

# **5<sup>th</sup> AVENUE DEVELOPMENT STEERING COMMITTEE**

**Tuesday, August 28, 2018**

**Meeting Room B, Naperville Municipal Center, 400 S. Eagle Street**

**6:30pm**

## **AGENDA**

### **1. Call To Order**

### **2. Roll Call**

### **3. Approve Minutes from June 20, 2018 Meeting (pages 2-5)**

### **4. Brief Concept Presentation**

Ryan Companies will provide a brief summary of the concepts. This presentation will recap the public meeting presentation on August 22, 2018. A video of that meeting is available on-line at: [www.naperville.il.us/5thaveconcepts](http://www.naperville.il.us/5thaveconcepts) . A draft meeting summary (pgs 6-15) is also attached.

### **5. Concept Presentation Discussion**

Ryan Companies will facilitate an open discussion among the Steering Committee Members about the initial concepts. Steering Committee input will be provided to the City Council for their review and consideration at the September 4, 2018 City Council Meeting.

### **6. Public Comment**

### **7. Adjourn**

*Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Communications Department at least 48 hours in advance of the scheduled meeting. The Communications Department can be reached in person at 400 S. Eagle Street, Naperville, IL., via telephone 630-420-6707 or 630-305-5205 (TDD) or via e-mail at [info@naperville.il.us](mailto:info@naperville.il.us). Every effort will be made to allow for meeting participation.*



**5<sup>th</sup> AVENUE DEVELOPMENT  
Steering Committee Meeting Minutes**

DATE: Tuesday, June 20, 2018

LOCATION: Naperville Municipal Center, Meeting Room B

STEERING COMMITTEE MEMBERS IN ATTENDANCE:

- |   |  |
|---|--|
| Jim McDonald, 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                         | 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              |
| Clare Scott, Ryan Companies                               |  |

STEERING COMMITTEE MEMBERS ABSENT:

Mayor Emeritus A. George Pradel; Councilwoman Brodhead

OTHER ATTENDEES:

- Ryan Companies – Becky Diehl, Curt Pascoe  
 Kimley Horn – Rory Fancier-Splitt & Peter Lemmon  
 City of Naperville – Amy Emery, Mike Disanto, Bill Novak, Councilman Krummen

Public Attendees:

|                    |               |               |
|--------------------|---------------|---------------|
| Marilyn Schweitzer | Chuck Canning | Greg Scalia   |
| Gary Smith         | Tom Messer    | Patrice Basso |
| Christine Jeffries | Anne Swanson  | Todra Oken    |
| Daniel Zeman       | David Gosse   | Jayme Koller  |
| Joe McElroy        |               |               |

**1. Call To Order**

- The meeting was called to order by Jim McDonald at 6:31 pm.
- Katie Sowa arrived at 6:34

Ryan Companies US, Inc.  
111 Shuman Boulevard, Suite 400  
Naperville, IL 60563

p: 630-328-1100  
ryancompanies.com

CHICAGO, IL LICENSE TGC04631  
Equal Opportunity Employer

- Jim Ruhl arrived at 6:47

## 2. Roll Call

- Each member of the Steering Committee introduced him/herself to confirm quorum.

## 3. Minutes from April 11, 2018

- Motion to approve the meeting minutes from June 12, 2018 by Zeman. Second Obarski.
- Minutes were approved 12:0

## 4. Discuss Combined Working Group Report

- Storm Water Working Groups Concept Principles
  - Discussion around definition of phrase “*consider solutions*”
    - Bill Novak clarified that we can do just about anything but particular methods are not recommended. Vaults under parking structures are more ideal than under residential uses where ownership, liability, and maintenance can be issues.
    - He noted that the majority of storm water basins built in the last 20 years are managed by homeowners or development associations.
    - Dr. Bob Buckman questioned if this fix was a band-aid and if we should fix the actual problem. He also asked about phases.
      - Mr. Novack confirmed the solutions discussed in the Working Group meetings are good options and not a band-aid. He confirmed phasing was an option.
  - Laura Zeman asked if part of the Kroehler lot could be used for storm water retention and the other portion to be used for mixed uses.
  - Updated the first principle to say “*Study the means and methods to incorporate storm water solutions for Pilgrim and Park Addition into the concept.*”
  - Members discussed the possibility of multiple concepts based on possible storm water options/costs
- Traffic Working Group Concept Principles
  - Steering Committee asked to replace “*likely*” with “*evaluate the*” and add “*concept should assume right-of-way dedication for these improvements*”
  - Committee members questioned the viability of making North a two-way street
  - Bus traffic was a concern raised if North Avenue and DuPage Children’s Museum entrance are not realigned and North is not a two-way street
  - Laura Zeman mentioned that Pace buses don’t currently take their designated routes and this will require better enforcement.
  - Kimley-Horn provided clarification that kiss-n-ride includes cabs, Uber, etc.
- Parking Working Group Concept Principles
  - Steering Committee asked for additional details on balanced and efficient language
    - Balanced means distribution of vehicles parked and traffic patterns on the north and south sides of the tracks and impact to the neighborhood as well as safety of pedestrians

