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A. CALL TO ORDER

The June 9, 2020 meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:05 PM via conference call.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM MAY 12, 2020 MEETING

MOVE TO APPROVE MINUTES from 5/12/2020

RESULT: Unanimous

MOVER: Commissioner Biggam

SECONDER: Commissioner Zucchero

ABSTAIN: Commissioner Lindquist abstained as he was not present at the May 12, 2020 Meeting

D. CURRENT BUSINESS

- CBD Streetscape & Utility Improvements – Input/Preparation for Village Board Workshop:* Engineer Daubert thanks the public for joining the meeting tonight. He reports that tonight we will be revisiting the CBD Streetscape project and relooking at the paving materials, project budget and project schedule. We are looking for feedback from the CIC so we can give recommendations to the Village Board at the June 15th workshop.

Engineer Topor presents a brief review of the decorative paving options that were preferred by the CIC (see attached presentation). The preferred options were Fire Clay Brick Option A (can include concrete or granite curbed tree planters), Fire Clay Brick Option C (very unique) and Exposed Aggregate concrete (Public works has since researched more options). These options will be presented to the Village Board.

Engineer Topor presents the Paving Cost Summary for each option (see attached presentation). All cost calculations were based on 32,000 sq. ft. of decorative pavement within the sidewalk furniture zone.

Fired Clay Brick Options A & C \$768,000 installation

\$189,000 maintenance over 40 years

\$957,000 total cost

Exposed Aggregate Concrete \$448,000 installation

\$1,049,600 Maintenance up to 40 years

\$1,497,600 total cost

The other paving cost options that we looked at were as follows:

Standard Concrete - \$224,000 Installation
\$67,200 Maintenance up to 40 years
 \$291,200 total costs

Fire Clay Brick on Stone Base - \$576,000 Installation
\$229,000 Maintenance up to 40 years
 \$805,000 total costs

Stamped Concrete - \$480,000 Installation
\$1,139,200 Maintenance up to 40 years
 \$1,619,200 total costs

The current project cost estimate is \$26.7M. But now due to COVID-19 we have been asked by the Village management team to consider reducing the current cost estimate budget by approximately \$2.3M - \$2.4M. The following are ways we can partially accomplish this: postpone Crescent Blvd to be completed with the train station project – \$500K savings; eliminate downtown parklets from the scope of the project to be done at a later date - \$660K savings; eliminate decorative paving materials (use plain concrete in lieu of pavers) -\$500K savings; reduce ornateness of tree planters (216 trees) - \$500K savings; Other areas to reduce-\$90K savings. Even with the above cuts, we are still coming up a little short on our cost reduction goal.

Commissioners Neurauter, Lindquist and Biggam are concerned with removing all the decorative pavers. It will take a lot away from beautifying Glen Ellyn. Delaying vs cutting out parts of the project would be better. Commissioner Zuccherro asks what items could be eliminated or delayed. Engineer Topor replies parklets could, but other items are hard to retrofit. Engineer Daubert adds there is a lot of money in the planters. Perhaps we can focus on investing more in corner planters and dial back on the other planters. Engineer Daubert asks the CIC for the Commissioners to input on each item. The CIC discusses at length and unanimously supports delaying Crescent Blvd; with respect to the parklets all Commissioners supported not advancing them at this time however Commissioner Zuccherro suggested that we keep a close eye on the project cost estimate and if costs are tracking low and budget allows, we add the parklets back in; with respect to the decorative paving materials the Commissioners unanimously felt that we needed to keep decorative paving materials with a preference towards the use of pavers however Commissioner Biggam suggested we keep exposed aggregate or stamped concrete as a consideration due to the budget concerns. The CIC also supported looking at dialing back the ornateness of the planters however Commissioner Baldin noted he wanted to see a plan view of the planters to see where they are proposed and Commissioner Lindquist felt that we should not cut back on the planters as they will bring pop to the CBD.

Public Works Director Hansen adds could we look at trees as a cost reduction. Currently we have 125 trees but the plan is calling for 216 trees. Initially the plan was to have a minimum of 150-175 trees. Commissioner Baldin adds he would group together the trees, planters and silva cells as a category for budget cost reduction considerations.

Commissioner Neurauter thinks the tree reduction category is worth considering for cost reduction. Chairman Szymanski adds trees are a big part of the project and we don't want to lose sight of that. The Environmental Commission was concerned that trees would get cut if budget cuts needed to be made. Commissioner Baldin also suggested we carefully look at the tree spacing as the current spacing of 25-35 feet is very tight and there may be too many trees. Public Comment: Anna Ball states she is not in favor of cutting the number of trees. Director Hansen asks the public if the treatments around the trees are important or would they be fine with mulch. Anna Ball adds she is more interested in Silva cells and the survival of the trees instead of the decorative features around the trees. It is the actual trees that are the priority not necessarily the decorative feature.

Project Schedule – Engineer Topor reports we were looking to start the utility work 2021 and the streetscape 2022-2023 (see attach schedule). However, as a product of COVID-19 impacts we are considering postponing the start of construction to 2023 to allow businesses to recover and avoid potential conflicts with the Frida Kahlo exhibit. Engineer Daubert adds that we need to consider the possibility that the Apex 400 mixed-use development may move forward and that we should consider the best plan to implement both projects and minimize the disruption to the downtown. Engineer Daubert outlines a high level strategy to advance work on south Main Street as well as on Duane between Prospect and Crescent in concert with Apex 400. He notes the Civic Center parking garage is slotted to be complete by spring 2021. This will provide additional parking on the south side of the CBD and buffer construction impacts on street parking. Simultaneously, the drawback of postponing the project is that the streets are continuing to deteriorate and require ongoing maintenance. Commissioner Neurauter is hopeful in the economy recovering and would like to push forward and is in favor of the schedule put forth. The CIC discusses the schedule and agrees to move forward. Especially while we will have the additional parking and people are telecommuting to work. Now is the time to advance the project.

F. TRUSTEE'S REPORT – No report

G. OTHER BUSINESS – None

H. PUBLIC WORKS REPORT – No report

I. PROJECT REPORT – See attached report

J. ADJOURNMENT – Commissioner Lindquist motions and Commissioner Baldin seconds to adjourn the meeting. The meeting was adjourned at 9:19 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert