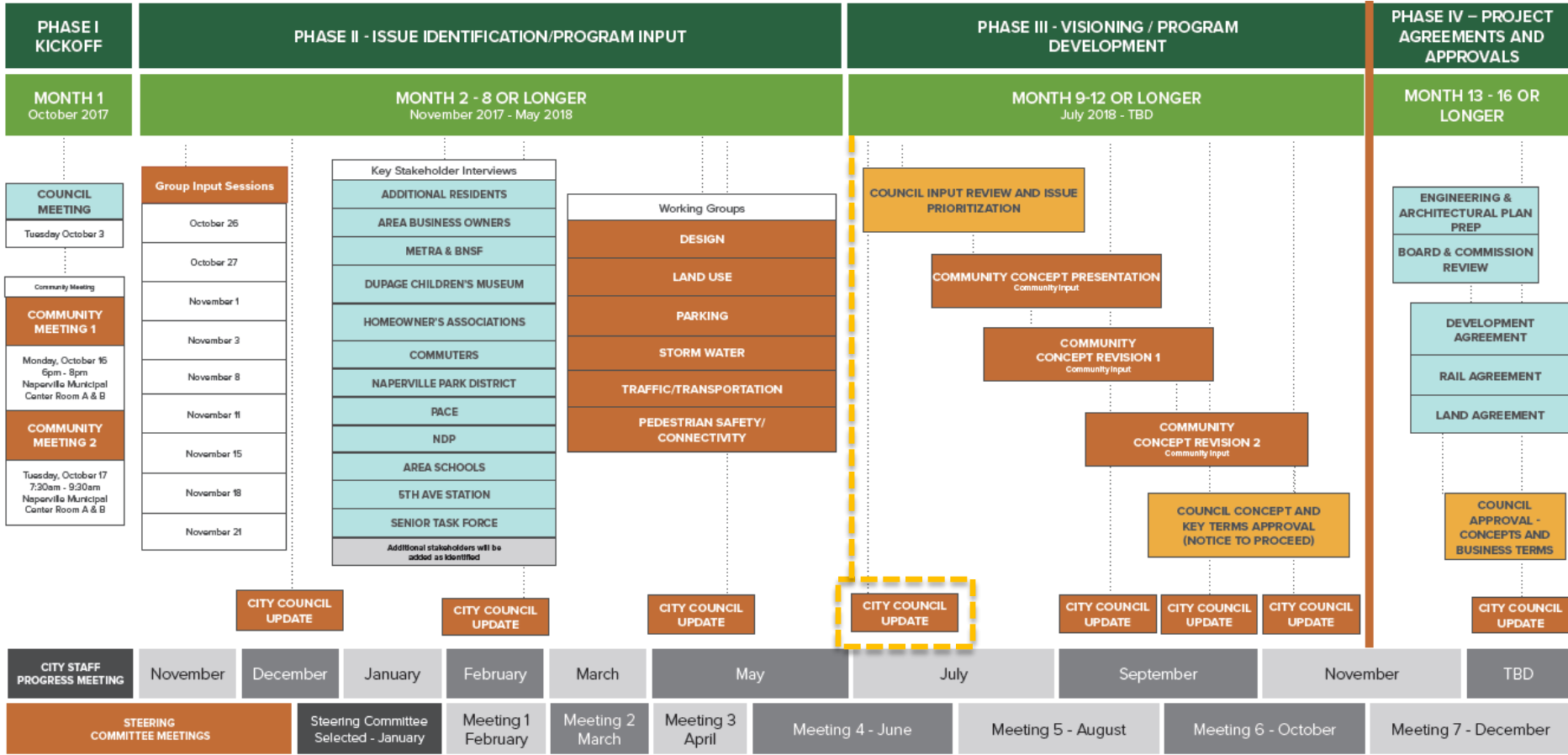
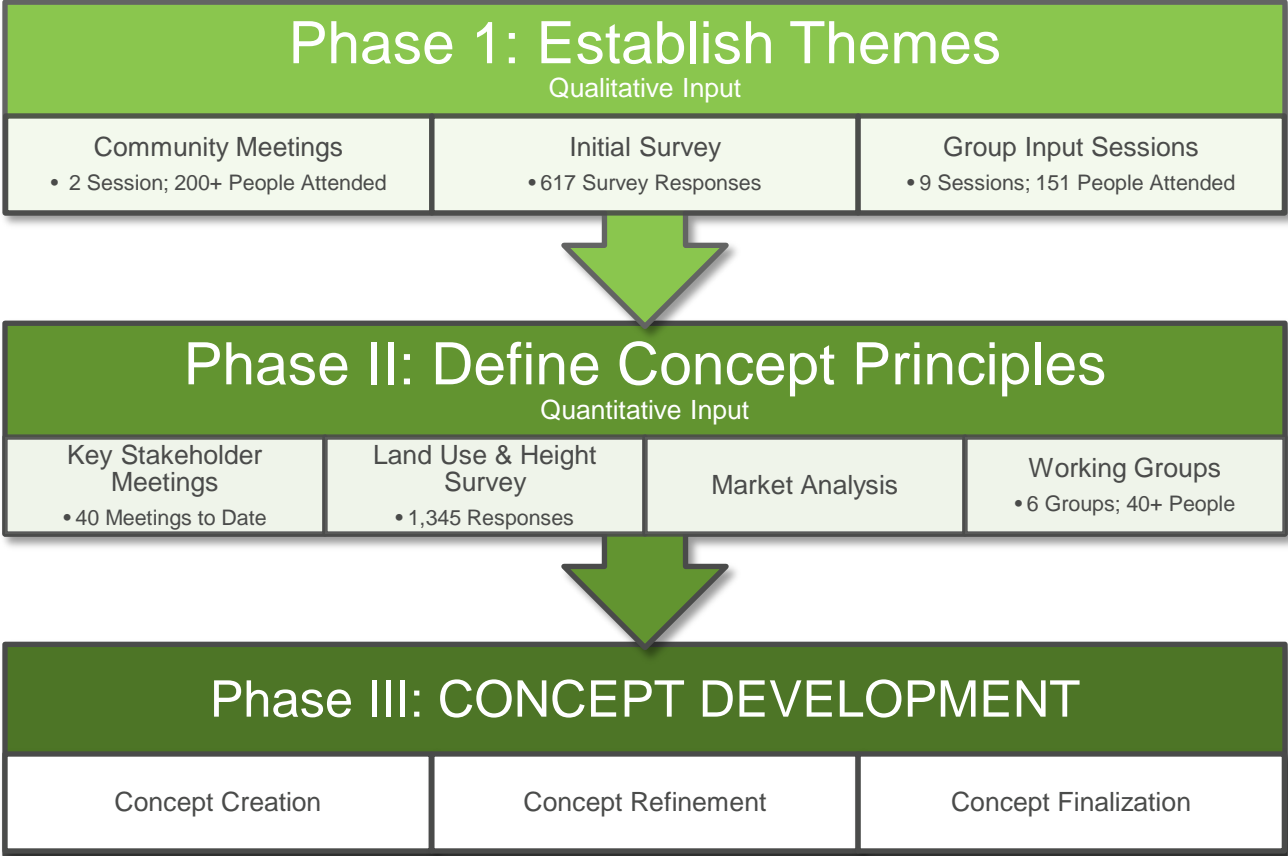






