

## Kopinski, Sara

---

**From:** Kopinski, Sara  
**Sent:** Monday, December 12, 2022 8:26 AM  
**To:** [REDACTED]  
**Subject:** RE: Objection to 10W Martin Ave

Thank you for providing comments on the Naperville Medical Office Building (PZC 22-1-030). Your comments will be included in the December 21st PZC agenda packet that is made available to the public and distributed to the Planning and Zoning Commissioners for consideration prior to the public hearing for this case.

Regards,

### Sara Kopinski

Planner II | Planning & Development - TED Business Group  
City of Naperville | 400 S. Eagle St. Naperville, IL 60540  
(630) 420-6075 | [kopinskis@naperville.il.us](mailto:kopinskis@naperville.il.us)

*The content of this email, including any attachments, is intended for the designated recipients and may be confidential. If you are not the intended recipient or received this message by mistake, be advised that any use, dissemination, forwarding, printing or copying of this email or any attached material is prohibited. If you have received this e-mail in error, please notify the sender by e-mail and delete all copies of this message and any attachments immediately.*

---

**From:** JEFF Dockendorff [REDACTED]  
**Sent:** Friday, December 9, 2022 3:31 PM  
**To:** Planning <[Planning@naperville.il.us](mailto:Planning@naperville.il.us)>  
**Subject:** Objection to 10W Martin Ave

**CAUTION:** This e-mail originated outside of the City of Naperville (@naperville.il.us).

**DO NOT** click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

I would like to submit an objection to the setback and parking space variance requests for the properties at 10W Martin Ave and 800S Washington St.

I understand someone trying to make their land more valuable but we have zoning restrictions for a reason. This is a very busy corner and not one that should have buildings put closer to the road than allowed. They are seeking the same setback variance for a distance that is set at 20' for three different reasons. Maybe make an exception for one rule but three? And then they want to put more signs than code allows? This will be an eye sore as well as a safety issue.

I just do not think we need to cram too big of a building with lacking parking on one of our busier roads.

Thank you,  
Jeff Dockendorff  
[REDACTED]

## Mattingly, Gabrielle

---

**From:** Marilyn L.Schweitzer <[REDACTED]>  
**Sent:** Tuesday, December 20, 2022 2:04 PM  
**To:** Planning  
**Subject:** PZC Meeting 12/21/22 Public Comment Regarding D1, 22-1576: Martin Avenue Medical Office Building

**CAUTION:** This e-mail originated outside of the City of Naperville (@naperville.il.us).

**DO NOT** click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

Dear Naperville Planning and Zoning Commissioners,

This building is designed more for a business park than a primarily residential area abutting a downtown. It is huge and should not be placed so close to a major street that has minimal parkways and with less than desirable setbacks. It has been designed exclusively for vehicle access. This is not promoting a healthy life style for either the staff, visitors, or patients.<sup>[1]</sup> Anyone wishing to walk to or from the building to downtown or from residential areas will need to exit the building from the rear parking lot and walk around the building to get to Martin or Washington. There is no accessible access on Washington - just stairs. There is no access on Martin at all. There doesn't seem to be even a single bench or bike rack on the entire site.

From a pedestrian viewpoint it is simply ugly. What will be seen is a solid grey concrete wall with only maintenance entrances all along both Martin and Washington. The scant landscaping will do little to add to its appeal particularly for 75% of the year. All of the existing canopy trees along Washington have been removed from the property and only shrubs will put in place. Martin Avenue near the corner will also be devoid of the possibility of canopy trees. This is due in large to the reduced setbacks do not provide sufficient space for canopy trees. Thus, the only trees will be in the parkway on Washington which already suffer with the challenges of salt. There is no room for even parkway trees on Martin.

Most objectionable is the variance for the monument sign at the corner of Martin Ave and Washington. The request more than doubles the allowed square footage. The other variances for the signage on the building should more than adequately address the "prominent signage for both brand visibility issues that petitioner asks for. Contrary to their claim, this monument sign will only be visible for southbound traffic. For northbound traffic, most of the sign will be obscured by the building. It seems the main purpose of the sign is to obscure the unattractive concrete corner of the building from the corner of Washington/Martin. A smaller sign and more substantial landscaping would be visually more appealing and healthier.

I support the Rezoning from OCI to HS and the variance for the wall signs, but oppose all other requested variances.

Thank you for your consideration,

Marilyn L. Schweitzer  
Naperville, Illinois

<sup>[1]</sup> I do walk to/from doctors appointments whenever possible. Whenever I have accompanied anyone to appointments, procedures, or hospital stays, I greatly value and appreciate being able to take a break outdoors by going for a walk or simply getting fresh air. It is really disappointing to see this proposal coming from Edward Hospital.

