown Core should be bordered by “secondary commercial areas” (i.e. retail, office and services uses as well as parking facilities) to support the Downtown Core.

“In contrast to the Core, which is characterized by interconnected, “in-line” buildings located at the sidewalk line, Secondary Commercial Areas may include separate, free-standing buildings set back from the sidewalk. The intensity of development within these areas should also be less than that permitted in the Core”. (Downtown Plan, Executive Summary, page IV)

According to the Downtown Plan, “Transitional Use” areas, in this case the properties along Aurora Avenue “should provide sites for low-intensity office and services uses, townhomes, small condominiums, bed and breakfast inns, and similar uses.” (Downtown Plan, Executive Summary, page IV) These sites should be designed and developed in a manner that is compatible with adjacent neighborhoods.

In the Downtown Plan, Water Street is specifically mentioned as a likely candidate for development/redevelopment: “The Water Street corridor between Main and Webster, which is recommended for pedestrian-oriented retail, office and service development” (Downtown Plan, Executive Summary, page vii).

This Plan further states that it is essential that new buildings be compatible with the traditional scale and character of Downtown and that all Downtown buildings should be generally compatible in terms of building height, placement, orientation, materials and façade articulation, particularly buildings within the same block.

Interestingly, under the Downtown Plan, while not specific, Water Street is to be improved as a pedestrian route. It is implied that the current Water Street area has an “attractive pedestrian scale”. It further states that future development in the Water Street area should enhance this pedestrian scale.

The Downtown Plan calls for the development of a “new urban plaza” at the south end of the pedestrian bridge over the DuPage River at Webster Street. This development is to be done to “improve and upgrade the Downtown Parks and open space.”

B. Water Street Area

It is this Committee’s understanding that as few as two other development proposals have been presented to the City of Naperville prior to the Water Street Vision Statement being approved. This Committee has filed a Freedom of Information request in order to further understand the history of this area. For whatever reason those developments did not occur. The current Water Street Development Proposal is the most inclusive of the Water Street area as multiple properties recently became available and will be under the control of one entity (Marquette Partnership, LLC).

The most recent additions to the Water Street area are the Moser Building (southeast corner of Main and Water Streets) and the Township Building (northeast corner of Webster and Water Streets). These buildings are not part of the current Water Street Development Project. During the redevelopment of the Township Building improvements to the area best described as the “south-side Riverwalk” were completed which involved brick- work, landscape terracing and plantings. The Township Building is between 48-52 feet from the DuPage River.

The remainder of the properties on Water Street itself which are also not included consist of the Pottery Bayou with no known future plans; the parking lot which is depicted as “green” on the current proposal, however intended use has not been part of these discussions; the Animal Hospital of which the Committee has been shown concept drawings for a 2-3 story retail development, however as of this writing no concept plans in process with the City of Naperville.

There appears to be a small “property” on the northeast corner of Webster and Squaw Alley. Drawings depict a foundation of some sort, which currently exists, and will remain, as it is not part of this Project.

With the exception of the northeast corner property on Webster and Aurora, the properties located on Aurora Avenue between Main and Webster, is not a part of the current proposed project. However, these properties are governed by the Water Street Vision Statement and will be impacted both in the current state and in any future redevelopment by this proposed project.

C. Water Street Vision Statement

The Water Street Vision Statement was approved by City Council at the end of 2006. The Vision Statement was the result of studies, stakeholder discussions and the gathering of input to provide “An Opportunity to Proactively and Comprehensively Plan for the Redevelopment of the Water Street Area”.

This Vision Statement consists of nine (9) Guidelines:

1. Design and Character
2. Multi-Use Development
3. Pedestrian Access
4. Riverwalk and Naper Settlement
5. Streetscape
6. Parking/Access
7. Traffic
8. Stormwater Management
9. Planned Unit Development District

Each Guideline lists numerous “Considerations” with the exception of #9 Planned Unit Development District, which instead lists five (5) “Goals”.

A copy of the Water Street Vision Statement is attached (See Attachment A). It is this Water Street Vision Statement, which provides the guidelines for future development and redevelopment in the Water Street Study Area (bounded by DuPage River to the north, Aurora Avenue to the south, Webster Street to the west, and Main Street to the east).

The current proposed development project is to be in accordance with the Water Street Vision Statement.

IV. WATER STREET DEVELOPMENT PROJECT

A. Developer's Proposal

The principals and owners of the project properties for this proposed project are Moser Enterprises Inc., Moser Plaza LLC., Marquette Water Street Partnership LLC., Marquette Property Investments, Inc., and Stron Enterprises LLC.

The Developer proposes six (6) structures and a plaza to be built in the area best described as a majority of both sides of Water Street from the DuPage River in the north to, and including, Squaw Alley in the south and the east side of Webster Street between Water and Aurora (Township Building excluded and a small portion just north of Squaw Alley).

There are five (5) multi-use buildings proposed: the "Loggia" and the "Theatre" on the north (river) side of Water Street; the "Tower" on the south side of Water Street; the "Multi-Use" on the east side of Webster between Water and Squaw Alley; the "Office" on the east side of Webster between Squaw Alley and Aurora.

The buildings will consist of a mix of residential, retail, commercial offices, and restaurants.

There is to be a "Plaza" with a fountain placed between the "Loggia" and the "Theatre". This "Plaza" is intended to have multiple steps up from the river and the "south-side Riverwalk" encouraging pedestrian access from the Downtown Core to this development. The Plaza has also been shown used as outdoor seating for proposed restaurants in the neighboring buildings.

The remaining structure is a multi-story parking deck behind the "Tower" and "Multi-Use" buildings. Vehicle access to the parking deck is to be from Squaw Alley. Squaw Alley is to be widened to a degree to the north under this project and widened to a degree to the south as properties on Aurora Avenue redevelop.

The proposed parking deck provides the minimum required parking spaces for the proposed development itself and is anticipated to have 147 additional spaces available.

Details and drawings provided by the City of Naperville and the Developer are attached (See group Attachment B).

B. Staff's Review

Overall, Staff has stated that the Proposed Project is in "substantial compliance" with the Water Street Vision Statement and is within the "spirit" of the Water Street Vision Statement.

Minor changes and requests have been made since initial plans were presented as is customary in the concept process. A major concern of Staff was the non-compliance with the 40 ft height maximum for properties under Transition Use Zoning (the "Office" property is zoned Transitional Use). The Developer agreed at the July 25, 2007 Plan Commission Hearing to the 40ft height maximum.

There are variances/deviations requested for this project consisting primarily of setbacks from the lot lines and resubdivision of parcels of properties. A copy of the requested variances is attached (See Attachment C).

V. Naperville Area Homeowners Confederation

A. Basis for NAHC's Involvement

Under its Charter and By-Laws, the NAHC is charged with the responsibility to engage in public affairs as the representative body of Naperville Area Homeowners. As provided in the NAHC By-Laws, this includes acting

- To establish public policy on issues that affect Confederation Members at all levels, and to take concerted action that secure policies consistent with the Confederation;
- To operate as an independent entity that will allow the Confederation to take substantive positions as described in the By-Laws.

B. Deemed Conflicts/Concerns with NAHC

Over 18 months or more ago, the NAHC conducted an informal survey of its members on the subject of "Tall Buildings" in Naperville's Downtown. This survey led to a NAHC report of these results to the City Council, directly presented orally to Councilmen in attendance during a joint City – NAHC meeting. In these formats, the NAHC reported the nearly unanimous (or totally unanimous) opinions of our respondents to the effect that buildings to be constructed in Naperville's Downtown should be limited to 3 stories in height and/or otherwise conform to the Downtown Plan adopted by the Council in 2000. The NAHC as a result of this survey adopted and ratified a "Position" on "Tall Buildings". A copy of the Position Statement is attached (See Attachment D).

At a Plan Commission Public Hearing in May, 2007, and as the NAHC's Vice President, Rick Strawbridge advised the Commissioners of the NAHC's informal survey, and NAHC Board's subsequent position. He also provided Plan Commissioners and the Commission secretary with copies of the NAHC letter report to Council. A copy of the letter is attached (See Attachment E).

Following the Plan Commission's May meeting, the NAHC heard a well-done and well-received presentation about this project given during the Confederation's June meeting by City Staff engineer Bill Novak, in which Mr. Novak outlined the essential features of this project. After his presentation, NAHC Board members and member association representatives extensively questioned Mr. Novak, in a general discussion of the project.

On June 29th, the NAHC's Zoning and Planning Liaison Committee met with the Developer and his team, gaining further insights and important information, and then provided the NAHC Board with its report at the Board's July 11th meeting. At that meeting, the Board instructed the Committee to appear before Plan Commission on July 25th to express its collective concerns.

The "concerns" consisted of: the height of the proposed buildings; the density/intensity of the overall project; the traffic/congestion impacts; the "pedestrian-friendliness" of the overall project; and impacts to the Riverwalk.

VI. THE PLAN COMMISSION PUBLIC HEARING ON 7/25/07

A. City Staff's Position

At the Plan Commission's Public Hearing on July 25th, City Staff Planner Greg Jones stated that, with some relatively minor objections to a few proposed set-backs, and to the proposed height of the "office building" to be constructed at Webster and Aurora (which is in a transition use, or "TU," zoning district), and with the Developer's promise to participate in a future regional traffic study, Staff recommended full approval for the project as proposed. When asked directly by one of the Plan Commissioners whether this project met the height requirements of the Water Street Vision Statement, Planner Jones replied without hesitation that it did.

B. Developers' Position

Attorney Kathy West of Dommermuth, Brestal, Cobine, represented the Developer and West along with project architect Mark Sullivan. Kathy West made mention of the "new building height chart" which was presented to the City demonstrating various other buildings within Naperville which are approximately the same height or taller than the proposed project structures. Mention was made of the minor changes, which have been done at Staff's request consisting of cornices of all buildings visually being at the same height, complying with 4-sided buildings. The Developer agreed to the 40ft ht requirement of the "Office" building. Ms. West mentioned that the newest traffic study was completed and presented to Staff earlier that day. The Developer also stated a willingness to be part of a future regional traffic study and to share its proportionate share of the expense of the study.

C. NAHC's Speakers and Concerns Raised

The NAHC Liaison Committee's leadoff speaker stated with emphasis that the NAHC's current "position" was neither for nor against this Project, and that while expressing the concerns of the NAHC Board, the Committee's purpose was to advance the public discussion over this project.

It was first noted that this proposed project offers many positive features, which include (but are not limited to) the following:

- The opportunity to develop several individual parcels under a more comprehensive concept, with a single and locally based development group.
- The project as proposed follows the Water Street Vision Statement in many areas.
- The project will provide significant improvements to, and expansion of, the Riverwalk, with proposed tie-ins to future development along the Riverwalk.
- The project may provide (or at least hopes to provide) possible solutions to storm water retention issues.
- The project will provide upgrades and other infrastructure elements, some of which are said to be desirable, or even needed, no matter what development occurs in the Water Street District.
- The project will provide a parking facility to help accommodate the increased traffic, not only of this development, but also for some future developments.
- The project offers some creative and attractive architecture.

The NAHC speakers then expressed the following concerns of the Confederation's Board, all of which relate directly or indirectly to the proposed height of the new buildings within the compacted space (a) available for the project in the first place, and (b) the proposed reduction of Water Street from 66 feet to 57 feet, and (c) the proposed reductions to building set-backs:

- **Excessive building height. Although the underlying issue is the overall intensity of use in a fairly confined space, if approved as proposed, this level of density may very well reduce, or even compromise, the pedestrian-friendly character of this project. The Statement by Richard W. Strawbridge as presented to Plan Commission is attached (See Attachment F) and summarized below.**

Proposed Development in Terms of Building Height, Compactness and Intensity of Use

While this narrative attempts to verbally describe the proposed re-development project in terms of building height, the reader should refer to the architectural renderings that are attached to this report for a better understanding of the concepts. (See Attachment B.)

