

5th AVENUE DEVELOPMENT
Steering Committee Meeting Minutes - DRAFT

DATE: Tuesday, August 28, 2018

LOCATION: Naperville Municipal Center, Meeting Room B

STEERING COMMITTEE MEMBERS IN ATTENDANCE:

Clare Scott, Ryan Companies	Katie Sowa, Commuter Representative
Rebecca Boyd-Obarski, City Council	Patrick Kelly, Pilgrim Addition Representative
Marcie Schatz, Deputy City Manager	Laura Zeman, Park Addition Representative
Allison Laff, Deputy Director TED (Arrived 7:10pm)	Thom Higgins, Park Addition Representative
Jim Hill, Senior Task Force Representative	Jim Ruhl, WHOA Representative
Dr. Bob Buckman, Naperville Area Homeowners Confederation	Marybeth Box, ECHO Representative
Jim McDonald, Ryan Companies (Arrived 7:21pm)	

STEERING COMMITTEE MEMBERS ABSENT:

Mayor Emeritus A. George Pradel & Jim McDonald, Ryan Companies

OTHER ATTENDEES:

Ryan Companies – Becky Diehl, Curt Pascoe, Brett Bunke, Ryan Scott

City of Naperville – Councilman Krummen, Doug Krieger, Mike DiSanto, Amy Emery, Pat Lord

Public Attendees:

Marilyn Schweitzer	Anissa Olley	Dick Furstenau
Kathy Benson	Joe McElroy	Barb Hiltz
Gary Smith	Kay McElroy	Road Hiltz
Greg Scalia	John McCarthy	Bruce Hanson
Jeff Havel	MaryLou Wehri	Tim Metzger
Tom Neuendorf	Gail Fir	Jim Schanchuck

1. Call to Order

The meeting was called to order by Curt Pascoe at 6:33 pm.

2. Roll Call

A quorum was confirmed.

3. Approve Minutes from June 20, 2018

Motion to approve: Jim Ruhl

Second: Councilwoman Obarski

The minutes were approved.

4. Brief Concept Presentation

A high level recap of the concept presentation from 8/22 was provided by Brett Bunke and Curt Pascoe.

5. Concept Proposal Discussion

General discussion by the Steering Committee about the following:

- Clarification of parking provided on each lot to be reserved for commuters
- Importance of City efforts to make sure any commuter parking spaces relocated south of the tracks will be available to commuters who live south of the tracks to reinforce the benefit suggested of making parking more convenient with redevelopment
- Desirability the Public Works site as a location to accommodate future parking changes or additional residential units. Discussion about the importance of making sure uses on this lot retain the existing benefit the Public Works building provides as a sound buffer.
- Commuter Parking:
 - Concern that more parking spaces are not being provided for commuters, but new parking is being added for all other uses generated.
 - Importance of City actions to maximize efficiency and operations of parking permit systems
- Project financials:
 - Total project costs and need for understanding as go forward who pays for what
 - Discussion of design to market potential (400 units) versus something less. Jim McDonald clarified that Ryan Companies does not have a requirement for a certain number of units. The goal with the initial concepts was to appreciate what the market said and see if it can fit within the project area. Less than market demand can be built.
- Building materials selection and style
- Traffic Improvements and need for further study as concepts are refined in Phase 3. Need to appreciate traffic impacts and data as move forward with concepts based on density.
- Height
 - Benefit of using height to wrap decked parking and provide a variety of uses (particularly first floor uses)
 - Concerns about height within this area and the resulting relationship to downtown
 - Impact of height along Washington Street and opportunity to soften the building height by stepping back upper floors and providing landscaping
- Land Use
 - Discussed desirability of providing apartments in this development to meet needs of empty nesters and millennials.
 - DuPage Children's Museum - discussed the museum space and desire for the City Council and DuPage Children's Museum to consider and share options.
 - Suggestion more parking spaces should be provided for commuters in the Burlington Lot because of prime location in proximity to the train station. To achieve, it was suggested that residential units could be relocated from the Burlington to Public Works site (with associated parking). This would reduce residential density on the Burlington lot.

