

Egner, Therese

From: Christine Merino Sims <[REDACTED]>
Sent: Thursday, June 4, 2026 12:35 PM
To: Planning
Subject: Kramer Homes LLC

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Categories: Therese

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There needs to be a traffic light on the corner of Spring and Mill since this 25 unit will bring 25 or more cars and kids. This traffic light needs to be input before completion in my opinion for the safety of all.

Resident Owner [REDACTED]
Christine Merino
Sent from my iPhone

Egner, Therese

From: Christine Merino Sims <[REDACTED]>
Sent: Thursday, June 4, 2026 12:46 PM
To: Planning
Subject: Kramer Homes LLC

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Subject: Objection to Proposed 25-Unit Townhome Development (Case # DEV-0108-2025) – Request for Traffic Signal Installation Prior to Approval

To the Naperville Planning and Zoning Commission,

I am writing regarding Case # DEV-0108-2025 and the proposed development seeking approval for twenty-five (25) townhouse-style attached dwellings on property currently zoned R2.

While I understand growth and development are part of a thriving community, I strongly object to approval of this project unless critical traffic safety infrastructure improvements are completed first — specifically, the installation of a traffic signal and traffic safety improvements necessary to protect residents, pedestrians, school children, cyclists, and motorists.

This property is currently zoned R2, and approval of a substantially denser 25-unit attached townhome development represents a significant increase in traffic volume and congestion beyond what the original zoning intended.

My concerns include:

- **Increased Traffic Volume:** Twenty-five attached units will significantly increase daily vehicle trips entering and exiting an already heavily traveled area.
- **Pedestrian Safety Risks:** Additional density without corresponding traffic controls creates unnecessary risks for pedestrians, families, children, cyclists, and surrounding residents.
- **Existing Traffic Congestion:** Residents already experience traffic backups and difficulty entering and exiting surrounding streets. Additional density without infrastructure improvements will worsen these conditions.
- **Infrastructure Must Come First:** Traffic controls and roadway improvements should precede development—not follow it after safety issues arise.
- **Preserving Neighborhood Character:** R2 zoning exists for a reason. Approving significantly greater density without sufficient infrastructure improvements undermines the original intent and expectations of surrounding homeowners.

Therefore, I respectfully request:

- 1. Installation of a traffic signal and completion of necessary traffic safety improvements BEFORE approval or construction**
- 2. A comprehensive independent traffic impact study evaluating peak traffic conditions, pedestrian safety, school traffic, emergency vehicle access, and long-term infrastructure impacts**
- 3. Consideration of whether the proposed density is appropriate given the property's original R2 zoning designation**

Public safety must take priority over increased density.

I respectfully urge the Commission to require traffic infrastructure improvements first and place the safety of existing residents above accelerated development.

Thank you for your consideration.

Respectfully,

Christine Merino
Spring Ave Resident & Owner

Sent from my iPhone

Egner, Therese

From: Tara Roberts <[REDACTED]>
Sent: Monday, June 8, 2026 1:42 PM
To: Planning
Subject: NO to Kramer Development as it's presented

Follow Up Flag: Follow up
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I would like to express my great concern regarding the current proposal to develop on Mill by Kramer. I live near Benton and Fremont and will be directly affected by this build. I attended the last residents meeting and was appalled at the lack of transparency, the misinformation being presented and the lack of concern for the residents that will have to live around this development.

This small street on a sloped road is without a doubt not equipped to have that many residents parking and driving, especially without a stop sign or light (or ability to put one in). The traffic studies presented were full of untruths and incorrect statistics. This is an area so close to the school that it'll cause issues with safety with our children (and the children living there), as we already have problems with traffic there, especially during school pickup and dropoff. Furthermore our schools are already packed. Naper Elementary told our incoming class that there was a chance our kids may be asked to go to another school because they were so full! And we're currently dealing with extremely full classrooms.

I looked at the development renderings and frankly the building is unattractive, bland, and not what I would hope would be the first building when someone drives into our town. It feels like they're cramming in as many units as possible with little open space or setbacks to make as much money as they can.

I urge you to please know how many locals are upset with this and do not want this building going forward as presented. I would love to see something on a smaller scale and more attractive built in that location.

Please, please do not allow this to go forward and tarnish our lovely town!

Thank you for reading.