The Developer proposes to construct six buildings in total, all of which were proposed to consist of five stories, each of which were to be about or slightly over 60 feet in height. Two (a "theatre" building of 60.8 feet, and a "loggia building" of 72.3 feet) are to be constructed between 29 to 36 feet from the river bank on the north side of Water Street, with a pedestrian plaza between them of an average of 43 feet in width. A five-story building with a taller "tower" roughly in the middle (the "tower building") is proposed for the south side of Water Street, to extend completely from the existing three-story (but 40-plus foot tall) Moser Building on the southeast corner of Water and Main Street. The "tower" itself will reach 83.2 feet in height, although the setback fifth story will be about 52 feet in height. This building's fourth story cornice will be the same height as the Moser Building cornice line. A new five-story "mixed use" building is to be constructed on the southeast corner of Water and Webster reaching 64 feet in height. Another five-story "office building" was proposed to be constructed on the northeast corner of Webster and Aurora Street, but during the Plan Commission Public Hearing the Developer agreed to reduce the height of this building to conform with current height restrictions (40 feet), eliminating the need for the only height variance required under the current City Code. None of the reported heights include (or are required by Code to include) the roof-mounting HVAC and other utility-related mechanical equipment, which will be located toward the middle of the buildings. In addition, a multi-story parking garage is proposed with a height of 67 feet.

To offset the street-level perception of height and building bulk, the Developer's design calls for all of these buildings, notably the riverside "theatre building" and the main "tower building" to be stepped-back. The "office building" at Webster and Aurora also originally featured stepped-back heights, but with the Developer's concession at the Public Hearing to redesign this in conformance with Code we cannot say how it will eventually be configured. We are however concerned that the "office building" as currently designed does not follow the Transitional Use zoning guidelines by being "residential" in nature.

In addition to these buildings, the Developer proposes to construct a 5-story parking deck to the south of and in close proximity to or contact with the "tower building," and to the south abutting the existing "Squaw Alley." At present, this will not be screened from view looking north from Aurora Street, which has led to concerns that the existing properties along the north side of Aurora Street will also be subject to future "tall building" re-development.

Collectively and in general, the entire development is intended for the mixed uses that include restaurants and shops (mostly on ground-level), offices on the second floors, and condominiums at the higher floors. The Developer's design concept is to create a discreet Downtown section that will be "pedestrian-friendly" with a semi-European milieu and internal parking space that will promote shopping and public gathering, plus an attractive overall environment for patrons of the businesses and the condo owners.

Proposal conflicts with the Water Street District Vision Statement

The Committee disagrees with City Staff and the Developer that this proposal meets the City Council-approved Vision Statement for this area, referred to as the "Water Street District." Specific provisions of particular interest to the issues of height and bulk include the following:

1. Design and Character

The **unique character of Downtown Naperville** has been established through the incorporation of a variety of design elements into the buildings, streetscapes, and amenities. Building on the success of Downtown Naperville, the Water Street Study Area should include some predominate characteristics of the existing downtown, such as building materials, **scale**, and pedestrian amenities

Considerations:

6. Arrange the buildings in a manner which capitalizes on the Riverwalk and Naper Settlement, while also **maximizing open space** and pedestrian connections.
7. Utilize the grade differential from Aurora Avenue to the Riverwalk (downward sloping towards the Riverwalk) to minimize the height of buildings on Aurora Avenue.
8. **Consideration shall be given for predominately 2 story or taller buildings where appropriate. Taller structures of 3 to 5 stories may be suitable if minimal impact is imposed upon the surrounding area. (This is not intended as an absolute maximum number of stories.) The height guidelines established through the Downtown Plan [i.e. – 2 and 3 stories] as well as the site topography and existing building heights within the general area will be utilized the determine appropriate height for each building. Each building should not exceed the floor-area ratio ["FAR"] or maximum height established within the respective zoning district in which the property is located.**
(Emphasis and bracketed material added.)

There is concern that the FAR (Floor Area Ratio) is greater than allowable under the zoning guidelines, which states a maximum FAR of 2.5. The Developer has stated the project is within the 2.5 FAR. It is believed that the FAR has been manipulated to allow for a far greater density than the 2.5 ratio by including the parking deck area as "open space" for calculation purposes

- **The impact of the 5-story structures on the Riverwalk, the “jewel” of Naperville, especially given the relatively small-proposed setbacks. A summary of Statements made by Dan Bulley are attached (See Attachment G) and a Committee summary is below.**

Growth and Development are good for Naperville but the growth must be smart. This Proposed Project has exciting potential. There is much concern about the impact to the Riverwalk. Naperville is a big success and Naperville’s parks are a big part of that success. Of these parks the Riverwalk is significant in its impact to Naperville both from a recreation side and as a driver to Naperville’s economic development.

The Committee is concerned that the Proposed Project will be detrimental to the Riverwalk. The proposed 60-70ft buildings along the Riverwalk are too high. Naperville highly promotes and relies upon its Riverwalk, however the only consideration being given to the Riverwalk is an extension of the walkway on the southern edge and one “shadow study”. Is this preservation and protection of the Riverwalk? According to the Developer, the “shadows” from the proposed buildings upon the DuPage River and the Riverwalk are not detrimental to wildlife and shade is a preference for users of the Riverwalk, therefore shade is important. The “shadow study” is not questioned, however, what is questioned is whether the shade/shadow provided by the buildings is beneficial and will sustain a pedestrian friendly atmosphere. What is commonly known as “beneficial shade” (that caused by the trees) is eliminated from this proposed project. An entire line of shade trees along the DuPage River would be lost. The existing trees are not anticipated to be replaced. Additionally, during winter months when sunlight warms the Riverwalk, this “south side Riverwalk” will remain in shade/shadows caused by the buildings.

Also of concern is the mention of “improvements to the Riverwalk”. It is the understanding of this Committee that the “south-side Riverwalk” is actually private property and not considered “Naperville’s Riverwalk”. It is further the Committee’s understanding that a public easement has been or will be granted for this “south-side Riverwalk”.

Currently Naperville’s Riverwalk Commission is planning to widen the Riverwalk to make it more pedestrian friendly. Also being discussed is improving the handicapped accessibility to the Riverwalk. In this proposed project the Developer depicts a 5ft wide walkway throughout the riverside of the proposed development. There is currently a 3-5ft wide walkway in place, which could be much improved both from a safe passage perspective and from a landscape beautification perspective. Concerns have been raised that if the walkway by the river is to be improved and is intended to encourage access into this development from the Downtown Core, it should be initially widened to at least 7-8ft.

This usage of the walkway (aka “south-side Riverwalk”) as an access into the proposed development is a dramatic change to the current usage of Naperville’s Riverwalk. This is the first commercial development which has the opportunity to capitalize on the Riverwalk. It is this Committee’s opinion that additional studies regarding the impacts to the environment should be considered. Consideration should be given to widening the walkway by the river and creating a more pedestrian friendly environment.

- **The amount of traffic this development will generate on Downtown streets that are already highly challenged, plus the traffic problems associated with this project that were identified by TAB. [TAB voted 6-1 in its July meeting that the project failed to meet the applicable traffic guidelines and goals.] Beyond the problems identified by TAB, the Committee is concerned of additional traffic impacts and practicality. The Statement presented at Plan Commission by Patricia Meyer is attached (See Attachment H) and a summary is below.**

Properties in the Water Street area could be put to better use when redeveloped. The Water Street Vision Statement provides guidelines, which encourage development that compliments the downtown core and encourages commercial entities, which may be lacking in the specific area and, frankly, could bring **significant** tax revenues to Naperville in the coming years. There are however concerns regarding the proposed project.

The Vision Statement promotes mixed-use development. Mixed use development, when done successfully, will bring traffic (be it pedestrian and/or vehicles) and add to congestion. This is a reality. For a development to be successful there should be the assurance that infrastructure is in place and able to handle this increase. The concern has been raised that due to Naperville's current congestion issues, Naperville should be more proactive in its infrastructure by considering not only the project at issue but also those in the future.

On July 7, 2007 TAB voted against the traffic related components of the proposed project and questioned the Water Street Traffic Impact Study stating it did not meet the Vision Statement Guidelines.

There is concern that the Traffic Study may not be accurate and should encompass all aspects of traffic patterns both in the present and which are probable in the future and should take into account the usage of Aurora Ave as both a "gateway" into the Downtown Core and as an "alternate route" around the Downtown Core.

The most striking missing component noticed in the Traffic Study was the exclusion of the school year traffic. Most significantly – the added traffic from Central High School (consisting of students, staff, and buses) but also of the elementary schools and North Central College were not included as the study was done during the summer and on a Saturday.

Aurora Avenue is a highly utilized roadway especially the section from Eagle to Washington. The Traffic Study depicts the intersection of Aurora and Washington as "near failure" and the intersection of Aurora and Main as "poor". One must consider that this Study was done on current traffic patterns. Traffic generated by the proposed project was not included and will only add to congestion.

It is only fair to note that *any* development in the Water Street area will impact Aurora Ave and Main Street. The concern is not to prevent the proposed project, it is to address and improve an already heavily congested intersection with the knowledge that additional congestion is in the future.

This development proposes a parking garage for just over 400 cars, on street parking for about 25 vehicles, not to mention the delivery trucks, which will be necessary, and refuse removal. 400 plus vehicles adds to congestion.

The proposed project is for about half of the Vision Statement area. The proposed parking garage provides 147 spaces beyond what is minimally required for this project alone. Does this project take into account how the surrounding properties (also bound by the Vision's guidelines) will develop or could develop to fit the Vision Statement guidelines?

Does the traffic study and the impacts this proposed development may have take into account other developments such as possible changes in traffic patterns at Central High School and at Naper Settlement? Aurora Avenue is key in all these developments.

At what point will “grid-lock” be reached? At what point will consumers decide not to endure the congestion? Unlike other developments in the downtown core, there are 2 legal ways out of the Water Street area – Aurora or Main (Main loads traffic either onto Aurora or into downtown). How is gridlock going to be avoided? According to recent studies Aurora/Washington is “near-failure” now.

This project alone addresses many of the goals and desires of the Vision Statement. Is it too much? Is it too intense? What will be the end result for the area?

Specific to the Preliminary Drawings and details provided to date, there are some questions:

- The tightness of turns onto Water (11ft lane) and onto Squaw (10-11ft lane). Truck drivers seem to prefer wide turns (wider than what has been designated often times). Pedestrian traffic is directed to these intersections. If this is a tight turn (by truck preferences), should pedestrians be directed to that area?
- Where is the dedicated delivery zone for the proposed mixed use building on Webster? Will on-street parking spaces be designated as delivery zones (similar to the Tower Building)? While delivery times may be regulated, will it be practical or enforced? i.e. FedEx and UPS usually do not follow the schedule of delivery trucks. Where is the refuse area and collection for this building? None of these items are addressed in the proposed design.
- Where is the delivery zone (FedEx, UPS, etc.) for the proposed office building on Webster? There is no dedicated parking in front of or on the side of this building. This is not addressed in the proposed design.
- Where is the delivery zone for the proposed Loggia Building and the Theatre Building? Across the street? The street parking is planned to be 7ft wide – many family vehicles (SUV’s) are wider than 7ft, delivery trucks are wider than 7ft. This is not practical and needs to be addressed.
- How can double parking or illegal parking resulting in blockage of Water, Webster and Squaw be avoided? Blockages such as these could result in a domino effect onto surrounding roadways and cause backups. By addressing delivery/loading zone issues, this could be improved.
- Has the feasibility of exiting from Squaw and getting into the left turn lane on Main at Aurora and Main been considered? How many cars can be in the “Q-ing” on Main? How many cars can be in the “Q-ing” on Aurora and Washington? Is this practical?
- What type of traffic control is planned for Squaw/Main and Water/Main? This development proposes adding a significant number of pedestrians and vehicles into a relatively small area while “normal” circumstances would not support additional controls, does this proposed development support it?
- Will Webster be changed to “right turn only” or will there be traffic signals/controls at every intersection on Aurora from Eagle to Washington?