Community Engagement Process







WORKING GROUP CONCEPT PRINCIPLES

On June 20, 2018 the Steering Committee voted to approve the following concept principles.



DESIGN WORKING GROUP CONCEPT PRINCIPLES

1

Adherence to Naperville's Building Design Guidelines

2

Incorporate intelligent design practices

3

Focus on design quality & character



LAND USE WORKING GROUP CONCEPT PRINCIPLES

1

Concept should balance market supply and demand as well as community input, including the related market studies, Group Input deliverable dated December 19, 2017, recent Land Use and Height survey and ongoing community input.

2

Support the continued operation of the area as a multi-modal transit hub, with the goal of organizing all modes of transportation efficiency and public safety.

3

Provide for a diverse mix of uses including greenspace/public spaces, residential, boutique retail and commercial office.



STORM WATER WORKING GROUP CONCEPT PRINCIPLES

1

Implement best management practices per the City of Naperville and DuPage County storm water ordinances.

2

Study means and methods to incorporate storm water solutions for Pilgrim Addition and Park Addition into the concept.



TRAFFIC & TRANSPORTATION WORKING GROUP CONCEPT PRINCIPLES

1

Intersection of 5th and Washington Street will evaluate the need to accommodate west dual left turns and a north bound right turn lane. It is likely it will not require re-alignment. Concept should assume right-of-way dedication for these improvements

2

Concept should continue to study re-alignment options at the intersection at North and Washington.

3

Pace and kiss-n-ride functions should be provided both north and south of the tracks.



PARKING WORKING GROUP CONCEPT PRINCIPLES

1

Focus on commuter parking solutions that are balanced and efficient.

2

Concept should assume phasing (during construction) to attempt to maintain current parking levels within the identified project area.

3

Parking trends and potential future usage should be taken into consideration.



PEDESTRIAN SAFETY & CONNECTIVITY WORKING GROUP CONCEPT PRINCIPLES

1

Pedestrian safety and experience at existing rail crossings should be improved.

2

Concept should include a new pedestrian tunnel west of Washington Street.

3

Concept should improve the 5th Avenue and Washington Street corridors along the development frontage.



WORKING GROUP POINTS OF CONFLICT

On June 20, 2018 the Steering Committee discussed the following points of conflict as identified at the June 4 Combined Working Group Meeting.



CONCEPT PRINCIPLES POINTS OF CONFLICT

1. An opinion about the appropriate balance of uses on the Kroehler parking lot as it relates to parking costs, pedestrian safety and storm water solutions.

Steering Committee comments: Steering Committee supports exploring alternatives to surface parking for the Kroehler lot, (for example, single family homes, townhomes, green space) acknowledging the implication to storm water, relocation of commuter parking stalls and flexible space for the future.

2. An opinion about placement of commuter parking on the DCM / commuter lot as it relates to pedestrian safety, commuter input for balanced parking, and land use.