Kind regards,
Tara Roberts

Egner, Therese

From: Ricardo Soares <[REDACTED]>
Sent: Monday, June 8, 2026 3:45 PM
To: Planning
Subject: Fwd: Construction on Spring Avenue

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I would like to express my deepest concern about the construction planned by Kramer to the property on Spring Avenue.

It is irresponsible to have that amount of families and cars added to an area with limited exits due to the railroad. The traffic at Mill street underpass is already congested.

Traffic studies presented at the last meeting were extremely inaccurate and the contractor showed complete disregard for the concerns of the residents.

This type of buildings belongs to North of the railroad.

Moreover, Naper school will not have the capacity to take the children from these buildings, as it is already at capacity.

I hope you are able to make the contractor change their plans for this project.

Kind regards,
Ricardo Soares
[REDACTED]

Egner, Therese

From: Sara Lee-Weese <[REDACTED]>
Sent: Tuesday, June 9, 2026 4:27 PM
To: Planning
Subject: Kramer Development Proposal at Spring & Mill

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Dear Planning and Zoning Commissioners -

I have lived at [REDACTED] for 19 years, just a few blocks from the proposed 25-unit townhome development at the corner of Spring Avenue and Mill Street. I am primarily concerned that the 25 units are too much for this small and busy corner. I am not opposed to a development of multi-family homes or townhomes on this corner, however I am opposed the intensity and number of units being proposed. I am writing to formally request that the Commission deny the requested Conditional Use and associated setback deviations based on two issues in the application.

1. Inability to Meet R2 Physical Requirements Without Variances

The applicant is attempting to cram 25 units onto a tight 2.31-acre parcel, and the site layout proves it is a physical impossibility under standard R2 rules. The Naperville Municipal Code mandates a uniform 25-foot rear yard setback for residential uses in this zone. Yet, the developer is asking for aggressive deviations to slash those required buffers down to 14 feet, 16.3 feet, and 22 feet to force these units onto the property. If a project requires piecemeal variance requests across individual unit clusters just to fit on the land, the project is too large for the parcel. The Commission should not grant variances to reward a design that intentionally over-saturates a small neighborhood corner.

2. Flawed Traffic Analysis Utilizing "Ghost Traffic"

I have worked in the architecture/construction industry for 30 years and have ordered many traffic studies - this is not a traffic study. The submitted Traffic Assessment is a purely theoretical trip-generation exercise. The engineer calculates a nominal "net change" in traffic by claiming a credit for businesses that have not operated in years. In reality, going from an inactive site to 25 highly active residential units will inject roughly 148 entirely new daily trips into our neighborhood. The applicant's own appended data from the City's 2021 Westside Neighborhood Traffic Study highlights that the Mill Street & Spring Avenue intersection is already one of the most dangerous, high-delay bottlenecks in the entire area, tying for the highest number of crashes. Forcing residential traffic out onto local, quiet cut-throughs like West Street to avoid this bottleneck is extremely troubling. A development of this scale

warrants a full traffic impact analysis with new traffic counts.

I urge the Commission to deny this request and require the developer to submit a transparent, formal rezoning application without the setback variance request and with an actual traffic impact analysis that properly addresses the physical limits and traffic realities of the site.

Thank you for your time and service to Naperville.

Sincerely,

Sara Lee-Weese

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Egner, Therese

From: Jason Weese <[REDACTED]>
Sent: Wednesday, June 10, 2026 11:19 AM
To: Planning
Subject: Kramer Development Proposal at Mill and Spring

Follow Up Flag: Follow up
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Categories: Therese

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Dear Planning and Zoning Commissioners,

I have lived at [REDACTED] for the past 19 years, just a few blocks from the proposed 25-unit townhome development at the corner of Spring Avenue and Mill Street. While I am not opposed to multi-family housing or townhomes being built on this site, I do believe the scale and density of the current proposal are too much for this small and already heavily traveled corner.

For that reason, I respectfully ask the Commission to deny the requested Conditional Use and associated setback deviations based on two significant concerns with the application.

1. The Development Cannot Meet R2 Requirements Without Multiple Variances

The proposal attempts to fit 25 units onto a relatively small 2.31-acre parcel, and the site plan demonstrates that it cannot comply with standard R2 zoning requirements as designed. The Naperville Municipal Code requires a 25-foot rear yard setback for residential uses in this district. However, the applicant is requesting several setback reductions—to 14 feet, 16.3 feet, and 22 feet—in order to make the project fit.