Under the Vision Statement both vehicles and pedestrians are attracted to this area – in order for this to have long term viability, both vehicular traffic and pedestrian access/friendliness must be thoroughly addressed and accounted for.

The Water Street area can be a tremendous asset to Naperville. This project has many merits and benefits – the questions are: is it too much and how does it fit now and in the future. We believe that the traffic components of the proposed project need to be re-evaluated and improved.

- **This Project might have a potential precedental effect on future re-development projects in the Downtown area, which could substantially change the character of Downtown and possibly put at risk its “charm” and “uniqueness,” the preservation of which is clearly a goal of the Water Street Vision Statement. This includes the width of sidewalks and open space, which fosters a pedestrian friendly environment. The Statement presented at Plan Commission by Thomas Higgins is attached (See Attachment I) and is summarized below.**

Concerns regarding the quality of the pedestrian environment

There is a charm, a sense of place in downtown Naperville, and perhaps the best way to describe it is a “small town feel” that brings shoppers and diners back time and time again to this increasingly rare environment. The atmosphere of Downtown is almost unique; that the charm and economic vitality of Downtown is the envy of many towns and cities. This is something rare and something to be protected at all costs.

The Committee disagrees with the claim that the Proposed Project will be a pedestrian friendly environment for the following reasons:

The developer has attempted to maximize the space for structures by minimizing the street, sidewalk, and plaza; the public spaces. The Developer is requesting a 9ft vacation of the Right Of Way that will be added onto the building on the South side of Water. All of the Right Of Ways, or the distance between buildings downtown, is 66ft or greater. If approved the distance between buildings on Water will be just 57ft.

The rationale that reducing the width of the street will cause it to have an European, “Old World” feel, is wholly unpersuasive, and brings to mind the old joke about the best defense is a good offense. Unless we are all going to trade in our cars for Mini’s, and overlook cars parking on the sidewalk as seen all over Europe, the result will be an uncomfortable pedestrian and vehicular experience, especially when there will be 5 story buildings on both sides of the street. In Urban Planning today, one of the most important themes is the extensive use of “open” or “green” space, with generously sized sidewalks to make the area pedestrian friendly, there is simply no accepted rationale for narrowing a street this excessively especially considering the proposed height of all the buildings.



**Widths of sidewalks
proposed for Water
Street are inadequate**

Compare Water Streets proposed width for the sidewalks and parking stalls vs. the new in Downtown Naperville, as illustrated by Main Street Promenade and the old, Jefferson at Main.

Here's Jefferson at Main with 18 feet of sidewalk and one of downtowns loveliest spots.

Because of the generous sidewalks



Main Street Promenade has essentially a 20ft wide sidewalk **BEFORE** any parking stalls, comprised of an 11½ft clear width sidewalk, 6ft wide planters, and a 2ft buffer at curb. All before the parking stalls. This allows for comfortable strolling, and the space between the planters allow people coming out of Hugo's to wait for the valet attendant without blocking the flow of passerby's. **This is an excellent example of the current thinking of how to create a pedestrian friendly streetscape.** There is simply no reason why this can't be accomplished on Water Street.



You could put Water Street's sidewalk AND it's parking onto Main Street Promenade's sidewalk and still have 2 ½ ft left over. This is simply inadequate, and will not create any kind of pedestrian friendly atmosphere. Quite the contrary it will feel narrow and cramped. So the question is which will serve the needs of the shoppers and diners better, and entice them to return again and again? Main Street Promenade, or Water Street?



Compare these pictures of the older couple passing 1 person on the 6ft sidewalk in front of Main Place.

Can it be done? Yes of course, but it is hardly a comfortable experience. With the amount of pedestrian traffic such a dense development as Water Street will create, why not provide the kind of sidewalks that will allow people to enjoy the experience, and encourage people to use the sidewalks, not just provide the bare minimum?



The heights of the buildings are too tall for the width of the street and the plaza

The Committee received the comments made by a Planner with whom the proposed project was discussed.

***The height and massing of the building will inhibit pedestrian activity:** Given the mixed-use nature of the project, residents, planners and developers can likely agree that fostering new street activity will be crucial to the project's success. Unfortunately, it is far too tall relative to the street and will discourage pedestrian mobility. Water Street and its sidewalks, for example, have been planned at 57' in the site plan given to me. The cornice line on both sides of this street is just above 52', but the slight setback actually puts the top floor of the project at 61' just beyond that cornice line. As a general rule, buildings taller than the width of their street tend to discourage pedestrian activity. The height of the buildings relative to Water Street is probably best illustrated by the massive shadows it casts on PC-4 of the site plan.*

In the same vein the plaza is even a worse example of too narrow a space between buildings. The width of the plaza is 47ft between the buildings to the south and 39ft between the buildings on the north. It is quite a narrow plaza that is significantly overwhelmed by buildings that are 60ft and 72ft tall beside it. All the concerns about the pedestrian friendliness of Water Street itself are magnified here, as instead of 57 feet apart they are on average 43ft apart.

Below are the Planner's statements when he was of the understanding that the plaza is 50ft wide, not an average of 43ft.

***The Gateway Fountain fails as a plaza concept:** Only 50 feet wide, the massing of its neighbors ensures that the Gateway Fountain will not succeed as a public space. Public spaces tend to fail when surrounded by shade and canyon-like human development. This is problematic, as desolate public spaces tend to discourage human activity, which in turn can increase crime and vandalism. Naperville does not need a poorly planned plaza space immediate to its Riverwalk.*

This is troubling in and of itself, but consider this is right on the Riverwalk (the crown jewel of our downtown), it is imperative that anything built here clearly becomes an asset to the Riverwalk and an example of excellent pedestrian design.

Lastly, the Planner comments about desolate public spaces possibly increasing crime and vandalism. Individuals have raised concerns about the pedestrian tunnels from Water Street to the parking garage behind. Frankly, the parking garage can be viewed as isolated. Comments have been that these individuals would not feel comfortable in the passageways, alley, or the garage itself late at night. Contrast this proposed parking garage to the Van Buren or the Chicago decks which are located on a busy public street. It's these details of making people feel safe and comfortable which often makes the difference in whether a project succeeds or fails.

It seems that this proposal is a big time rule changer, in height, density, and for the first time a significant reduction in the ROW, this proposal is a significant change in course from Naperville's distant past as represented by Jefferson between Washington and Main, but also the present, as Main Street Promenade illustrates.

We do not agree that this project is pedestrian-friendly nor do we agree with the reduced Right of Way given the height and density of the proposed project.

D. Plan Commission's Comments and Vote

During the hearing, the Developer's attorney (Kathy West, of Dommermuth, Brestal, Cobine and West) contended that height is not and should not be an issue. Attorney West referred to other "Tall Buildings" mentioned in a list she provided to Plan Commission in her July 20, 2007 letter. Among these were included the North Central College's Performing Arts Center (now under construction), Edward Hospital, the DePaulo Building (the 7-story condo building on South Washington Street), the River Place condominiums, the Van Buren Parking Deck, Main Street Promenade, and the Barnes & Noble building. In rebuttal to Attorney West, the NAHC pointed out that none of these structures offer a fair comparison, because they are all set back from the street significantly, and do not have other "Tall Buildings" right across the street, as the Water Street project proposes to build. Further, neither Edward Hospital, River Place condos, nor the DePaulo Building is Downtown.

In general, the Commission did not have issue with the "tall buildings" that are being proposed. However, a majority (if not all) of the Plan Commissioners expressed serious reservations with the two proposed buildings that will abut the River. Chairman Price expressed these reservations succinctly when he said that he would prefer to have this area developed in the manner of Jefferson Street, but in his view the constraints on re-development in this area imposed by the City Council will not permit that as a practical matter.

Commissioner Paul Hinterlong explained, that he conducted a personal investigation, which included standing by some other higher buildings in the general downtown area and looking at them from different distances. He also explained how he believes the two riverside buildings in particular will adversely affect the present "this is Naperville" view of Downtown from Aurora Street. A persuading fact for him, he said, was that the location of the Water Street project is not in Naperville's "Old Downtown," so that more leeway might be accorded to the present Developer. He concluded that 60 feet tall was the maximum he believed appropriate, and that since the proposal was close to that, he would not vote against the proposal.

Commissioners Brown and Jepson stated that they shared some or many of Commissioner Hinterlong's opinions, especially in regard to the buildings proposed to abut the river. Commissioner McElroy struggled in reaching his declaration of vote, primarily because, he said, of the long shadows the "tall buildings" will create on the Riverwalk.

Commission Chairman Derke Price stated that he, too, was troubled by the height issue, and would prefer that this area might be re-developed in a manner to more or less replicate the scale and feel of Jefferson and Main. However, he stated that (1) the Council has previously rejected the concept of either eliminating or re-locating Water Street, which in turn restricts the design options of potential developers, and (2) the location of this project across the river and to the south of "old Downtown," combined with the failure or previous re-development proposals to win the City's approval, convinced him that leeway should be granted to this proposal for what it seeks. He also stated that this Developer is willing to expend "private funds" to make various improvements (to the Riverwalk, for parking, infra-structure, and perhaps other things) that neither the City nor other formerly prospective developers have been willing to fund. Essentially, Mr. Price repeatedly stated (and pressed NAHC's speaker and Board Member Dan Bulley to say yes or no to – which Dan politely declined to do), that this project presented a choice to the Commission of either (a) allowing the Water Street district to remain un-redeveloped with a semi-blighted appearance as it currently has, with unattractive features along the south side of the river, or (b) to accept a less-than-perfect project that will at least (in his view) solve many existing problems while bringing a potentially creative and successful new development to the south edge of Downtown.

Commissioners Ann Edmonds and Reynold Sterlin voted against the project, stating that they could not accept the package as proposed because it was neither consistent with the Vision Statement, nor "pedestrian-friendly." In the draft Minutes for the meeting, the Minority Opinion is recorded as follows: "The Commissioners who voted in the minority stated that the development was too large for the site and that the proposed scale and the ancillary impacts brought about by the scale (traffic, etc.) did not comply with the provisions of the Water Street Vision Statement." A copy of the Minutes is attached (See Attachment J).

VII. COMMITTEE'S COMMENTS

Building height, taken by itself and in the abstract, is not the real issue here. Of course height alone is a factor (as Dan Bulley, Commissioner Hinterlong and others explained). However, the underlying issue is the overall compactness of the proposed project combined with the anticipated intensity of use. This creates the problems with traffic, "pedestrian-friendliness," and also drives up the costs that the Developer insists must be funded in part by a TIF (which, by way of a shorthand explanation, costs for various items are redirected to Naperville's taxpayers, ultimately including Homeowners). Building height drives up the intensity of area use, creating the need for more parking, improved infra-structure, and also adds to the already "Grade F" traffic problems.