Steering Committee comments: The Steering Committee supports a significant increase in the commuter parking on the DCM lot, evaluating options for the DCM, pedestrian safety, traffic management and aesthetics.



CONCEPT PRINCIPLES POINTS OF CONFLICT

3. Analysis of results from Land Use & Height Survey, including:

Differences between public comment suggesting inclusion of affordable housing vs. result of the survey

Steering Committee comments: Ensure residential units that are available at various price points. One of the concepts to include at least 10% of housing units identified as attainable/workforce.

Differences between market demand and community input for the inclusion of office space vs. the result of the survey

Steering Committee comments: The Steering Committee does not oppose office space as one of the potential uses for the site.

Height recommendations per parcel, balanced with financing feasibility

Steering Committee comments: We wish for the concepts to respect the survey results while capturing the nuances of people's opinions.



CONCEPT PRINCIPLES POINTS OF CONFLICT

4. Endorsement of Pedestrian Safety Working Group Recommendation not to reopen the Cow Tunnel, but instead consider a new tunnel

Steering Committee comments: The Steering Committee understands the need for an additional pedestrian connection and supports the WG recommendation that it connect Kendall Park to the DCM.

5. The future use of Kendall Park to accommodate storm water enhancements with or without play space to support Storm Water Recommendation for area-wide storm water solutions.

Steering Committee comments: The Steering Committee would support continued study of the options and would encourage additional feedback from residents in Pilgrim addition.



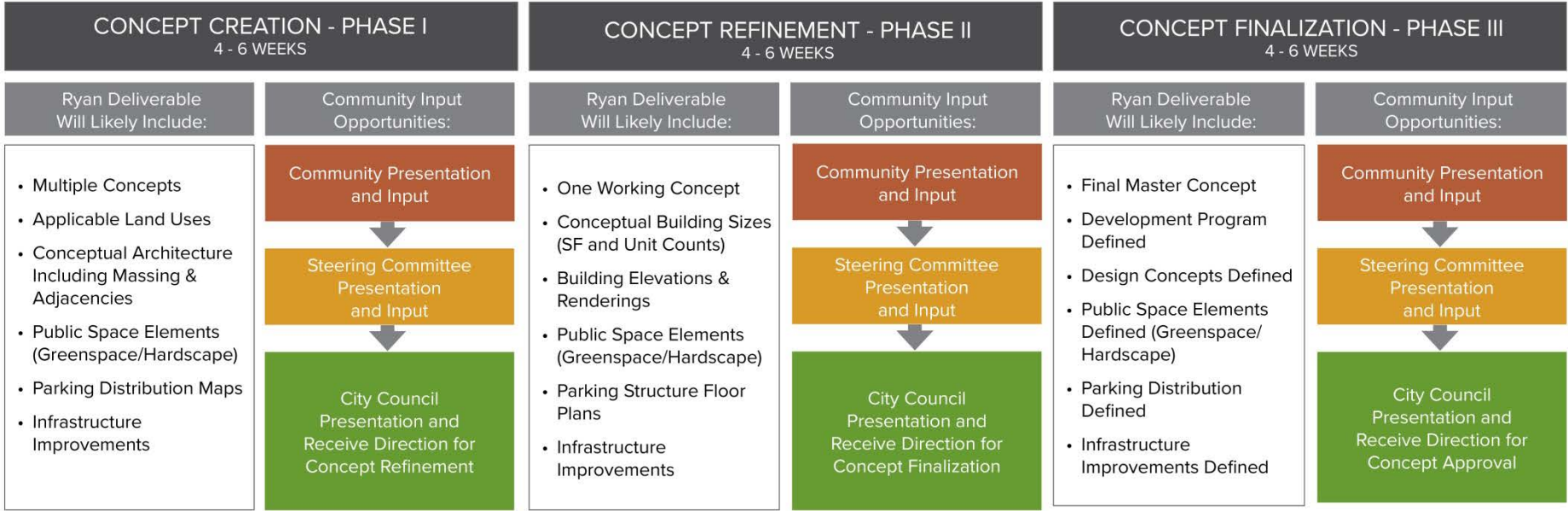
CONCEPT PRINCIPLES POINTS OF CONFLICT

6. Differences between market demand and community input from both the survey results and group input sessions for the inclusion of open greenspace

Steering Committee comments: The Steering Committee recommends that Ryan incorporate as much new greenspace as possible, while minimizing reduction of existing greenspaces.

7. Differences between market demand and community input from both the survey results and group input sessions for the inclusion of additional commuter parking

Steering Committee comments: The Steering Committee is comfortable with no increases to current commuter parking quantities, as well as maximizing utilization of those parking spaces, in order to take advantage of evolving transportation habits.



PRELIMINARY COST MODEL(S) - STEP 1

PRELIMINARY COST MODEL - STEP 2

FINAL COST MODEL - STEP 3

CITY OF NAPERVILLE TO SEPARATELY EVALUATE IMPACTS THROUGH USE OF INDEPENDENT 3RD PARTY EXPERTS

IDENTIFY KEY BUSINESS TERMS (RYAN/CITY OF NAPERVILLE)

