

MEETING SUMMARY
5th Avenue Combined Working Group Meeting
Monday, June 4, 2018, 6:30 PM
City Council Chambers, 400 S. Eagle Street

ATTENDEES

NAPERVILLE CITY COUNCIL:

Anderson, Brodhead, Coyne, Gustin, Hinterlong, Krummen, Obarski, White

5th AVENUE STEERING COMMITTEE:

Dr. Bob Buckman, Thom Higgins, Jim Hill, Patrick Kelly, Allison Laff*, A. George Pradel, Jim Ruhl, Marcie Schatz*, Katie Sowa, Laura Zeman

CITY STAFF:

Doug Krieger, Mike DiSanto, Amy Emery, Andy Hynes, Linda LaCloche, Jennifer Loudon, Allison Laff*, Marcie Schatz*

RYAN TEAM (Incl. Technical Consultants):

Jim McDonald, Curt Pascoe, Kyle Schott, Becky Diehl, Jeff Andreasen, Rory Fancler, Peter Lemmon

5th AVENUE WORKING GROUP MEMBERS:

Susan Breen, Rocky Caylor, Lauren Collander, Katie Davis, Alyssa Faczek, David Gosse, Jeff Havel,

Christine Jeffries, Elisabeth Kelly, Tom Kodiak, Patty King, Tim King, Mary Mansfield, Michael Marek, Dominic Nugent, Greg Scalia, Gary Smith, Cindi Swanson, Mary Lou Wehrli

PUBLIC (* Denoted Public Forum Speakers):

Heather Becker	Dee Huie*	Steve Purduski
Ken Becker	John Humanslei	Dave Rahtz
Sarah Benton	David Justh*	Susan Ryan*
Janet Bianchetta	Jayne Koller*	Anne Schultz
Darlene Brower	James Koller*	Marilyn Schweitzer*
D. Brown	Steve Lakrier	Sam Smith*
Michael Brown	Allison Longenbaugh	Cory Split
Chuck Canning	Jessica Lyzun	Mark Stephen
Art Diedrichsen	Rosemary Macko Wisnosky	Rick Tarulis
Gail Diedrichsen	Gail Micheau	Elinor Vigh
Michael Forbes*	David J. Miller	Andrew Wallby
Kevin Geognezan	Jeff McDonnell	Robin Williams
Michelle Gonzalez	Sharon Nouman	Sandee Whited*
Roger Guebert	Anissa Olley*	Cheryl Wilson
Marcia Hamilton	Allen Panek	Marie Wilson
Bev Healy	Bev Paterson Frier	Daniel Zeman
Justin Holland*	Jim Picchetti	Scott Zmrhal

CALL TO ORDER

Jim McDonald of Ryan Companies called the meeting to order at 6:30pm.

INTRODUCTION

Mr. McDonald provided brief introductory remarks on the meeting format and introduced staff from Ryan, Kimley-Horn, and aQity Research in attendance. He noted that the goal of the meeting is to discuss the concept principles developed by each of the Working Groups. The principles, in their final version subject to public, Steering Committee and City Council review, will drive the design effort going forward. He asked the Working Groups to engage freely in discussion after each panel discussion to share ideas they agree with and discuss ideas that are of concern.

WORKING GROUP (WG) PANEL DISCUSSIONS

The Storm Water WG lead the evening of panel presentations. The discussion was facilitated by Curt Pascoe of Ryan. WG members discussed:

- DuPage County and Naperville storm water requirements
- Potential for underground storage areas
- Potential use of Kendall Park to accommodate storm water improvements

Other WG members asked about best management practices, given that the area is already nearly completely hard surfaced and will not generate additional storm water to impact the neighborhoods. The importance of Kendall Park remaining an enjoyable place for children in Pilgrim Addition was also highlighted.

Questions and comments from the public at this time included:

- Confirming that the existing underground drainage tiles at 8th and Sleight will not be impacted by this project
- Opportunity to still use portions of Kendall Park if it also provides storm water facility
- Additional risks of flooding during construction
- Confirmation that storm water issues in Pilgrim and Park Addition require independent solutions – a single vault cannot address issues in both areas

The Pedestrian Safety and Connectivity WG panel was next facilitated by Kyle Schott of Ryan Companies. Members discussed:

- Existing pedestrian safety concerns, with a particular focus on existing rail crossings
- The reopening of the cow tunnel. It was not recommended by the WG due to concerns about its location (not highly visible) and exit onto private property where residents oppose it.
- The WG expressed most enthusiasm about a new underpass potentially across Kendall Park (or somewhere on the west side of Washington between Washington and Main). From WG perspective, that location is the existing place where people tend to walk through the field at Kendall Park and under the tracks. If any parking lot was developed at the Museum site, the WG indicated the underpass could connect to it.

Other WG members asked about:

- Consideration given to overpasses. It was noted that they were discussed, but the WG had concerns about maintenance cost of elevators, lack of accommodation for bicycles, and not necessarily being consistent with a universal design approach.
- Clarification, as it related to on-street parking, of the WG recommendation for a larger parkway on 5th Avenue with wider sidewalks to make it easier for pedestrians to navigate to and thru the area.