The Developer has stated to our Liaison Committee that he cannot economically do this project unless the City approves the five-story ("tall") buildings. Yet no one really knows if this is totally correct (although the NAHC accepts the profit incentive for development projects in general). Naperville's Code requires evidence to support requests for variances (of which the Developer seeks many) to show that the developer cannot enjoy a "reasonable return" if the requested variances are not granted. Plan Commission Chairman (a lawyer practicing in the field of municipal law) has said that decisions from the Illinois appellate courts preclude such inquiries. While the NAHC should give this researched consideration, this would mean that Naperville's Code is either legally defective, or that its provisions mean something less than a full accounting, which then leaves open the question of whether the Code-mandated "evidence" is merely the word of the developer. This matters because we cannot determine whether the current proposal is truly a "take it or leave it" proposition, or whether there remains room through negotiations to accommodate this Developer's economic incentives, the City's overall development goals, and the opinions of the NAHC on "tall buildings" in the Downtown area.

The issue of precedent remains a deep concern. Notwithstanding the best intentions of Plan Commission and the City Council, it cannot be overlooked that future developers of Downtown properties will contend that the Water Street project (if approved as proposed) will set a standard, guideline, or other form of precedent for all future Downtown re-development projects. Even though Plan Commissioners Hinterlong and Price strongly articulated what the Committee deems to be solid reasons to view this area a separate and unique part of Downtown, will (or can) their views be maintained in the future?

The point to be made here is that, even if Naperville approves this "tall building" project for the Water Street District – which has been regarded as special enough to give rise its own Council-approved Vision Statement, that does not preclude the influence of this project elsewhere, and especially along Washington Street (both north and south). Will there be future "vision statements" that gives room for tall and dense projects?

The project is proposed as PUD (Planned Unit Development), which ordinarily allows significant leverage to the City to extract significant concessions from a developer so as to more completely conform to the City's overall master plans and the best interests of the community as a whole. Plan Commission did not appear to exert this potential leverage to any meaningful extent. It may be speculated that the reasons for this might include the City Council's recent rejection of Plan Commission recommendations for other major projects (the Nichols Library for example), the recognition that this project has been "on the drawing board" for years with no overt objections from Council (and even some statements by Councilmen expressing at least a general form of approval), and the practical constraints imposed on the Developer as outlined by Chairman Price during the Public Hearing. Nevertheless, the City Council has not yet heard the researched "concerns" of the NAHC, which therefore the NAHC should present to Council.

The NAHC Liaison Committee joins with the majority of the Plan Commission in noting the many positives of this proposed development, as well as the constraints imposed by prior Council decisions.

Using the planning leverage afforded by the PUD process, the City should mandate compliance with the Water Street Vision Statement, which this project, *as currently proposed*, fails to meet.

VIII. COMMITTEE'S CONCLUSIONS AND RECOMMENDATIONS

Overwhelmingly, the Committee finds that this project, as currently proposed, fails to comply with the Water Street Vision Statement nor is it in the best interests of Naperville, and this project, as proposed, has serious flaws and objections that fail to meet the concerns expressed and adopted by the NAHC Board. Therefore, the Committee concludes and recommends that this project not be approved as it is currently proposed.

Details of Recommendations that would lead to approval of the project

The Water Street Development Project consists of 5 multi-use buildings approximately 5 stories in height; a 5 story parking garage; and a small open-air Plaza. The determination to include various multi-uses within the 5 buildings increases the intensity of usage and consequently the need for commensurate parking. It also increases the height and bulk of the structures. Further, high density developments such as this will overburden the already traffic choked streets in the downtown where most, if not all, intersections operate with a level of service of D or F. Naperville needs to carefully consider the advisability of high density developments in the downtown area serviced by streets designed for much lower populations and which are unlikely to be widened or otherwise improved.

The priority of our City should be to encourage developments that compliment the existing Downtown Core and the surrounding community while being sensitive to the precedent for other future developments. We are concerned that the proposed project is too much for the area. Re-evaluation of the multitude of uses and the possible reduction of those uses may be a better compliment to the community, and to the proposed development itself for the long term. While the height of all the structures is a concern, we are especially concerned about the height and bulk of the 2 buildings abutting the DuPage River. By reducing height and/or increasing the setback from the river, a less overpowering impact may be experienced on the Riverwalk and from Downtown. This could enhance the "pedestrian-friendly" aspect and offer better accessibility at the same time.

Therefore it is recommended that the overall height of all structures be reduced with special emphasis on the buildings to be adjacent to the DuPage River. The reduction would be more in accordance with the Water Street Vision Statement and the Downtown Plan.

The proposed project maximizes the land usage, while minimizing vital "real life" needs of both the commercial and residential communities. The project design in a precedent setting move reduces the Right of Way from 66ft to 57ft. The traffic lanes, the sidewalk and the width of parking on one side (north) of Water Street all would be reduced. Demographics within Naperville show a majority of families. It is reasonable and practical to assume the average consumer will not be alone but instead will be part of a unit (i.e. couple, parent(s) with child (ren), and groups). The reduction of the right of way and the average clear width of the proposed projects' sidewalks along with other pedestrian accessibility make the pedestrian friendliness/accessibility minimal.

In addition, the proposed project provides a single designated loading and unloading area to serve all buildings. The loading/unloading space is to be located on Water Street in front of the "Tower" building. While the loading area is conducive to the "Tower" building, it is wholly impractical for a development of this size and magnitude to only have 1 designated loading/unloading zone. It is impractical to expect delivery personnel to transport items across Water Street to the "Loggia" and "Theatre" buildings, or to Webster Street to the "Multi-Use" and "Office" buildings. It is impractical to believe Water Street and Webster Street will not be temporarily blocked causing undue congestion from illegal parking by delivery trucks. Additionally, no on-street handicap parking was depicted in the proposed project design nor was it noted that the proposed design is in accordance with the American Disabilities Act (ADA).

The existing alley (Squaw) will be improved by widening (both at the time of project development and again as redevelopment occurs with other properties for eventual full width providing 2 way access into the parking garage). It is intended that pedestrians will use the alley for access to the garage along with 15ft wide tunnels in the buildings. These tunnels have caused concern in regards to personal safety and comfort. This is especially an issue at night after business hours as the tunnel and the garage itself will be perceived as being isolated.

Therefore is it recommended that the pedestrian and vehicular aspects of the proposed project be further developed with the focus on a “pedestrian-friendly” environment and effective traffic management. The Right of Way should remain at 66 feet allowing for a pedestrian experience comparable to what Main Street Promenade, and Jefferson at Main offers. Additional attention to pedestrians should be provided in regards to: (a) accessibility to/from the garage; (b) safety in the tunnel and the garage; and (c) increased pedestrian-friendliness from the south. The proposed projects designs are depicted and shown as focusing on the north access. Real life practicality is consumers will arrive in their vehicles from the south (Aurora Avenue) and then after parking become pedestrians. A greater number of suitable loading facilities need to be included.

The Water Street Development Project has the potential to be a tremendous benefit to the City of Naperville. These benefits include complimenting the goods and services offered in the Downtown Core; providing a commercial development in a convenient location on the Downtown area’s southern edge; additional parking spaces; increasing tax revenues benefiting the City of Naperville; enhancing and improving Naperville’s Riverwalk; and providing a pedestrian link to other amenities in the surrounding area. While many benefits are foreseen, the Water Street Development Project as currently proposed has flaws. Once the perceived flaws are addressed and mitigated, the proposal may well be fully supported and highly anticipated. Absent mitigation of these items, the proposed project may not have long-term viability.

It is recommended that public opinion from all stakeholder groups should be actively solicited regarding this project, so as to better advise the City Council as fully as possible on how Napervillians would like the Council to vote. In the absence of a demonstrated general consensus of community opinion in favor of this project, *as proposed*, the NAHC should exercise its leadership role and seek, as time permits, the full authority of its Member Associations to take a Public Stand that asks the City Council (and the developer) to modify the project to reduce the height of the buildings to a maximum of 45 feet; to retain the current width of Water Street; to reevaluate the traffic flow and impacts; and to create sidewalk streetscapes similar to those developed/being developed on the north side of Downtown.

According to the Developer the proposed project depends upon a TIF. Without a TIF, the Developer will be financially unable to proceed with this project. At this time the City of Naperville is beginning the public process for the consideration of a TIF. Currently “stakeholders” are being registered and determined. Detailed information regarding the financials and the specific “improvements” to be undertaken has not yet been provided.

This Committee has focused upon the project design as directed by the NAHC. Therefore, we are hesitant to make a recommendation regarding a TIF. However as we do not support this project as proposed because of its numerous perceived design flaws, it is logical to assume that a TIF based on the same proposed project without the recommended changes and improvements would also not be supported.

It is recommended that the NAHC register as a “stakeholder” regarding the TIF and that the Committee’s report and recommendations be made available to assist in the TIF process.

Unless the project is modified in the foregoing manner, the NAHC should take a Public Stand to oppose the project. The Water Street District will eventually be developed, but so long as Naperville’s Downtown remains as attractive for developers as it has been – a trend with no end in sight – Naperville can remain confident in its long-term planning, as reflected by the Water Street Vision Statement, and even by its Downtown Plan of 2000.

From: [R. Ouellette](#)
To: [Planning](#)
Cc: bobfischer@wowway.com; [Laff, Allison](#)
Subject: Water Street Re-development
Date: Friday, August 03, 2012 8:18:01 AM

Members of the Naperville Planning and Zoning Board:

As a long-time resident of Naperville, I've enjoyed the downtown area of Naperville for years. I viewed the first meeting of the Planning Board on this issue, and while I do believe that the re-development of Water Street is a "good thing", I also strongly believe that the proposal (as it currently stands) is "too much of a good thing".

The number and scope of the variances being requested is substantial. This includes major deviations on the height of buildings, the parking spaces allotted and the signage to name a few. It's as if the developers chose to simply ignore many of the current Naperville ordinances that were enacted to preserve the essence of what makes Naperville such a desirable place to live. Specifically:

- The proposed residential buildings are too tall (they will loom over the Riverwalk and ruin it's beauty).
- The proposed density of the residential buildings is too high (both in terms of what impact it would have on the look and feel of the Riverwalk and Water Street, but also because of the limited parking being proposed).
- The proposed balconies jutting out onto Water Street will "canyonize" the street (as a speaker at your last meeting so well put). It obviously was changed from the earlier setback design to increase floor space (and therefore the # of units), and not as a "design aesthetic" as was intimated.
- The proposed hotel is much too tall, and the large sign would be an visual abomination.
- The proposed parking deck is much too small to support the overall density they are proposing.

Please add my comments to the other Naperville citizens who have expressed the same concerns.

I appreciate the fact that the developer is trying to maximize the potential financial benefits of this re-development. And some limited number of variances (limited in scope of the deviations from the norm) are expected in any major re-development. But to approve the current proposal without significant changes would be a grave error.