## Mattingly, Gabrielle

---

**From:** A Olley <[REDACTED]>  
**Sent:** Tuesday, December 20, 2022 4:09 PM  
**To:** Planning  
**Cc:** A Olley  
**Subject:** Naperville Medical Office Building (PZC 22-1-030) Public Comment Submission

**CAUTION:** This e-mail originated outside of the City of Naperville (@naperville.il.us).

**DO NOT** click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

I would like to submit comments to the agenda item known as Naperville Medical Office Building (PZC 22-1-030). I respectfully ask that these comments be provided to the PZC Board prior to the meeting on Wednesday, December 21, 2022.

Below is a list of my comments to this case:

1. The change of zoning from OCI to HSD makes sense as it is my understanding that this parcel was owned by the Petitioner in 2006 prior to the implementation of the HSD zoning. If memory serves me correctly, the owner knew at that time the proposed use for this building.
2. As I read the Entitlements Requested, 7 out of the 8 listed are request for variances. The ones of concern for me are the Yard Requirements, Major Arterial Setback Requirements, and the Ground Signs.

Taking these in order:

Yard Requirements and Major Arterial Setback Requirements:

The traffic study supports that this is a busy corner/intersection. As you know from your visit to this area prior to tonight's meeting, what already exists is sightline issues/concerns.

The traffic that utilizes Martin Ave is, a) families with children who are Park District participants, b) high school students that lack experience in driving decisions such as the gap in traffic available to make the right hand turn onto Washington, c) people who have visited others at the nursing home, d) people who have left the health club facilities, and of course, e) the people who will be leaving the proposed cardiovascular center.

The sight line that is already a challenge should not be further reduced; at a minimum it should remain as is. It would be easy to think that taking a right hand turn here, the sightline will not be an issue; it should be kept in mind that this is also a major pedestrian walking/bike riding route especially during the warm weather and times of City events happening downtown.

Ground signs:

Please see above keeping in mind that the ground sign position's impact on sight lines.

It is my full expectation that the Petitioner will be granted all the requests for PZC 22-1-030.

I respectfully ask that this be included in the case file so if the time comes that there is further development on the Edward Hospital Naperville campus, that my concerns are documented; specifically, and to quote former

Councilmembers, granting variances is a “slippery slope”. A “slippery slope” that the homeowners that share the lot line with Edward Hospital should be concerned about.

Thank you for your time and deliberation of this agenda item

Sincerely,

A. Olley

## 10 Martin Avenue Medical Office Building: Lack of Pedestrian Access

Dear Mayor Chirico, City Council Members, Mr Krieger, and Ms Kopinski,

I reviewed the plans and attended the December 21, 2022 PZC meeting regarding the [proposed changes for 10 Martin Ave](#). I am astonished that Naperville code allows a new building without accessible sidewalk access to the building from the public ROW. I am also surprised that new vehicle entrances into a business property is allowed without an adjacent sidewalk in the vicinity of the entrance. That this is a health service campus makes the dismal lack of pedestrian access even more pathetic. The engineering plans layout the vehicular traffic patterns and mention the desire to improve vehicular traffic pathways, but there is no illustration of the pedestrian flow nor any attempt to improve access.

Please see [Figure 1](#) illustrating the current aerial view of 10 Martin Ave in its relationship to Edward Hospital. Please note:

- Currently, there are 2 sidewalks for pedestrians to enter/exit the building from Martin Ave.
- There are no sidewalks along the Pam Davis Dr entrance from Washington, but pedestrians may still use Pam Davis Dr to gain access to 10 Martin Ave, the Spalding Medical Office, Edward Hospital, and other health service buildings. Yes, pedestrians do this.
- There is a sidewalk that connects the Edward Hospital northern entrance to the 10 Martin Ave southern entrance.
- Though not shown, the entrance to the health services campus on Osler Dr lacks sidewalks. Pedestrians must either use the roadway or the parking lot of Our Saviour's Evangelical Lutheran to eventually hook up with a sidewalk.
- Bicycles have the same access as pedestrians because none of the sidewalks have stairs. And, since there are no stairs, while accessibility access is poor, it is doable.

Because the engineering plans may be difficult for some to follow, please see [Figure 2](#). It is my crude mock up of the aerial view illustrating the proposed changes presented to the PZC. Please note:

- There are no sidewalks for pedestrians to use to enter/exit the campus from Martin Ave. The new roadway does not have a sidewalk on either side. This is not an improvement from the pedestrian perspective.
- The Pam Davis Dr entrance from Washington has been removed. In its place is a sidewalk with a stairway near the new building. The is obviously not accessible and is worse than the existing conditions. Ironically, this is also near the provided bicycle rack. Bicyclists would either need to carry their bicycles up the stairs or cycle around almost 360° via the new Martin Ave vehicle entrance. This is definitely much worse than the current conditions from both the pedestrian and bicyclist perspective.
- At least, there is still a sidewalk that connects the Edward Hospital northern entrance to the 10 Martin Ave southern entrance.

While it is exceedingly disappointing that pedestrian access would be worsened by this proposal, it is not too late to remedy the problem. Please see [Figure 3](#) and [Figure 4](#) for a simplistic approach to improve access:

- Add a sidewalk running north to south from the new Martin Ave entrance to Pam Davis Dr. It would join up with the existing sidewalk near the parking garage across Pam Davies Dr.
- Add a sidewalk running east to west where Pam Davis Dr currently exits on Washington St. It would join up with the partial proposed sidewalk extension just north of the Edward Hospital Education Center. Four parking spaces would be removed from their proposed location, but two or three more could be added north of the sidewalk. The net loss would be 1 or 2 parking spaces. Only 1 tree would need to be moved. No stairs would be needed in the sidewalk because the grade as demonstrated by the existing roadway does not demand it. This not only adds an accessible sidewalk, but also would improve pedestrian/bicyclist access over what exists today.

I walk to this campus as needed. I, when supporting loved ones, deeply appreciate health care facilities that have adequate means to leave the campus and provide pleasant on-site outdoors areas. Even if there is not sufficient room to provide a pleasant outdoor respite space at the Edward Healthcare Campus, staff and visitors, whether they walk or drive to the campus, deserve a safe and accessible means to exit and enter it by foot.<sup>1</sup> I question other aspects of the proposal, but the lack of sufficient pedestrian access is the most troublesome.

Sincerely,

Marilyn L. Schweitzer

December 27, 2022

<sup>1</sup> ["Design for Well-being"](#) under "If you can do only one (or a few) thing(s)" by The American Institute of Architects states:  
"Design interior and exterior paths and public and semi-public destinations to encourage positive informal social interaction among neighbors, acquaintances, and associates."



Figure 1: Current Aerial View of 10 Martin Ave



Figure 2: Aerial View of 10 Martin Ave based on 12/21/2022 PZC Presentation



Figure 3: Aerial View of 10 Martin Ave based on 12/21/2022 PZC Presentation, but modified to provide sidewalk access



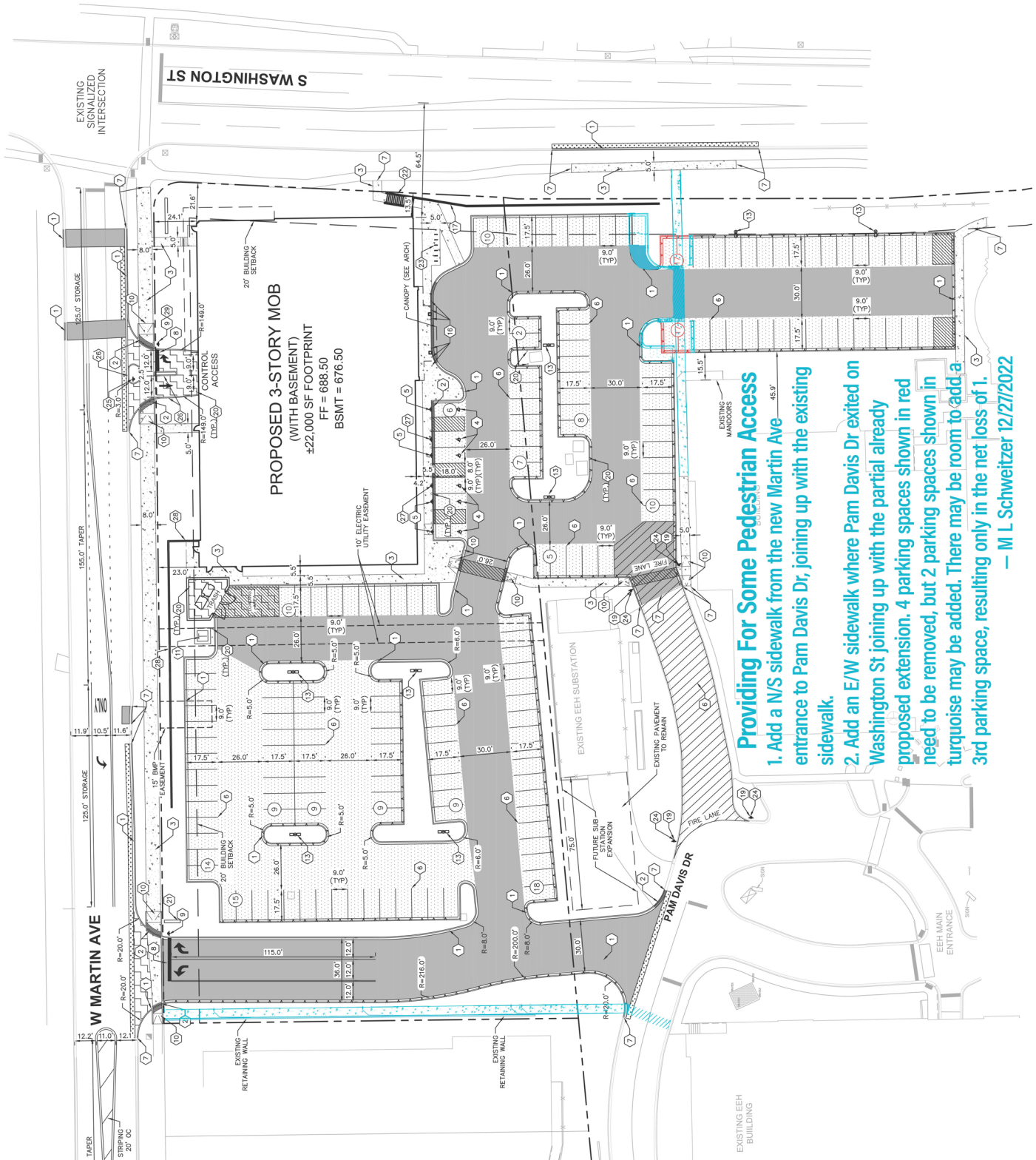


Figure 4: Site Plan of 10 Martin Ave based on 12/21/2022 PZC Presentation, but modified to provide sidewalk access

## Kopinski, Sara

---

**From:** Marilyn L.Schweitzer [REDACTED]  
**Sent:** Wednesday, December 28, 2022 3:10 PM  
**To:** Kopinski, Sara  
**Cc:** Council  
**Subject:** Edward Health Services Campus Proposal to incorporate the 10 Martin Avenue Tree Removal and Preservation Plan Inaccuracies

**CAUTION:** This e-mail originated outside of the City of Naperville (@naperville.il.us).

**DO NOT** click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

Ms Kopinski,

While looking at the Tree Removal and Preservation Plan on page 21, I noticed that tree #37 was not identified and was claimed to be only 8" in diameter. My recollection was that the tree was a large oak, much greater than 8". Today while out on a walk I took a photo of it. Please see the attached photo called "MissingOakTree#37". I would estimate it to be at least 25". It should be measured and the plan updated.

There are also at least 4 multi-stemmed trees which I believe are crabapples (malus species) similar to tree #5 shown on the plan. Please see the attached photo called "MissingMultiStemmedTrees". I think there are more trees missing from the plan in open space around the oval walkway as well as to the north of Pam Davis Dr around tree #12. I'm not sure what the criteria the city uses to distinguish a tree from a shrub, but some of these I believe are significant considering what else has been shown on the plan. This area should be better inventoried. Definitely the missing crabapples should be included on the plan as I estimate them to be about 6" in diameter, similar to #5.

I hope the Tree Removal and Preservation Plan and Landscape Plan will be updated before the proposal is presented to City Council.

Thank you,

Marilyn

—  
Marilyn L. Schweitzer  
Naperville, Illinois





## 10 Martin Avenue Redevelopment: An Opportunity for Better Wayfaring

Dear Mayor Chirico, City Council Members, Mr Krieger, Mr Novack, Ms Kopinski, and Edward Hospital,

I emailed in late December, 2022 my concerns about the lack of sidewalks and accessibility of the 10 Martin Ave redevelopment [presented to the Planning and Zoning Commission](#). Subsequently I've learned that those plans have known engineering deficiencies, but the petitioner (Ryan Companies for Edward Hospital) chose to proceed to request zoning changes and variances despite them. I disagree with this approach and hope that before the proposal is presented to City Council that the deficiencies will be corrected including the lack of sidewalks and poor accessibility.