To me, these repeated variance requests indicate that the development is simply too dense for the property. When multiple exceptions are needed just to accommodate the number of units being proposed, it suggests the project exceeds what the site can reasonably support. I do not believe setback variances should be used to make an oversized development work on a parcel that cannot otherwise meet zoning requirements.

2. The Traffic Analysis Does Not Reflect Existing Conditions

The reality is that this site is currently generating little to no traffic. Replacing it with 25 occupied residential units will introduce a substantial amount of new daily vehicle activity into the neighborhood. According to the applicant's own materials, the development is expected to generate approximately 148 daily trips.

I am also concerned because the City's 2021 Westside Neighborhood Traffic Study identified the Mill Street and Spring Avenue intersection as one of the most problematic intersections in the area, with significant delays and a high number of crashes. Additional residential traffic may encourage drivers to seek alternate routes through nearby local streets, including West Street, which were not designed to function as major traffic corridors.

Given the scale of this proposal and the existing traffic challenges in the area, I believe a comprehensive traffic impact analysis with current traffic counts should be required before the project moves forward.

For these reasons, I respectfully urge the Commission to deny the current request and require the developer to submit a revised application that complies with standard setback requirements and includes a thorough traffic impact analysis that accurately reflects existing conditions and the site's physical limitations.

Thank you for your time, consideration, and service to the City of Naperville.

Sincerely,

Jason Weese

A solid black rectangular redaction box covering the signature area.

Egner, Therese

From: Bridget Kovacs <[REDACTED]>
Sent: Wednesday, June 10, 2026 12:16 PM
To: Planning
Subject: 433 Spring Avenue (Ostara)
Attachments: Letter to PZC on Kramer Development.pdf

Follow Up Flag: Follow up
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Dear Naperville Planning and Zoning -

Please see attached a pdf letter we have written regarding the proposed development at 433 Spring Avenue. Could you please confirm receipt of the letter and that it will be distributed to each member of the Planning and Zoning Board?

Kindly,
The Kovacs

[REDACTED]

June 10, 2026

Naperville Planning and Zoning Commission
400 S. Eagle St.
Naperville, Illinois 60540
(630) 420-6694

Re: Comments in Opposition to Kramer Homes Proposal for 433 Spring Avenue (Ostara)

Sent via email to planning@naperville.il.us

Dear Planning and Zoning Commission:

We are very concerned about the proposed plans submitted by Kramer for the lot at Spring and Mill. We live at [REDACTED], which is very close to this proposed project. While we look forward to the site being redeveloped responsibly, with this letter, we want to explain why we strongly oppose Kramer's proposal. We encourage the Planning and Zoning Commission to (1) reject all his requests for zoning changes and variances, (2) insist that the proposal be substantially revised before it is re-evaluated for any needed approvals by the city, and (3) strongly admonish Kramer for his failure to credibly engage with the community or address the community's concerns. The site should be redeveloped in a manner that thoughtfully takes into account the long-term interests of Naperville and the community which will have to live daily with its impacts, instead of an approach more concerned with maximizing a developer's profits. If the Planning and Zoning Commission fails to do this, it will also set a dangerous precedent for additional requests for problematic redevelopment of other parcels on Spring Ave.

At its core, Kramer's proposal to build 25 units is too dense for the size and location of the site. We believe any development at this site should be limited to no more than ~16 units. Kramer's proposal would make materially worse an already dangerous traffic situation at Spring and Mill. Mill Street is incredibly busy, getting backed up frequently, especially during the school year due to its close proximity to Naperville North, Washington Junior High, and Naper Elementary. Anyone who spends a brief amount of time in the area will know that is beyond dispute. We have found it unsafe to cross or make the left hand turn to go North on Mill from Douglas, so we typically have to drive south to Benton where there is a four-way stop at Mill. Residents in the proposed townhomes will have similar safety concerns trying to do the same at Spring. Because of the proposed density and the rail line preventing traffic from exiting from the north of the site, we fear this will result in a huge volume of cars racing down Ewing to get to Benton. This will create significant safety issues as Ewing is home to many young children, including our own. We bought on Ewing because it is a quieter street, after being worried about our children's safety with the existing traffic at other locations, including a house on Spring near

the Mill intersection. We even called the city to make sure we didn't need to worry about traffic from Ozinga trucks (which we were assured were using Spring as part of a conditional and expiring use). This proposed development will radically change that. Already today we have to be concerned about elopement concerns with our youngest child. Anytime we are in our front yard, we need to try to position ourselves between him and the street, never knowing when he will choose to dart into the street. The risk for him and other children will be significantly higher if you approve Kramer's plans. Previous actual traffic studies have already concluded this stretch of Mill Street is one of the most dangerous in the city, with many people also unable to navigate properly the four-way stop at Benton or who become impatient when traffic is backed up and then make reckless decisions. Adding the volume of traffic Kramer's proposed site will create to this area will only lead to more vehicle accidents.