Thank you,
Ronald Ouellette
2018 Bristol Ct.
Naperville, IL 60565



HOTEL ELEVATIONS

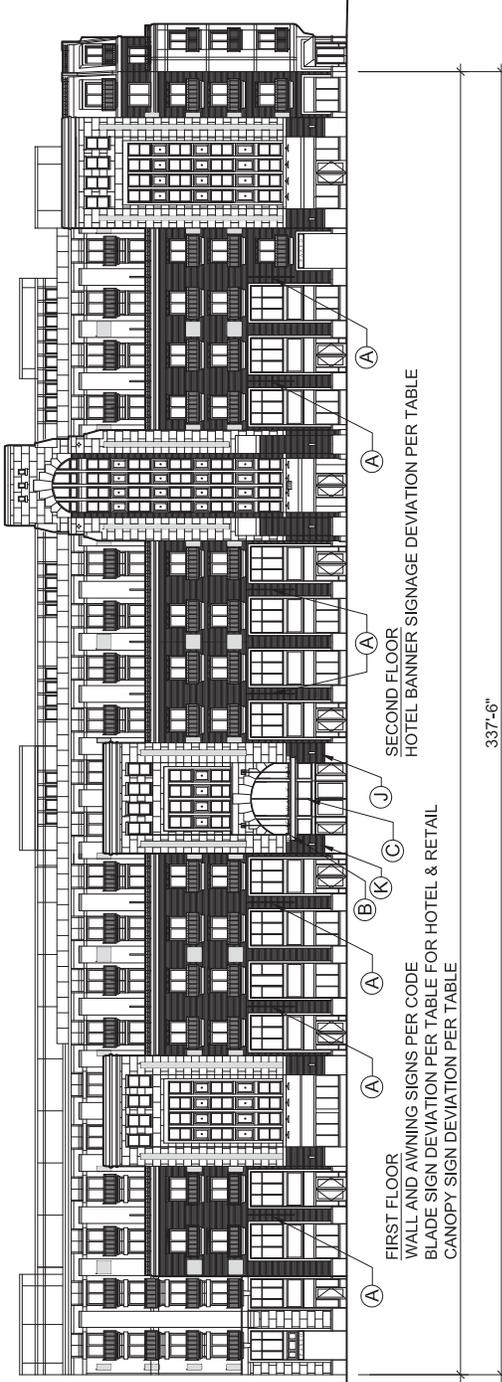
- SIGNAGE NOTES**
- A. 3'-6" x 12' BANNER SIGN
 - B. 1" TALL METAL LETTERS MOUNTED ON TOP OF CANOPY 22" LONG
 - C. 6' x 2' SIGN MOUNTED TO UNDERSIDE OF CANOPY
 - D. 3'-2" x 15' PROJECTING WALL SIGN
 - E. 46 SF ILLUMINATED CHANNEL LETTER SIGN
 - F. 167 SF ILLUMINATED CHANNEL LETTER SIGN
 - G. 21'-4" x 3'-6" WALL MOUNTED SIGN
 - H. 21'-4" x 3'-6" WALL MOUNTED SIGN
 - I. 21'-4" x 3'-6" WALL MOUNTED SIGN
 - J. WALL SIGN
 - K. WALL SIGN

REVISED
AUGUST 6, 2012

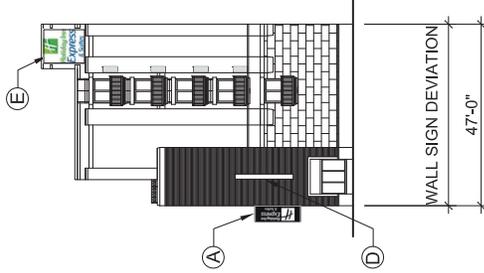
WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540



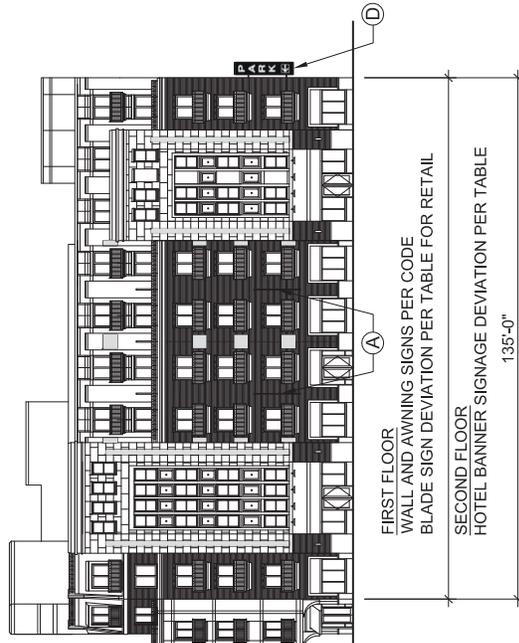
PC-SIGN 2



3 HOTEL - NORTH ELEVATION
SCALE: 1/8\"/>



1 HOTEL - SOUTH ELEVATION
SCALE: 1/8\"/>



2 HOTEL - WEST ELEVATION
SCALE: 1/8\"/>

HOTEL BUILDING SIGNAGE CALCULATIONS

FIRST FLOOR

- Allowable
RETAIL/RESTAURANT ALLOWABLE: (308 LF + 135 LF) x 1.5 = 664.5 SF
- HOTEL ALLOWABLE: 28,75 LF x 1.5 = 43,125 SF
- Proposed
CANOPY AND BLADE SIGN: 22 SF + 12 SF = 34 SF

SECOND FLOOR SIGNAGE

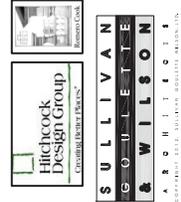
- Allowable
HOTEL ALLOWABLE - (336.75 LF + 135 LF + 47 LF) x 1.5 = 778,125 SF
- Proposed
BANNER SIGNAGE - 42 SF X 9 = 378 SF
- PARKING GARAGE SIGN - 76.5 SF
- STAIR TOWER SOUTH SIGN = 46 SF
- STAIR TOWER EAST SIGN = 167 SF
- TOTAL PROPOSED = 666.5 SF



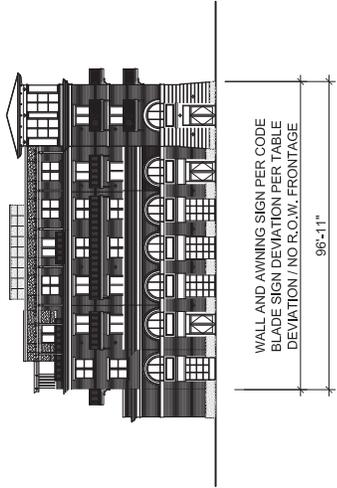
THEATER AND LOGGIA ELEVATIONS

REVISED - AUGUST 8, 2012

WATER STREET DISTRICT NAPERVILLE, ILLINOIS 60540



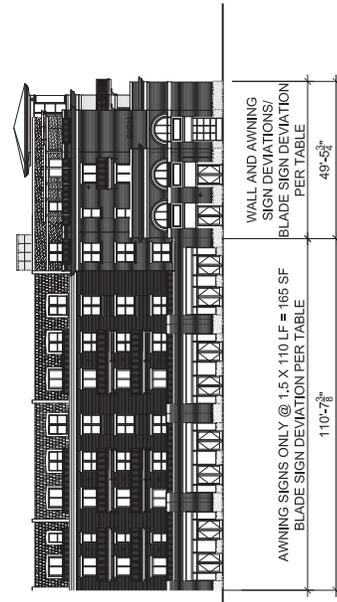
PC-SIGN 3



WALL AND AWNING SIGN PER CODE
BLADE SIGN DEVIATION PER TABLE
DEVIATION / NO R.O.W. FRONTAGE

96'-11"

5 LOGGIA - WEST ELEVATION
SCALE: 1/32"=1'-0"



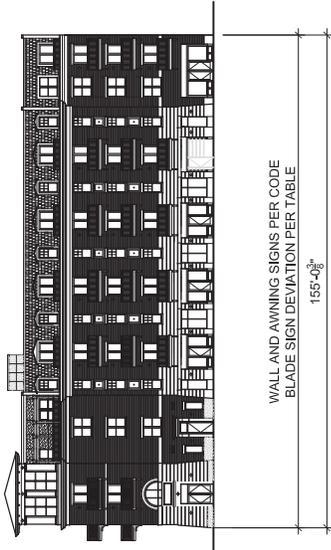
WALL AND AWNING SIGN DEVIATIONS/
BLADE SIGN DEVIATION PER TABLE

49'-6 3/8"

AWNING SIGNS ONLY @ 1.5 X 110 LF = 165 SF
BLADE SIGN DEVIATION PER TABLE

110'-7"

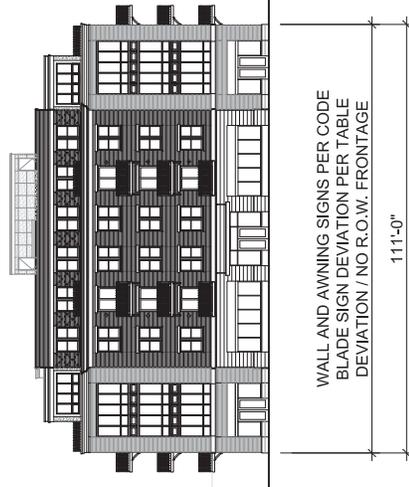
6 LOGGIA - NORTH ELEVATION
SCALE: 1/32"=1'-0"



WALL AND AWNING SIGNS PER CODE
BLADE SIGN DEVIATION PER TABLE

155'-0"

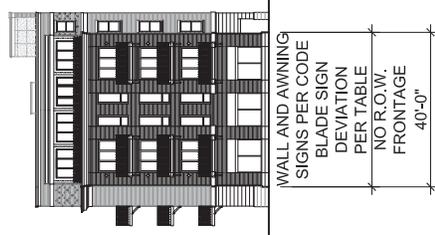
4 LOGGIA - SOUTH ELEVATION
SCALE: 1/32"=1'-0"



WALL AND AWNING SIGNS PER CODE
BLADE SIGN DEVIATION PER TABLE
DEVIATION / NO R.O.W. FRONTAGE

111'-0"

2 THEATER - EAST ELEVATION
SCALE: 1/32"=1'-0"



WALL AND AWNING SIGNS PER CODE
BLADE SIGN DEVIATION PER TABLE
NO R.O.W. FRONTAGE

40'-0"

1 THEATER - NORTH ELEVATION
SCALE: 1/32"=1'-0"



WALL AND AWNING SIGNS PER CODE
BLADE SIGN DEVIATION PER TABLE

45'-2"

3 THEATER - SOUTH ELEVATION
SCALE: 1/32"=1'-0"



OFFICE AND GARAGE ELEVATIONS

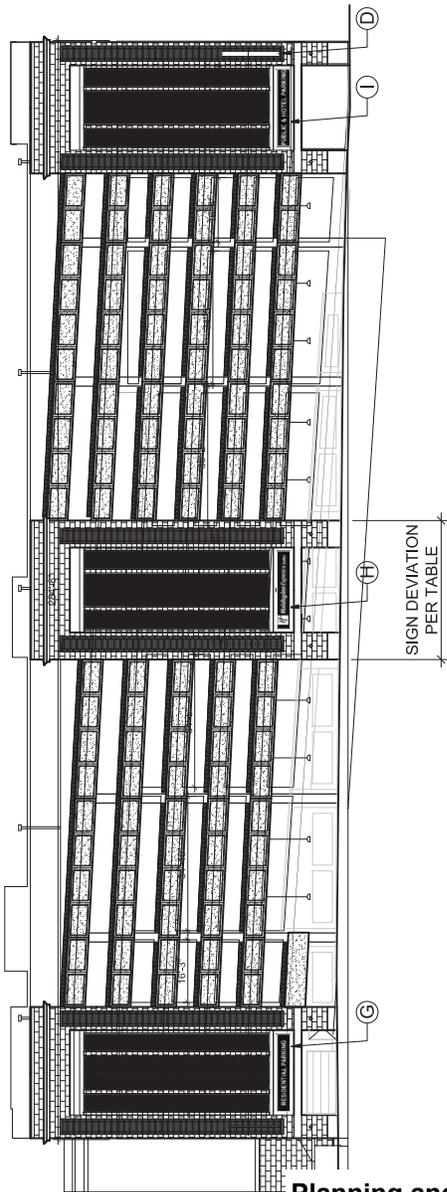
REVISED - AUGUST 8, 2012

WATER STREET DISTRICT NAPERVILLE, ILLINOIS 60540

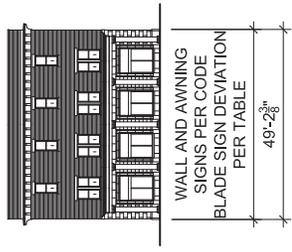


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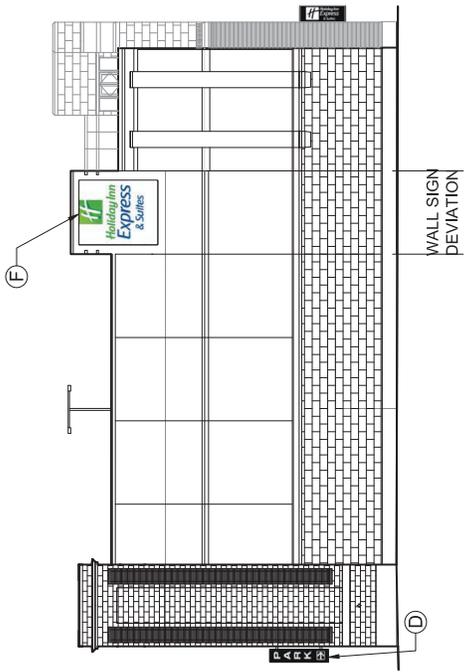
PC-SIGN 4