I hope Edward Hospital will also take the opportunity of incorporating this parcel into the hospital campus to improve wayfaring and navigation. Some thought has been given towards vehicular flow, but not towards navigation and addressing. For comparison, please see a screenshot of the area by OpenStreetMaps in [Figure 1](#) and my mockup in [Figure 2](#) of how OpenStreetMaps would change based on the current proposal. The new building is keeping the old address of 10 Martin Ave, yet the main entrance for patients and visitors is at the southern, not northern end of the building. Thus, most navigation systems will direct patients to the service entrance on 10 Martin Ave, not to the patient/main entrance. Furthermore, the driveway to the west of 10 Martin Ave, where vehicles are supposed to enter, is unnamed. This will make it difficult for navigation devices to direct patients not only to the entrance of the new building, but also to the Edward Hospital North Entrance at the existing unnamed roundabout. The current situation is already a mess. Adding a new unnamed entrance and closing off Pam Davis Drive will not on its own improve the current problems:

1. Although the roundabout in front the Edward Hospital North Entrance does not have an official name, mapping software such as OpenStreetMaps and Google Maps have given it the name of "Brom Court". Please see [Figure 3](#) for the Google Maps walking directions from Casey's Foods to the Edward Hospital North Entrance. The "court", does not connect to Brom Drive which, in some municipalities, would be a reasonable naming convention. The naming of private streets when they are important public access points such as a hospital, should not be left up to the implementors of navigation software or online maps.
2. Microsoft Bing, does not name the roundabout. It rather, I believe correctly, calls it a "Private Drive". But it calls "Pam Davis Drive" mistakenly "Spalding Drive" and calls the real "Spalding Drive" as well Spalding Drive. This means, for example, driving directions to the Edward Hospital North Entrance are incorrect—see [Figure 4](#). Drivers, if they are reading signs, will pass Pam Davis Drive, turn left onto the real Spalding Drive and be not able to reach the drop-off at the Hospital North Entrance. Microsoft Bing also believes "Brom Drive" is "Brom Court" and curiously the right turn lane on "Pam Davis Drive" is also "Brom Court". Thus, its walking directions tells the pedestrian from Washington Street to "Turn left onto Brom Ct, then immediately bear left onto Spalding Dr".
3. Apple Maps does not know about the Edward Hospital North Entrance, instead recognizes only the "Edward Essentials Gift Shop. Rather than naming the roundabout, Apple Maps directs a driver/pedestrian from Pam Davis Drive to in "700ft", "turn right" and in "15 ft", to "arrive at the destination". If given "Edward Hospital - Main Campus Emergency Room" or "801 S Washington St", Apple Maps will appropriately direct a driver/pedestrian to the Osler Drive Emergency Entrance. But, if given simply "Edward Hospital - Main Campus", the driver/pedestrian will be directed to a rather random place on Osler Dr. See [Figure 5](#).
4. MapQuest calls Pam Davis Drive and the roundabout "Brom Ct". Thus, its directions are confusing if the driver/pedestrian is reading signs rather than counting feet. Please see [Figure 6](#).
5. Waze has no option to get to the Edward Hospital North Entrance. When asked for directions to "Edward Hospital", Waze will leave the drive at the loop on Spalding Drive—see [Figure 7](#).

Much confusion could be corrected if Edward Hospital were to decide on a strategy and contact the various navigation/mapping agencies. Most, if not all, welcome the opportunity for corrections. Contacting the various navigation/mapping agencies though may best be deferred for when 10 Martin Ave is incorporated into the campus. But Edward Hospital should take the opportunity before requesting the city to approve the redevelopment plans to ensure that the address points, drive names, and desired navigation paths make sense and are well named. Patients and visitors do not deserve to be misdirected and get lost while coping with their or their loved ones health issues.