The proposed townhomes will likely be of great interest to families looking to participate in Naperville's prized school districts. While we can certainly understand this desire, the reality is that this neighborhood contains some of the smallest school buildings in the district. Already, Naper Elementary has so little room that the fifth graders who should be present there must hold their classes at Washington Junior High, itself one of the smaller junior high schools in the district. No explanation has been provided as to how the influx of new students will be accommodated, only an oblique reference to a conversation the developer had with a finance official who based on an undisclosed spreadsheet assures that there will be no issues, much to the disbelief of those who have children in these buildings and participate in the actual experience of these schools. The additional students will only increase the traffic and safety concerns, expanding the number of children trying to cross Mill Street to reach school or the cars that clog already crowded streets at arrival and dismissal times.

The lack of meaningful green space in the proposed project is also concerning. In heavy rains, the intersection of Mill and Spring routinely floods. Kramer's proposal eliminates nearly all of the green space on the site that might absorb the water, putting other areas of the neighborhood at risk of flooding due to runoff. Only by reducing the density can this be addressed, as eliminating parking spots would overrun already narrow streets that are difficult to navigate when a few cars are parked curbside. Kramer should be required to increase the green space, including through a dedicated playground space in the development, which would benefit its new residents and be a welcome addition to the neighborhood.

We are also concerned about how many more cars will be attempting to park on neighborhood streets. While the plans do contain multiple parking spaces per unit, we are well aware that many developers attempt, after approval, to eliminate them. Even if all the parking spots are retained in the finished site, the residents of these homes will naturally have a regular volume of visitors or third cars for older children. Because of the density, these additional cars will inevitably get parked - legally or not - on a number of adjacent streets in the neighborhood.

Because of our concerns, when the developer finally agreed to meet with the community, we attended the meeting with our children. We were not alone. The meeting room was packed to its limits, standing room only, overflowing into the hallway. Kramer and his attorneys

unfortunately were not prepared and did not engage credibly with the community. As just one example, the developer presentation suggested that the project would reduce traffic in the area. Laughter driven by shock and common sense flooded the room. We were told that an actual traffic study was conducted to support this conclusion, but when pressed, they showed data that contradicted the assertion that traffic would be reduced, and then later it was revealed that the purported study of actual traffic involved no observation in the neighborhood but was just a statistical extrapolation based on industry averages and using wildly inaccurate assumptions of what previously existed on the site. It was also asserted during the meeting that cars would not be an issue because the future residents would walk everywhere, to downtown and the train station, notwithstanding ample real experience that this is wishful thinking and no ability to explain how and to whom the units would be marketed. Other questions were outright refused answers or were given the run-around with no later follow-up. While we appreciate the minor changes that the builder has incorporated into the resubmitted plans that do improve them, it is especially clear with the elimination of just 1 unit from the proposal that the goal was not to meaningfully address the community feedback but to preserve the density to drive the builder's desired level of profit extraction from the site. Increasingly, across the state, communities are concerned that builders run the show, getting rubber-stamped by politicians whose campaigns they fund. For years, Naperville has had a reputation of better governance and planning than many cities. We strongly encourage the Planning and Zoning Commission to indicate to Kramer that Naperville expects significantly greater collaboration with the community than he has demonstrated and that he must address the community's concerns with more meaningful changes to his plans.

We hope these concerns will help the Planning and Zoning Commission in their review of the proposal and that the Commission will represent the interests of the community that Kramer has so far ignored. A thoughtful plan of quality townhomes designed and built to fit in with the single family neighborhood that surrounds the site, at a significantly lower density and with ample greenspace preserved, could be a positive redevelopment of this site.

Regards,

James and Bridget Kovacs



Egner, Therese

From: kathy benson <[REDACTED]>
Sent: Wednesday, June 10, 2026 3:03 PM
To: Planning
Subject: Comments on Ostara/Kramer proposed conditional use
Attachments: PZC Letter, K. Benson.pdf

Follow Up Flag: Flag for follow up
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Please confirm receipt of these comments for inclusion into packet for the 6/17/26 plan commission meeting.

Thank you, Kathy Benson

June 10, 2026

Planning & Zoning Commission Members
Naperville, Illinois
By email

Dear Commissioners:

This letter provides my perspective on the Ostara/Kramer proposed conditional use for the 2.31 acres at the Spring Avenue and Mill Street intersection. While I am not opposed to a multi-family townhome development on the property, it must be at an appropriate density for the lots and surrounding neighborhood due to the traffic challenges existing within the neighborhood and the potential for additional townhome development on west Spring Avenue.

Density and Traffic Concerns

The density proposed by the developer, while largely within the constraints of the R2 and medium density residential land use category, represents too many units at an intersection and adjacent to a neighborhood that already is highly challenged by traffic. The City's 2021 Westside Traffic Study found the Mill Street/Spring Avenue intersection to have the highest crash rate within the neighborhood. The traffic study did not recommend any recommendations for the intersection, because was not feasible to change anything at the intersection due to the need to facilitate traffic flows on Mill Street, which is a designated neighborhood collector street for traffic through the neighborhood, including to the three schools in the area.

While the developer states that traffic from the development will be limited, this is not realistic. One only has to look at the number of parents driving their children to/from the local schools to know this and this development will be attractive to families with school age children. Getting onto Mill Street to go north from the neighborhood already requires drivers to go to Benton Avenue to do so at a four way stop that is backed up significantly at peak travel times, as is traffic along the length of Mill Street up to Ogden Avenue. The additional traffic from this development, and the likely future development along west Spring Avenue (Ozinga and just west of Ozinga) must therefore transit throughout the neighborhood to get onto Mill Street. I am not aware of how many townhomes can be built on the Ozinga + properties through a conditional use proposal, but the current proposal cannot be viewed in a vacuum given the traffic challenges that already exist in the neighborhood.

Absence of a Valid Traffic Study

The developer has not done an actual traffic study, instead relying on industry average statistics. Data from the traffic study associated with the 2021 Westside Traffic Study is included as appendices, however this data is out of date, having been collected in 2019, prior to the 2020 Pandemic, which resulted in a far higher delivery rate (Amazon, Uber, groceries, etc.) to residences throughout our neighborhoods and therefore much higher traffic volumes. The luxury townhomes envisioned for this property will include significant delivery volumes in and out of the development, with attendant traffic concerns either within the development or on the street. An actual traffic study needs to occur to assess the impact of the proposed and likely future development along Spring Avenue.

Storm Water Detention

The developer’s proposal indicates no stormwater detention is needed because there is a reduction in impermeable space compared to existing uses. This ignores the reality of flood conditions on the street in heavy rain conditions. The City should consider data on flooding history and the need for storm water detention along the entirety of the northwest Spring Avenue properties, as they will likely be developed in a similar manner.

Inconsistencies with the City’s Spring Avenue Plan

The 2007 City’s Spring Avenue Plan was undertaken to address the conflicting uses (residential and commercial) in the Spring Avenue Corridor. A medium density residential recommendation, with R2 zoning was an outcome of the plan. However, the plan envisioned a maximum density of 10 units per acre (like Naper Station) rather than 12. In addition, design considerations for the area included preservation of approximately 30 percent open space, landscape buffering including increased building setback, berming, etc. The plan recognized the criticality of the perspective of those living and working in the area as an irreplaceable human element.

In closing, the developer held a single meeting with residents in January 2026, which went poorly because their representatives were insufficiently knowledgeable of the issues associated with the Spring Avenue corridor and traffic issues in the neighborhood. While some changes were made to the proposal following that meeting, the developer has not had any additional outreach to the residents since January 2026.

It is clear to residents that a further reduction in density is necessary to result in a feasible development proposal, and that the redevelopment of the entirety of west Spring Avenue must be considered in reviewing development proposals. I hope that you will take the opportunity to familiarize yourself with the neighborhood and the previous studies about the neighborhood’s traffic challenges. We have worked very constructively with the City over many years, and I have been specifically involved both as a resident since 1983 and as a former president of the neighborhood’s homeowners association.

Sincerely,

Kathy Benson

[Redacted signature block]