4 GARAGE - SOUTH ELEVATION



2 OFFICE - SOUTH ELEVATION



3 GARAGE - EAST ELEVATION

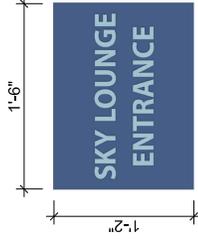


1 OFFICE - WEST ELEVATION

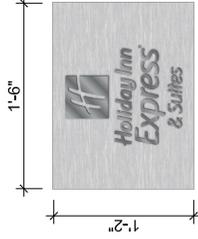
SIGN DETAILS



11 ENTRY CANOPY SIGN
SCALE: 1/8"=1'-0"



10 SIGN 'K' - STAINLESS STEEL
SCALE: 1/8"=1'-0"



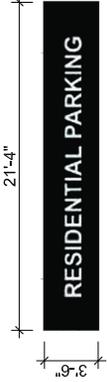
9 SIGN 'J' - STAINLESS STEEL
SCALE: 1/8"=1'-0"



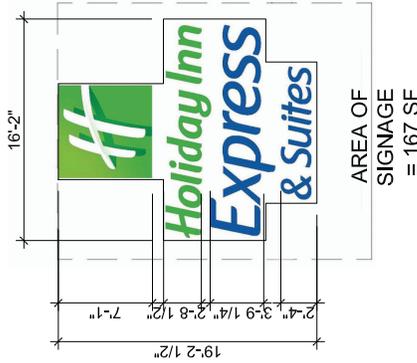
8 SIGN 'II' - PARKING GARAGE
SCALE: 1/8"=1'-0"



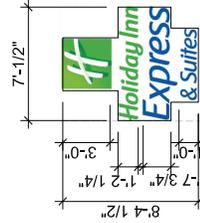
7 SIGN 'IH' - PARKING GARAGE
SCALE: 1/8"=1'-0"



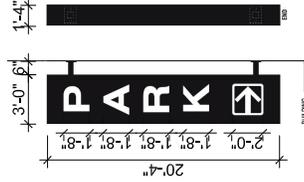
6 SIGN 'G' - PARKING GARAGE
SCALE: 1/8"=1'-0"



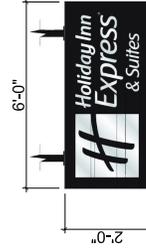
5 SIGN 'F' - EAST STAIR TOWER
SCALE: 1/8"=1'-0"



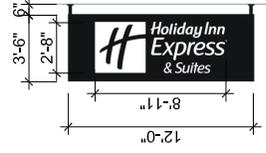
4 SIGN 'E' - SOUTH STAIR TOWER
SCALE: 1/8"=1'-0"



3 SIGN 'D' - PARKING GARAGE
SCALE: 1/8"=1'-0"



2 SIGN 'C' - UNDER CANOPY HOTEL BLADE SIGN
SCALE: 1/8"=1'-0"



1 SIGN 'A' - BANNER SIGN
SCALE: 1/8"=1'-0"

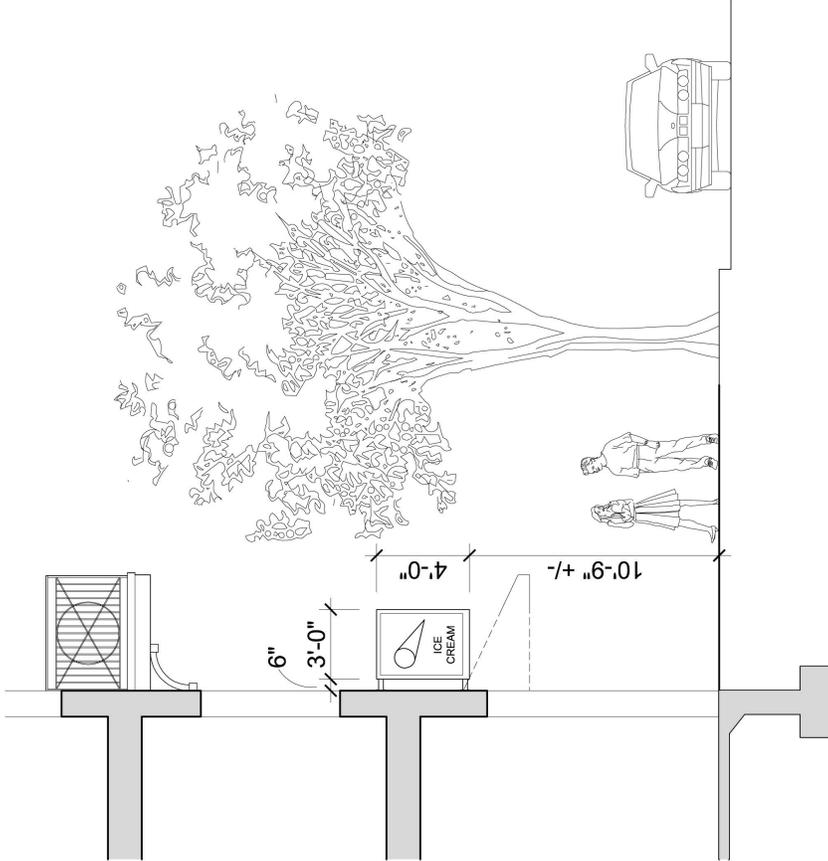
REVISED -
AUGUST 8, 2012

WATER STREET DISTRICT
NAPERVILLE, ILLINOIS 60540



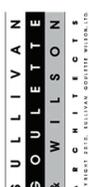
PC-SIGN 5

BLADE SIGN
DETAIL



REVISED
AUGUST 8, 2012

**WATER STREET
DISTRICT**
NAPERVILLE, ILLINOIS 60540



PC-SIGN 9



From: [R. Ouellette](#)
To: [Planning](#)
Cc: bobfischer@wowway.com; [Laff, Allison](#)
Subject: Water Street Re-development
Date: Friday, August 03, 2012 8:18:01 AM

Members of the Naperville Planning and Zoning Board:

As a long-time resident of Naperville, I've enjoyed the downtown area of Naperville for years. I viewed the first meeting of the Planning Board on this issue, and while I do believe that the re-development of Water Street is a "good thing", I also strongly believe that the proposal (as it currently stands) is "too much of a good thing".

The number and scope of the variances being requested is substantial. This includes major deviations on the height of buildings, the parking spaces allotted and the signage to name a few. It's as if the developers chose to simply ignore many of the current Naperville ordinances that were enacted to preserve the essence of what makes Naperville such a desirable place to live. Specifically:

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- The proposed parking deck is much too small to support the overall density they are proposing.

Please add my comments to the other Naperville citizens who have expressed the same concerns.

I appreciate the fact that the developer is trying to maximize the potential financial benefits of this re-development. And some limited number of variances (limited in scope of the deviations from the norm) are expected in any major re-development. But to approve the current proposal without significant changes would be a grave error.

Thank you,
Ronald Ouellette
2018 Bristol Ct.
Naperville, IL 60565

Where you are central.

Rick Spencer
Vice President for
Institutional Advancement

August 3, 2012

Mr. Nick Ryan
Marquette Properties
Water Street Development
401 S. Main St., #200
Naperville, IL 60540

Dear Nick:

I wanted to express the College's appreciation of your efforts in moving forward the Water Street project. We applaud your commitment to the future of Downtown Naperville ... and feel it will have a positive impact on North Central College. The more vibrant the downtown, the better for the College ... the better for Naperville!



Good luck!

A handwritten signature in blue ink that reads "Rick".

Rick Spencer
Vice President for
Institutional Advancement

cc: Christine Jeffries
Naperville Development Partnership

August 6, 2012

City of Naperville Plan Commission
City of Naperville
400 S. Eagle Street
Naperville, IL 60540

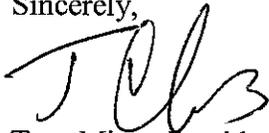
Dear Members of the Commission:

As a businessperson committed to the vitality and success of the Downtown area, I am pleased to offer my personal endorsement of the Water Street District proposed by Nick Ryan and Marquette Companies. The project brings new growth and business opportunities to the south side of the DuPage River, in an area which has remained stagnant as the rest of the Downtown has flourished in recent years.

I believe the Water Street District will promote additional retail growth and much-needed lodging in the heart of the community that will support our existing downtown businesses and provide critical jobs to our community, both during the construction and with new retail, restaurant and hotel jobs.

I also have known Nick Ryan to be someone who is personally committed to the good of the community he calls home. To date, he has been responsive to changing market conditions and the specific interests of the community, the City and the Plan Commission. Because of this, I believe the project will evolve as one that will be a true asset in terms of both economic development and quality of life.

Sincerely,



Tom Miers, President
Naperville Bank & Trust

DOWNTOWN NAPERVILLE

FIND REAL COMMUNITY

August 6, 2012

City of Naperville
Planning and Zoning Commission
400 South Eagle Street
Naperville, Illinois 60540

Re: Water Street District Plan

Ladies and Gentlemen:

We are pleased to submit this letter of support on behalf of the Water Street District Plan.

The Live Downtown Naperville Partnership is an organization comprised of the City's leading builders, architects and merchants who have, since 2007, promoted the responsible redevelopment of the residential housing stock in the neighborhoods surrounding our wonderful downtown area. Our organization has always been committed to initiatives that foster a robust, vibrant downtown, which in turn attract residents to live close to downtown and engage with and support its merchants and businesses. A growing, healthy downtown is essential to Naperville's attractiveness as a place to live. We believe that well-balanced mixed use projects like the one proposed for the Water Street District represent exactly the type of projects that downtown Naperville needs to encourage.

Elements of the proposed plan that we find particularly attractive include the following:

1. Hotel. We believe a quality hotel that will attract business travelers to downtown Naperville is needed and will help insure the success of the TIF district financing.
2. Garage. Incorporating a public parking garage into the hotel building is an innovative way to keep the public garage costs low, while improving the architectural attractiveness of the entire project.
3. Mixed Use. We are very supportive of the mixed use nature of the Water Street District Plan. Developments like this, which expand the residential housing stock in our downtown area, help insure that our downtown is an interesting and vibrant area throughout the day and evening.