Sincerely,

Marilyn L. Schweitzer  
January 4, 2023

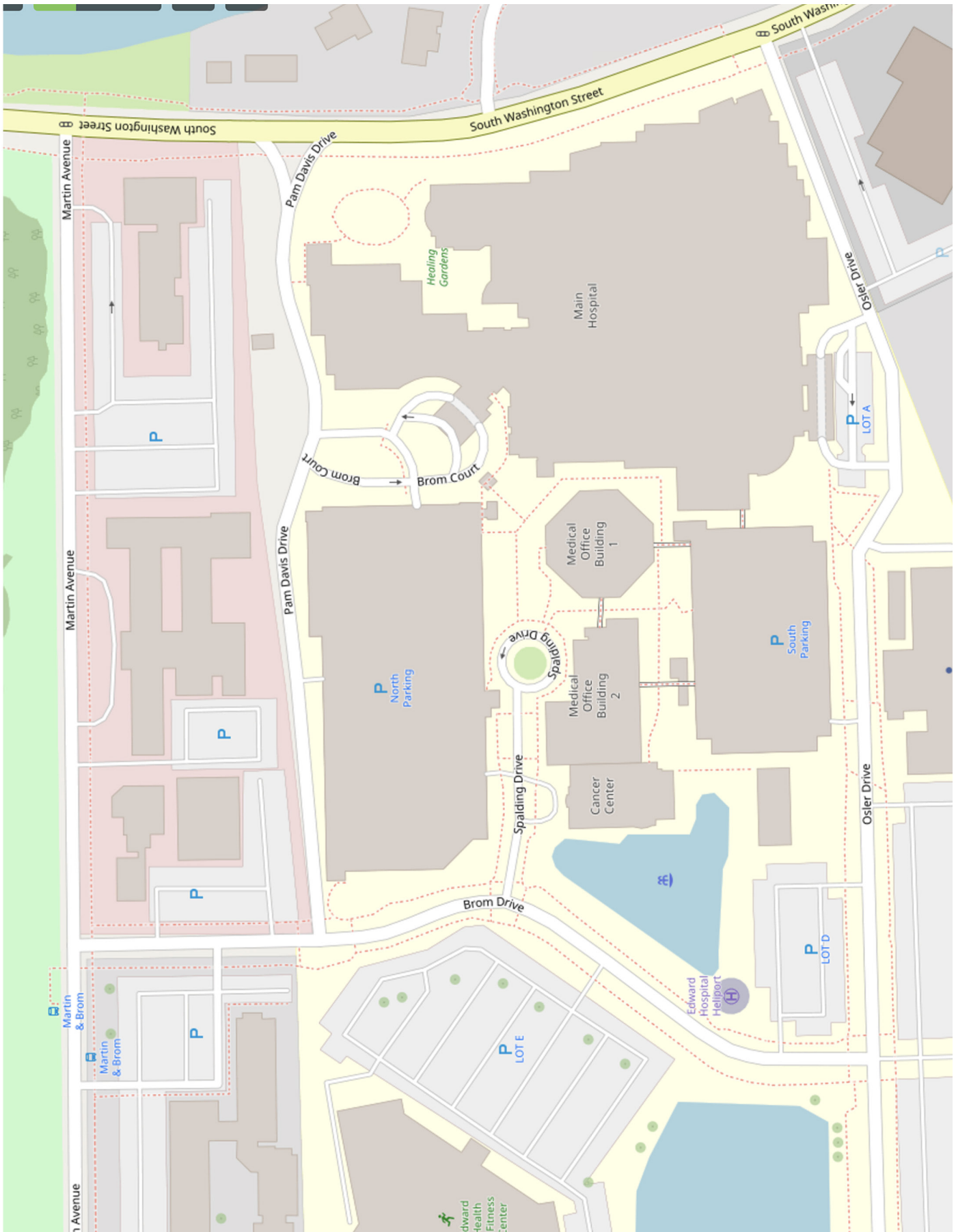
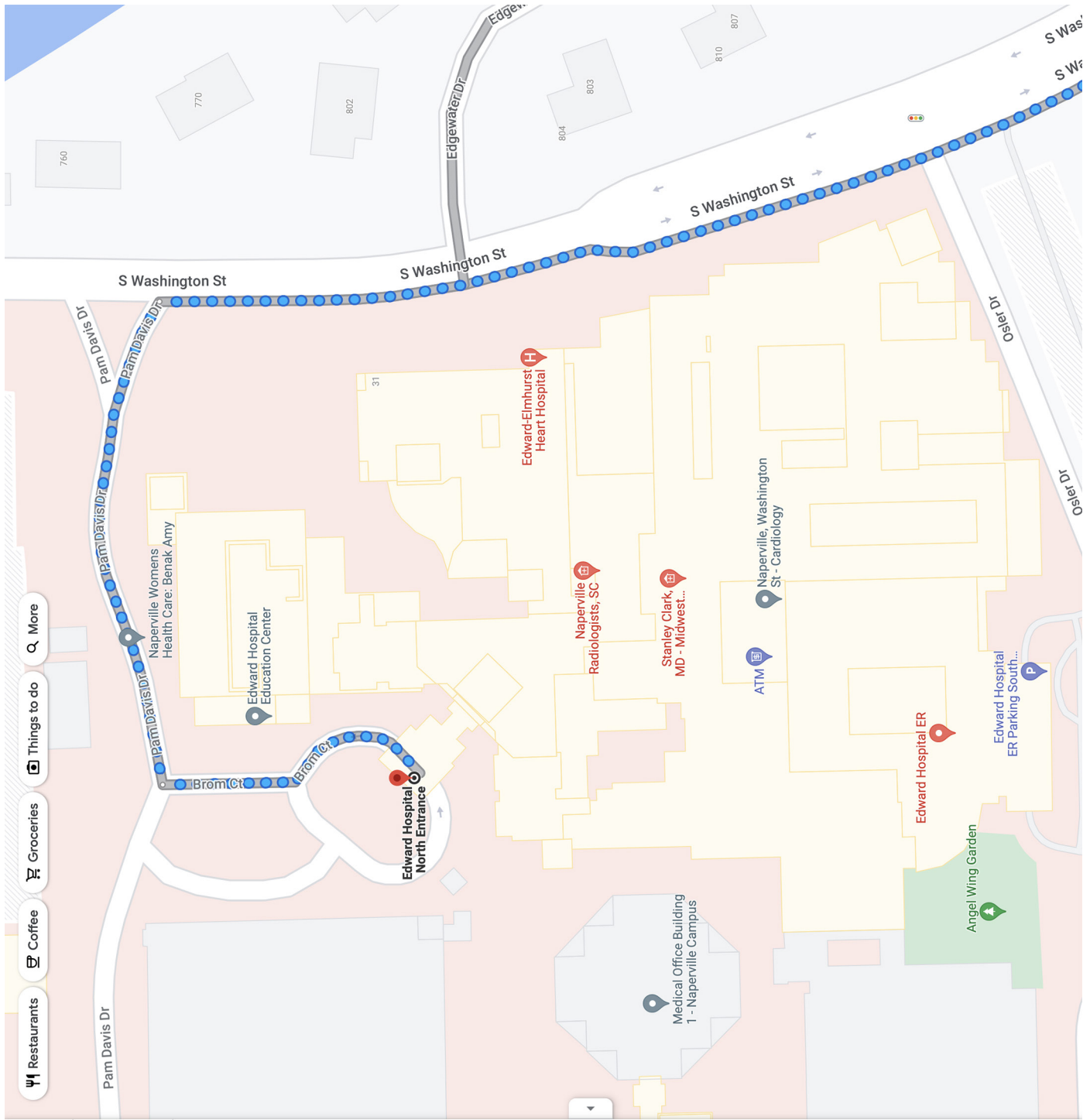