Together the 5th Avenue Steering Committee developed consensus on six of the key concerns raised at the August 22, 2018 Public Meeting (summary attached).

6. Public Comment

Four residents provided comments. Specifically:

- A request was made for additional parking detail to be included in the City Council presentation on September 4, 2018.
- Clarification was provided that the financial information provided at this point is only as accurate as the concept detail and will continue to be refined.
- Clarification that per parking space estimate is roughly \$30,000 in the financials presented to date.
- Concern about the number of people riding the train and impact development in this area will have on train capacity.
- Concern expressed that that most public comments were not taken into consideration in the concepts. To that end, there is a disconnect between Ryan Companies sense of greenspace, pedestrian spaces, etc. from community expectation.
- The plaza seems incredibly small.
- There is nothing in the plan encouraging people to take the trains at non-peak times and there is no mention of the non-peak commuters.
- There are not enough parks.
- A request to allowing more time for public comments and feedback between meetings.

7. Adjourn

Motion to Adjourn by: Ruhl

Second: Higgins

Meeting was adjourned at 10:37 pm.

5th Avenue Concept Review – Phase 1
Steering Committee Review and Consensus Comments – 8-28-2018

<p>This Document reflects Steering Committee:</p> <ol style="list-style-type: none"> 1. Response to feedback received from the public at the 08/22/18 meeting 2. Consensus as a committee on the key issues for Council to consider as they direct Ryan Companies on concept refinement. 		
COMMUNITY COMMENT	CONCEPT A	CONCEPT B
Density		
	Multiple comments about too much density for both concepts	<ul style="list-style-type: none"> • Consider moving housing (and associated parking) from Burlington lot to Public Works lot • Investigate an option with 200 units (vs. 400) of residential – how does this split up between attainable, condos, rental, etc.
	Massing/shadow studies	<ul style="list-style-type: none"> • Make shadow studies available to the public to review
Design		
	Multi-use plaza - safety concerns related to pedestrian and commuters sharing a common space	<ul style="list-style-type: none"> • Details of the Woonerf will be critical; need to provide additional details about how these details will work to control/manage vehicular traffic • Preference for Plaza B • Consider how to enhance design/wayfinding to invite people into the plaza from around the community (not just when exiting the train) • The plaza and buildings will serve as an additional sound buffer
	Impact of train - impact on plaza & building function given noise	<ul style="list-style-type: none"> • Maximize the design of the plaza to reduce noise pollution for residents and visitors
	Height - some buildings exceed 4 stories	<ul style="list-style-type: none"> • Evaluate how street edges of Washington buildings are designed – look for ways to prevent “canyon” effect, soften those edges with grass/plantings, consider stepped back heights, create scale and depth transitions • Consider reducing height of office building by eliminating stories
	Character - building shape, materials, style, colors, architectural details	<ul style="list-style-type: none"> • Consider incorporating details from surrounding buildings (like Kroehler – arched windows)

		<ul style="list-style-type: none"> • Don't lose the openness and light that the windows and glass provide • Consider other traditional design details in keeping with existing buildings
Land Use		
	Kroehler parking lot - agreement about rowhomes and greenspace; orientation/layout needs study	<ul style="list-style-type: none"> • Keep general concept of Kroehler design (rowhomes and greenspace) but look for other ways to configure the layout and programming to ensure that it is welcoming and invites people in from around the community
Parking		
		<ul style="list-style-type: none"> • Need to balance the quantity of parking spaces with the dedicated use of those spaces (commuter or other user) and the visual character of the parking structures. • Council needs to directly address why they developed the parking ratio parameters that were created to guide the concept. • Need additional information on operations and pricing impacts. • Consider additional commuter parking capacity at Burlington; what is the trade-off for this, what are people willing to do or give up.
Children's Museum		
	Should it stay as part of this project?	<ul style="list-style-type: none"> • This is part of a larger and more in-depth conversation between the City and DuPage Children's Museum.
Traffic		
	How are concerns about traffic congestion being addressed?	<ul style="list-style-type: none"> • Consider how new uses in the development will impact traffic (traffic studies to be done in Phase 3) • We will get engineering analysis and traffic data in Phase 2 (comparing design options) that will shed additional light on the traffic impact