55 S. Main St., Ste. 351 p: 630-355-4141
Naperville, IL 60540 f: 630-355-8335

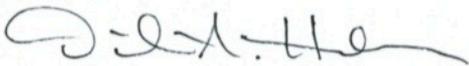
DOWNTOWNAPERVILLE

FIND REAL COMMUNITY

4. Architecture. We find the overall architectural design of the plan to be quite attractive, and consistent with the high quality architecture that has been a hallmark of the redevelopment of our downtown area. In particular, the stepped back design of the building above the fourth floor cornice line is an architecturally sensitive method of allowing for the incorporation of a higher building into our downtown area.
5. South Side Riverfront Redevelopment. We are also quite appreciative of the fact that the design of this project dramatically improves an area of Naperville's riverfront that has long needed improvement. It will be a wonderful addition to our famed River Walk.

We believe that the proposed Water Street District Plan is a thoughtful and innovative development, which has been appropriately sensitive to the challenges and concerns that would come with any redevelopment of this property. Our organization supports approval of the Water Street District Plan and we encourage you to do so on August 8th.

Very truly yours,



David A. Huber
President

cc: Ms. Allison Laff
Ms. Marcie Schatz
Ms. Anastasia Urban

August 6, 2012

Chairman Herzog and Commissioners
Planning & Zoning Commission
City of Naperville
400 South Eagle Street
Naperville, IL 60540-5381

Re: PZ-Cases: 12-1-39, 12-1-40

Dear Chairman Herzog and Commissioners:

As a matter of policy, the Naperville Area Chamber of Commerce does not take positions or intercede in individual zoning petitions. The Chamber believes that every business must present its own case in issues before the commission.

Given the community interest, opposition of another community organization, and the enormous economic impact this specific development has, we feel it is important to provide our perspective about the continued growth of downtown Naperville. Please do not interpret this letter as an indication of the Chamber's analysis or advocacy for elements of the petition or relief requested.

That said, the Chamber fully supports economic development and new investment in our community. The Chamber supports this proposal as we support any new investment in Naperville.

We offer our thoughts on economic development at a critical time in our community. We encourage you to visit with members of the business community; especially those in the downtown, and you'll discover the widespread support for the project. We will also share this letter with our membership to improve their awareness and encourage additional participation in the process.

From our perspective, economic growth, new investment and new concepts are vital to a community's future. If we aren't growing, changing and evolving we are shrinking or losing ground to competition.

A History of Growth – Lessons From the Past

For 99 years the Chamber has championed community progress and new economic opportunity. Our members have pinned their aspirations, dreams and savings into businesses in Naperville. The return on investment for businesses and the community has been significant. We're now an economic engine, home to thousands of businesses and tens of thousands of employees.

the **BusinessVoice**

Chairman Herzog and Commissioners
August 6, 2012
– Page Two –

The growth of downtown Naperville over the past 20 years is something remarkable, if not a bit of an economic miracle. The rebirth of downtown finds its roots in decisions made in the 1970s, and we believe you face some of the very same challenges and pressures.

At that time there was widespread concern of the “death” of downtown Naperville. Faced with competition from malls, a softening economic climate and a lack of new businesses, the merchants and property owners faced malaise and stagnation. City leaders, businesses and residents worked together on strategies for a better future.

The Central Area Naperville Development Organization (CAN-DO) was formed and the Brown-Heldt plan for development was created. The fundamental tenets of that plan, now over 30 years old, remain a formula for success. To be successful we need a compact downtown that is pedestrian friendly, with a variety of mixed-uses and shared parking.

In the time since CAN-DO, downtown Naperville has undergone significant transition and growth. Ionic Naperville landmarks, dormitories, retail destinations and Class A office space stand where car dealerships, bakeries, bowling alleys and funeral parlors once stood. None of these previous uses were out of line or inconsistent with Naperville, they simply had outlived their useful life in a changing economic environment.

Along the way there were voices of dissent and those who feared downtown was headed in the wrong direction. The Chamber and our business community challenged the doomsayers and naysayers. Previous commissions and councils rightly placed their faith in the talents and dedication of Naperville’s entrepreneurial class.

The downtown redevelopment experience is a record of success and improvement. Whenever the City has allowed its downtown to grow, facilitated new investment, encouraged new users and attracted new amenities, the community has won.

Implementing Naperville Downtown 2030 and Economic Realities

Water Street is one of the largest tracts of to-be-redeveloped land in the downtown core. Wholesale redevelopment of the block has been a cause and passion of the City for more than a decade. In early 2000, initial plans were created to transform this block and expand the downtown. Since then the development community has been hard at work putting together the plan that’s right for Naperville.

While the national economy is in the doldrums, Naperville is fortunate to have the opportunity to realize numerous long-standing economic development goals. In today’s economy it is a rare opportunity to have the option of approving a comprehensive mixed-use development plan that is viable and consistent with long-term development goals.

Chairman Herzog and Commissioners
August 6, 2012
– Page Three –

The most recent downtown development plan, Naperville Downtown 2030: Planning the Downtown Experience, designates Water Street as part of the downtown core. The block was planned to be an intensive source of commerce and serve as an anchor of our expanding downtown.

No one should be surprised at a redevelopment plan that calls for density and a variety of mixed uses. That's exactly what collectively we have sought and asked for. The Chamber believes that the City's staff was correct in designating this area for high-density, intensive economic use. We encourage you to embrace this concept as well.

After taking part in its crafting and educating our members about its goals, the Chamber endorsed the ratification of Downtown 2030. We've pledged our support to the City to work with the business community to make its vision and goals a reality. This letter is part of our commitment to champion a brighter future.

We write you today as enthusiastic supporters of economic development and job creation. The business community supports the idea of a growing, vibrant downtown. We all stand to benefit from new investment, opportunity and commerce.

Once-in-a-generation redevelopment opportunities don't come along often. Getting Water Street right will set the tone for downtown for years to come. The success of Downtown 2030 rests on a successful and vibrant Water Street redevelopment.

As you consider this petition and future development in the downtown, use history as your guide. Naperville has been rewarded for fostering a downtown climate of growth and we shouldn't stop now.

Thank you for your continued service to our community and the consideration of our opinion.

Sincerely,



Tami Andrew
Interim President & CEO
Naperville Area Chamber of Commerce

Cc: Naperville Development Partnership
Doug Krieger, City Manager

EDWARD

HOSPITAL & HEALTH SERVICES

August 7, 2012

City of Naperville
Planning and Zoning Commission
400 South Eagle Street
Naperville, Illinois 60540

Re: Water Street Development

To Whom It May Concern:

Please accept this letter in support of the Water Street Development.

Edward Hospital & Health Services is a full-service, regional healthcare provider. Patients and their families travel distances when in need of the complex medical specialties and innovative programming offered at Edward. Often families and friends accompany patients and are in need of nearby accommodations.

There are no hotels in downtown Naperville. A downtown hotel will help alleviate some of the stress families and friends experience by not finding accommodations nearby their loved ones staying at Edward.

As the largest employer in Naperville, the proposed residential housing stock in downtown, walking distance from Edward will be appealing to our professional staff.

We support the proposed Water Street Development, a thoughtful and innovative project enhancing our community.

Sincerely,

Pam Davis



President & CEO
Edward Hospital and Health Services
801 South Washington Street
Naperville, IL 60540



August 7, 2012

City of Naperville
Planning and Zoning Commission
400 South Eagle Street
Naperville, IL 60540

Re: Water Street District Plan

Dear Commissions:

As a long time resident of Naperville, I am writing this letter to show my support of the proposed Water Street District Plan.

I have lived and/or owned property in Naperville since the early 1980's and have enjoyed watching our town develop through the guidance of the town's outstanding administration and leadership into undoubtedly one of the best cities in our county to live and raise a family while expanding a strong commerce corridor in downtown Naperville.

This exciting project should be the "Golden Crown" of our wonderful River Walk venue. The proposed quality hotel for our guests visiting our town, the college or other local facilities will be a welcomed addition. I support the additional parking, outstanding architectural designs and building concepts that are neighborhood friendly. The proposed new merchants and business opportunities will help to continue the development while opening new jobs, state of the art residences and additional income for the city.

I am hopeful this worthwhile endeavor will meet with your approval and through your diligent review will pass to ensure the continued growth of the River Walk by the development of this electrifying project.

Because of my business commitments I will not be in attendance at tomorrow meeting, therefore, based on the reason set forth above; I am pleased to write this letter to convey my support for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Avjean", with a long horizontal line extending to the right.

Don Avjean
Vice President/ Government Affairs
Northeast/Midwest Regions



Naperville

NAPERVILLE PLANNING AND ZONING COMMISSION AGENDA ITEM

CASE: PZC 12-1-104 **AGENDA DATE:** 8/8/2012
SUBJECT: Appeal to Zoning Administrator's Interpretation of Certain Provisions of the Sign Code
 Petitioner: Mr. Keith Brumbaugh

Mr. Brumbaugh has been notified of the scheduling of this item at the August 8, 2012 PZC meeting. Per the code, no additional public notice is required for the requested appeal.

LOCATION: n/a

Correspondence New Business Old Business Public Hearing

SYNOPSIS:
 Mr. Brumbaugh has submitted an appeal to the Zoning Administrator's interpretation of Section 5-4-4:10 (Exempt Signs: Real Estate Signs) and Section 5-4-8:4 (Residential Real Estate Signs) as applicable to residential property with dual roadway frontages. This appeal is being processed in accordance with Section 6-3-6 (Appeals) of the Naperville Municipal Code.

PLAN COMMISSION ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
n/a		

ACTION REQUESTED/RECOMMENDED THIS MEETING:
 Uphold the Zoning Administrator's interpretation of the Sign Code to continue to allow a residential real estate sign to be placed on each property line with roadway frontage.

PREPARED BY: Allison Laff, AICP, Planning Team Operations Manager

BACKGROUND:
 Section 5-4-15 (Sign Code: Administration and Enforcement) of the Naperville Municipal Code provides that the Development Services Team Leader shall be responsible for interpreting the provisions of the sign ordinance. Upon transfer of sign permit and variance review to the Planning Team, interpretation responsibilities have also been shifted to the Zoning Administrator (Allison Laff).

Under Section 5-4-15, Allison Laff issued an interpretation to Sections 5-4-4:10 (Exempt Signs: Real Estate Signs) and 5-4-8:4 (Residential Real Estate Signs) of the Naperville Municipal Code

Appeal to Zoning Administrator's Interpretation

August 8, 2012

Page 2 of 3

which is now being appealed by a City of Naperville resident (Mr. Keith Brumbaugh) in accordance with Section 6-3-6 (Appeals) of the Naperville Municipal Code, which provides the following:

6-3-6: - APPEALS:

Procedure For Appeals To A Decision By The Zoning Administrator: An appeal may be taken from any order, requirement, decision or determination of the Zoning Administrator. The appeal shall be made within forty-five (45) days of the action by filing with the Zoning Administrator a notice of appeal specifying the grounds thereof. The Zoning Administrator shall forthwith transmit to the Planning and Zoning Commission all of the papers constituting a record upon which the action appealed from was taken. A hearing before the Planning and Zoning Commission shall be held within sixty (60) days of the filing of the completed petition, unless otherwise agreed by the parties.

Decision Of The City Council: The Commission shall transmit to the City Council its written findings and recommendations of the appeal within a reasonable time, but in no event more than sixty (60) days after the hearing before the Planning and Zoning Commission, and shall promptly forward a copy of the decision to the parties. The City Council may affirm or may reverse, in whole or in part, or modify the order, requirement, decision or determination of the Zoning Administrator.