Figure 1: Open Street Maps View of the Edward Hospital Campus



Figure 2: Mock-up of Open Street Maps View of the Edward Hospital Campus with the Proposed Addition of 10 Martin Ave



← from Casey's Foods, 124 W Gartner Rd, Naperville, IL 60540 to Edward Hospital North Entrance, 801 S Washington St

**18 min (0.9 mile)**  
via S Washington St  
Mostly flat

⚠ Use caution—walking directions may not always reflect real-world conditions

**Casey's Foods**  
124 W Gartner Rd, Naperville, IL 60540

- ↑ Head east toward S Washington St  
0.1 mi
- ← Turn left onto S Washington St  
0.7 mi
- ← Turn left onto Pam Davis Dr  
423 ft
- ← Turn left onto Brom Ct  
230 ft

**Edward Hospital North Entrance**  
801 S Washington St, Naperville, IL 60540

Figure 3: Walking Directions from Casey's Foods to Edward Hospital (801 S Washington) as directed by Google Maps





Casey's Foods to Edward Hospital - ...

Go

Print selected route

**1.4 miles**  
 Light traffic · Leave at 5:02 PM  
 Via S Washington St, W Martin Ave · Local roads  
**7 min**

Less Details

Print

- A** Casey's Foods  
 Leave at 5:02 PM  
 124 W Gartner Rd Ste 108, Naperville, IL 60540
- Depart and head (west)
- 131 ft
- Turn right, then immediately turn right onto Catalpa Ln
- 0.2 mi
- Turn right onto Sycamore Dr
- 443 ft
- Turn left onto S Washington St
- 0.5 mi
- Turn left onto W Martin Ave
- 0.2 mi
- Turn left onto Brom Ct
- 325 ft
- Turn left onto Spalding Dr
- 0.1 mi
- Turn right  
**Private Road**
- 322 ft
- Arrive at your destination on the right  
 The last intersection before your destination is Spalding Dr
- B** Edward Hospital - Main Campus  
 Arrive by 5:09 PM  
 801 South Washington St, Naperville, IL 60540

[Report a problem](#)

These directions are subject to the Microsoft® Service Agreement and are for informational purposes only. No guarantee is made regarding their completeness or accuracy. Construction projects, traffic, or other events may cause actual conditions to differ from these results. Map and traffic data © 2023 TomTom.