- Efficient is defined as providing ease of access egress
- Committee added a recommendation to not have temporary parking on Kendall or Burlington Square lots (or other nearby lots)
- Committee also agreed concept should attempt to maintain the current commuter parking levels within the RFQ identified properties
- Committee also asked for rewording of parking trend principle to capture that the structure will remain until demand changes
- Pedestrian Safety and Connectivity Working Group Principles
  - No changes were made to the first principle
  - Suggested swap of “*consider*” with “*include*” in the second principle
- Group clarified additional comments for Design and Land Use Principles.

## 5. Provide Opinions on Areas of Conflict

- Kroehler Parking Lot – Steering Committee discussed if the lot should remain as is or be developed to include other uses
  - Laura Zeman would like to see a more creative use of this space than as a parking lot. She noted a large majority of Park Addition residents would like to see residential uses on this lot.
  - Steering Committee agreed as the concept is developed alternatives should be explored including townhomes, single family homes and parking
- Placement of commuter parking on DuPage Children’s Museum (DCM) lot
  - The Steering Committee supports an increase in commuter parking on the DCM acknowledging pedestrian safety issues, traffic management, other potential uses and the possibility of relocating DCM.
- Analysis of Land Use and Height survey
  - Inclusion of Affordable Housing in the development
    - Committee supports offering units at various price points designed to be attainable. All agreed one concept should include 10% of housing geared to workforce.
  - Difference between market demand and community input in regard to office space.
    - Committee is not opposed to office space and it should be included in the development
  - Height recommendations per parcel, balanced with financial feasibility
    - Concept should respect the survey results while capturing the nuances of peoples’ opinions
- Do not reopen the cow tunnel but consider a new tunnel
  - Steering Committee understand the need for a pedestrian connection and supports the Working Group recommendation for a tunnel connecting Kendall Park and DCM
- Future use of Kendall Park to accommodate storm water enhancements
  - Steering Committee supports continuing to study this and would encourage additional feedback from the neighborhood



- Difference between market demand and community input in regards to open greenspace
  - Committee recommends as much greenspace as possible is incorporated, while minimizing reduction of current greenspace
- Difference between market demand and community input from both survey results and input sessions for the inclusion of additional commuter parking
  - Need to consider the capacity of Metra line
  - Maintain existing quantity of commuter stalls as well as maximizing utilization of public spaces

**6. Motion to approve concept principles as modified by Jim Ruhl**

- Second by Dr. Bob Buckman
- Motion Approved 13:0

**7. Public Comment**

- Jayme Koller commented that some trains drop off on north side and some drop off on south side. She also expressed concern that there may be something more than four floors. Ryan needs to clarify how tall a “story” is. She indicated that commuters asked her to note that they do not want Ryan to make it harder to park to get their the jobs via the train to make money to spend in Naperville.

**8. Motion to Adjourn**

- Councilwoman Obarski made a motion to adjourn; second by Zeman; Meeting adjourned at 10:09pm

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

**CALL TO ORDER:**

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

**ATTENDEES:**

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

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

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

Lakota Group: Kevin Clark

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

Public:

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

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

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

## **PRESENTATION:**

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

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

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

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



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

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

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

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

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

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

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

Animations of Concepts A and B were shown.

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

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

**PUBLIC COMMENT:**

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

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

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

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

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

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

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

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

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

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

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

**ADJOURNMENT**

The meeting adjourned at 10:19pm.