A hearing is being scheduled before the Planning and Zoning Commission (PZC) on August 8, 2012 in accordance with the procedures outlined in Section 6-3-6 (Appeals) above.

DISCUSSION:

Staff Interpretation

The City's Planning Team was contacted by the property owner of 509 Flock Avenue inquiring as to the City's allowances for posting of residential real estate signs at their property. This property (see Attachment 1) is located such that the property's east (front) property line fronts Flock Avenue and the property's west (rear) property line fronts Modaff Road.

Section 5-4-4:10 (Exempt Signs) provides that "real estate signs may not extend outside the property line and not more than five (5) square feet per face in area that indicate the sale, rental or lease of the premises upon which said signs are located. No more than one real estate sign per lot except that a corner lot may have one such real estate sign per street frontage".

Section 5-4-8:4 (Residential Real Estate Signs) provides that "one (1) temporary sign is allowed for sale, lease, or rent, of residential property and shall not exceed five (5) square feet and is exempt from permit pursuant to this Chapter".

Even though the section pertaining to Residential Real Estate Signs conflicts with Section 5-4-4:10, staff has historically permitted residentially-zoned corner lots to display a sign on each property line abutting a public right-of-way, in accordance with the allowances of Section 5-4-4:10 (Exempt Signs). While the property located at 509 Flock Avenue is not a corner lot, staff permitted the display of a real estate sign on both the Flock Avenue and Modaff Road frontages, as staff finds that this allowance is consistent with the intent of the sign code to allow signs to be

Appeal to Zoning Administrator's Interpretation

August 8, 2012

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displayed on each property line abutting a roadway (as is provided for corner lots). Staff further finds that this interpretation allows for a reasonable (not excessive) amount of real estate signage to be placed on a residential property with multiple roadway frontages.

Complaint Received

Mr. Brumbaugh, petitioner filing the appeal, lives in the vicinity of 509 Flock Road and had advised the owner of 509 Flock Avenue that the real estate sign placed on the Modaff Road frontage is illegal per the City's Sign Code. The property owner then advised Mr. Brumbaugh that he had received approval from the City to locate the sign in that location. Mr. Brumbaugh then followed up with staff and expressed his disagreement with staff's interpretation; staff directed Mr. Brumbaugh to file an appeal to the Zoning Administrator's interpretation, as provided in Section 6-3-6 of the Naperville Municipal Code. Mr. Brumbaugh's appeal is attached (see Attachment 2).

Conclusion

Staff upholds the interpretation that a real estate sign is permitted to be displayed on each property line with roadway frontage. Staff finds that this sign allowance for these types of properties is reasonable, particularly given the current residential real estate market conditions, the subject property's dual roadway frontages, and consistency with the intent and past administration of the sign code.

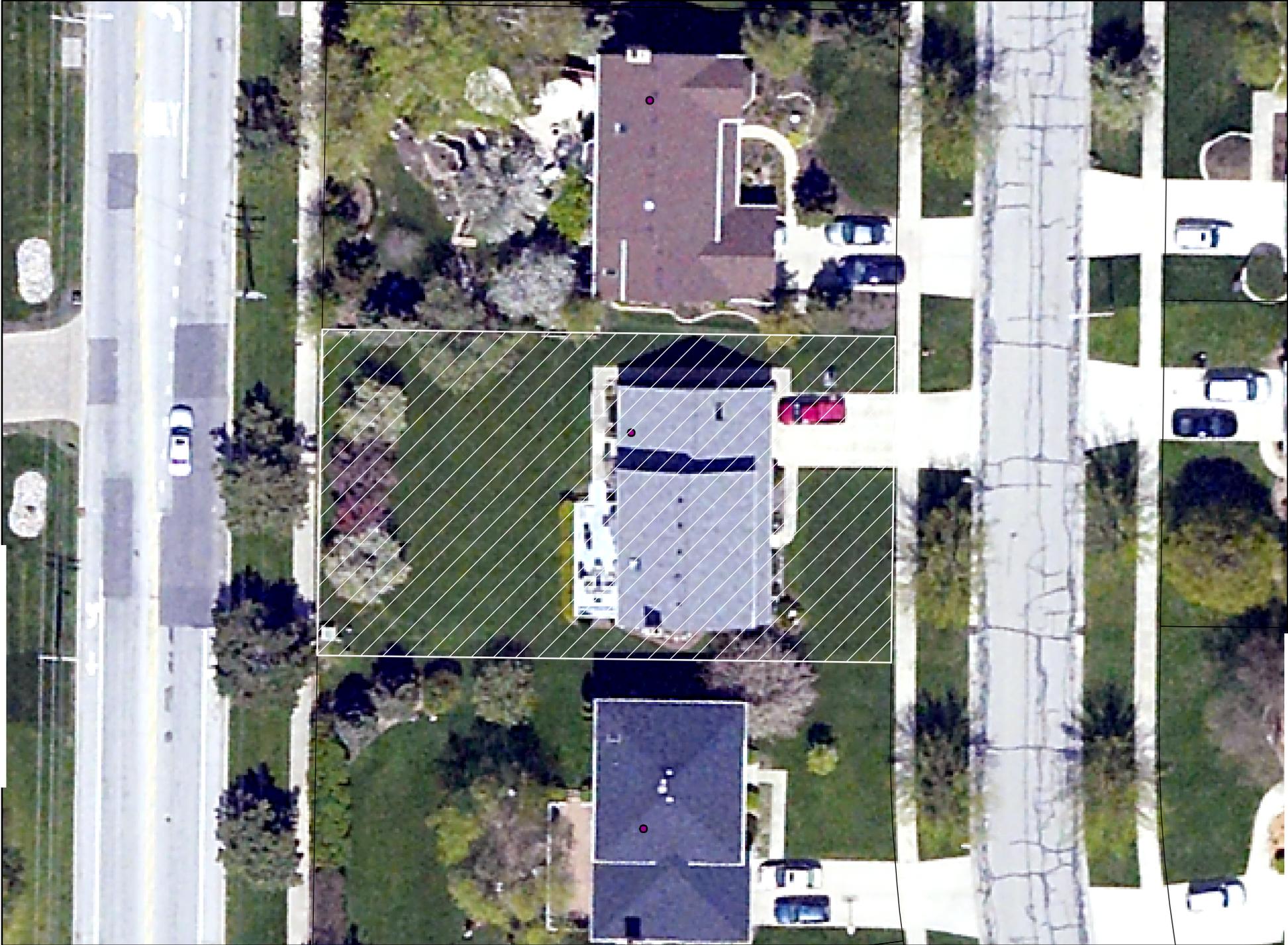
RECOMMENDATION:

Uphold the Zoning Administrator's interpretation of Section 5-4-4:10 (Exempt Signs: Real Estate Signs) and Section 5-4-8:4 (Residential Real Estate Signs) as applicable to residential property with dual roadway frontages.

ATTACHMENTS:

1. Location Map
2. Letter from Mr. Brumbaugh

509 Flock Avenue



Dear Planning and Zoning Commissioners:

Due to travel requirements I will not be able to attend the August 8th PZC meeting. However, I would like you to rule on the following:

I have been purposely avoiding interacting with Naperville's Code Enforcement Department (CE) as my prior exchanges have been like a Kabuki dance – even the most simple requests for compliance result in a whole series of invented excuses and rarely anything gets done. However, I recently encountered an extremely straight forward code matter where I couldn't imagine even CE would have an issue.

I informed a neighbor of mine that his second real estate sign, placed in his back yard facing Modaff Road was a code violation; providing him with the following Code Sections from the Naperville website:

5-4-4,

10. Real estate signs may not extend outside the property line and not more than five (5) square feet per face in area that indicate the sale, rental or lease of the premises upon which said signs are located.

No more than one real estate sign per lot except that a corner lot may have one such real estate sign per street frontage.

5-4-8: RESIDENTIAL SIGNS

Residential Real Estate Signs:

4.1. **One (1) temporary sign** is allowed for sale, lease, or rent, of residential property and shall not exceed five (5) square feet and is exempt from permit pursuant to this Chapter.

The neighbor refused to remove the sign saying he had contacted the city and they told him it was within code. I couldn't imagine this being true as the code is very clear and has been on the books for years.

I then sent a request to CE to investigate and received a reply from Bill Boyle who said the wording in the Naperville website was incorrect and needed to be revised (see email #1 below).

When I replied the code was very straight forward I received a follow-up contradictory explanation from Allison Laff (see email #2 below) who said their determination wasn't based on Bill Boyle's excuse that the stated code needed correcting, but rather it was determined by her unique "interpretation" of the code that would allow residents to display multiple signs "along each property line abutting a public right-of-way." I see no mention of this in any code restrictions and it appears to be totally invented.

I am certain there was a very good reason why the city council placed a restriction on the number of real estate (and other) signs allowed on a property. The following come to mind:

ATTACHMENT 2

- a) If every home for sale has a backyard sign it would add literally hundreds, if not thousands of signs on almost all of Naperville's streets and thorough-fares. Currently, very few real estate signs are posted in back yards (only those in violation of code), which is why our streets are relatively attractive.
- b) Many of Naperville's Homeowners Associations such as mine (Winding Creek) have spent thousands for common fencing on major roadways; plus stone, iron & brick entrances, lighting, flowers, etc. They weren't meant to be backdrops for advertising.
- c) SAFETY: The sign I reported is literally only a couple inches from a heavily traveled sidewalk. There are many bicyclists (including children), runners, mothers pushing babies, etc. who could potentially be injured. If the code is altered, this would be an issue throughout Naperville.

I am contacting you for two reasons:

1. I can't understand why CE isn't run more professionally. Often it appears they are just freelancing. I've lost count of the number of times they have provided feedback that made absolutely no sense or they failed to follow-up on simple requests. I have worked in international consulting firms as well as with NASA, DOD and Commerce for the better part of my career and have never encountered a more amateurish organization. Something has to be done to upgrade the department's professionalism.
2. I would like the above and future code issues be enforced fittingly, according to code as written (not someone's self-interpretation). I attempted to do the right thing by informing my neighbor of code restrictions without having to involve city government. For CE to override implemented code is inappropriate. They continue to drop the ball.

Thank you for your consideration,

Keith Brumbaugh

Email #1:

On Mon, Jul 23, 2012 at 9:15 AM, Boyle, William <BoyleW@naperville.il.us> wrote:

Mr. Brumbaugh:

We are in receipt of your complaint regarding the real estate sign behind 509 Flock Avenue.

Allison Laff, the City's Zoning Administrator, did review this situation and has determined that this sign is reasonable as it does meet the intent of the Code, Section 5-4-4.

The wording of this Code will be revised with the next revision of the City's sign code to reflect these situations.

Please contact me should you have any further questions.

Respectfully,

Bill Boyle

Code Enforcement Officer

[630- 420-6757](tel:630-420-6757)

boylew@naperville.il.us

Email #1:

On Tue, Jul 24, 2012 at 9:18 AM, Laff, Allison <LaffA@naperville.il.us> wrote:

Mr. Brumbaugh –

Based upon my interpretation of the code, a residential property is permitted to display 1 real estate sign along each property line abutting a public right-of-way. If a property abuts two rights-of-way, such as the one you mentioned below, it will be allowed to display 1 real estate sign per each property line abutting that right-of-way (1 sign on Flock; 1 sign on Modaff). All residential properties with single frontages continue to be permitted a maximum of 1 real estate sign along their property line fronting that public right-of-way.

Thank you,
Allison Laff

Allison Laff, AICP