Questions and comments from the public at this time included:

- Pedestrian improvements on Loomis (between 4th and 5th)
- Impact on traffic speeds if on-street parking is eliminated on 5th

Next, Curt Pascoe facilitated the Traffic WG panel presentation. Members discussed:

- Options to realign intersection of 5th and Washington
- Potential to create a 4-way intersection at North, Spring and Washington
- Existing operations and options for accommodating PACE and Kiss and Ride
- The primary recommendation of the group, was to provide as many convenient options as possible for parking and accessing the station in order to keep traffic moving.

Other WG members asked about consideration for bicycles and trail connections.

Questions and comments from the public were focused on:

- Concerns about cut-thru traffic, particularly if streets are realigned
- Viability, due to space limitations, of a farmers market on the south side of the tracks
- The actual need for kiss and ride (Traffic WG confirmed 21% of train riders are being dropped off by kiss and ride)
- Impact new housing unit will have on traffic

The Parking WG was next. The panel was facilitated by Kyle Scott. Members explained:

- Their focus on addressing the existing commuter parking supply (1,681 spaces) at a 1:1 replacement ratio. The WG did not consider expansion to the overall number of parking spaces.
- Several challenges and opportunities with the daily fee and parking permit system, specifically related to the need to better address telecommuting and flexible work schedules.
- The fact that 80% of permit holders reside south of tracks, but the vast majority of the parking is north of the tracks. With the understanding of where commuters were coming from, the WG considered efficiencies of deck designs and locations to help commuters, particularly at the end of the day, leave the area quickly.
- Some specific options considered for a parking deck at the DuPage Children's Museum site, a structural lid on the Burlington Lots (to accommodate parking below any development), and the existing efficient parking lot design of Kroehler.

Prior to concluding, the Parking WG highlighted recommendation related to:

- Temporary parking during construction and phasing to minimize disruption to neighborhoods
- The future of parking and potential for adaptive reuse of some of the 1,681 stalls
- The importance of providing parking throughout the development area to give commuters options of where to park

Other WG members asked about:

- The potential for building additional park and ride lots to reduce the number of parking spaces within the area
- The relationship between a parking deck at the DuPage Children's Museum property and any railroad underpass from Kendall Park
- Plans for the Kroehler Parking Lot

Questions and comment from the public related to:

- If a development is approved, when can construction be anticipated at the earliest?
- The aesthetics around the perimeter of any structure lid design over the Burlington lots
- The potential to change commuter behavior with additional remote parking options
- A restructured permit system to add flexibility and possible permit fee increases to deter people from holding a permit and not using the space

The Land Use WG started with a high-level presentation of the initial results of the Land Use and Height Survey by Mr. Jeff Andreason, the survey researcher from aQity. Some residents in the audience expressed concern about the manner in which the results, specifically to building height, are being represented. Mr. Andreason agreed to follow-up specifically with the residents who had questions.

In the time remaining members of the Land Use WG discussed:

- Potential for multiple uses to be accommodated within the area based on citizen input, the market analysis and the survey results
- The need for a variety of uses, and income ranges, to provide a community
- The importance of linking green spaces

The Design WG immediately followed this panel. They:

- Shared the vision statement contained in the narrative which focuses on the desired experience different users will ultimately have if redeveloped in accordance with concept principals focused on the Naperville Design Guidelines, Intelligent Design (e.g. sustainable, accessible) and with a focus on overall quality and character.
- Highlighted the importance of 4-sided building design, pedestrian amenities to make parking decks inviting to more than just vehicles; high quality materials to stand the test of time, and the importance of context sensitive design (relating to surrounding areas).
- Stressed the importance of incorporating Intelligent Design approaches to achieve access for all to the area (beyond just ADA minimum standards) ...allow people to live, grow and age in place.

Other WG members asked:

- Why the Land Use WG did not define specific uses for each lot. It was explained that this was intentional so as to allow for flexibility in the design phase and incorporate all the feedback from the other WG findings.
- The disconnect between the results of the land use survey and the market study.
- The fact that the survey response rate was extremely low and not statistically valid across all groups.
- The importance of a balanced approach.

The public had several comments for these WG including:

- The potential for stories to be placed on top of parking decks. It was noted this will depend on the product type.
- A concern that the survey results, due to low response, does not capture the desires of those who would like to live in this area. It focuses primarily, based on responses received, on those who already do.
- A desire to see more of the survey information. It was noted that tonight's presentation was only a three minutes snapshot. More detailed analysis is underway. More survey information will be provided to the Steering Committee and City Council in the coming weeks as it becomes available.
- One resident expressed her excitement about the redevelopment of the area and her eagerness to see the parking lots become something great.

PUBLIC FORUM

Eleven speakers signed up for public forum. Topics raised were:

- Desire for any development to include affordable housing
- The need for more open green spaces (not hardscape)
- Desire to talk about cost and financing details, including the suggestion that the property be leased and not sold
- Concerns about process and credibility of Ryan due to the fact that an RFP was not done
- Concern that resident voices are not being heard, specifically related to survey results
- Appreciation for the level of engagement by the community to date and the efforts of the WG members
- The importance of listening to the residents about what they want to see in this area

ADJOURNMENT

The meeting was adjourned at 9:38pm.