Figure 4: Driving Directions from Casey's Foods to Edward Hospital (801 S Washington) as directed by Microsoft Bing

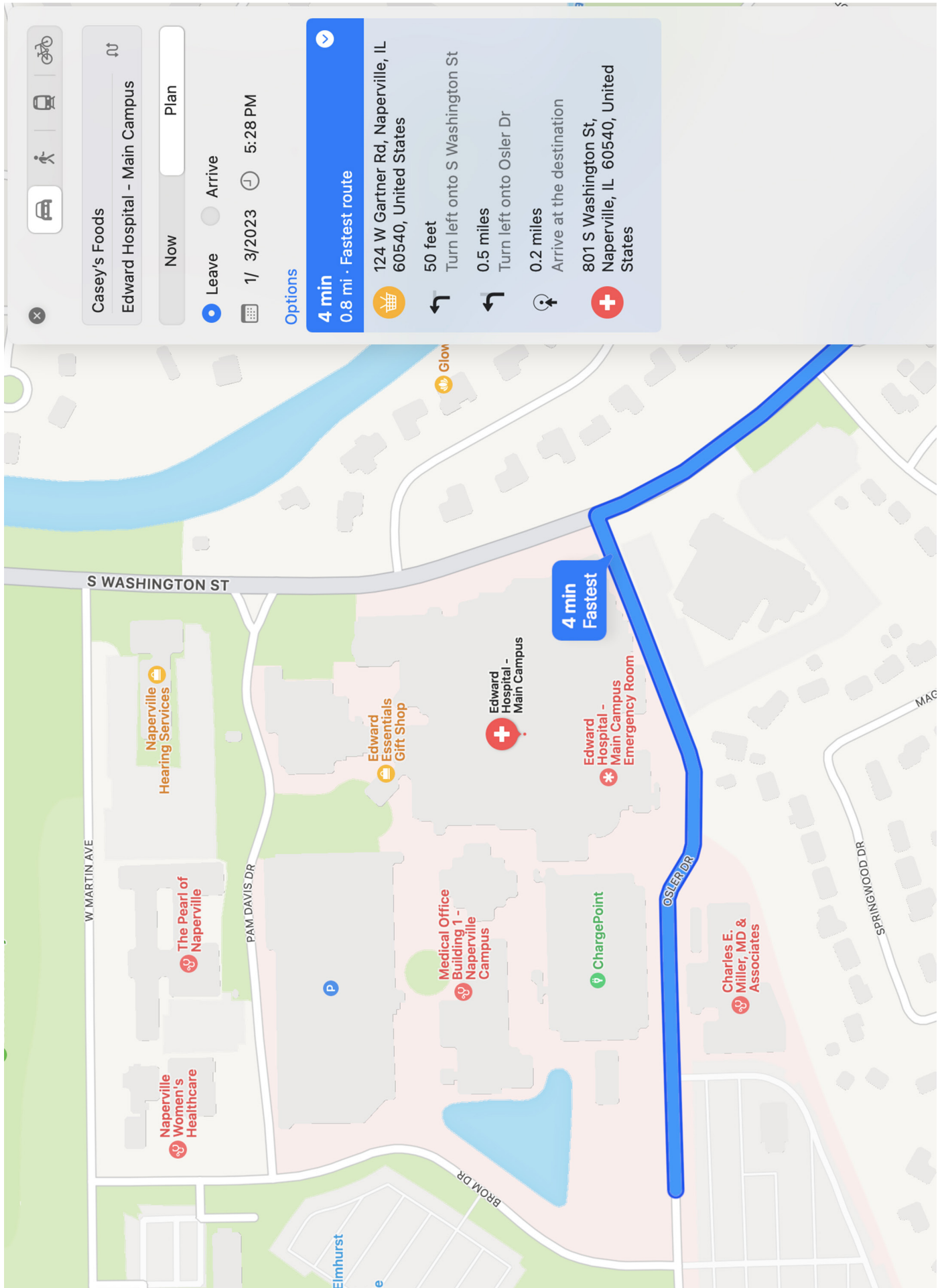


Figure 5: Driving Directions from Casey's Foods to "Edward Hospital - Main Campus" as directed by Apple Maps

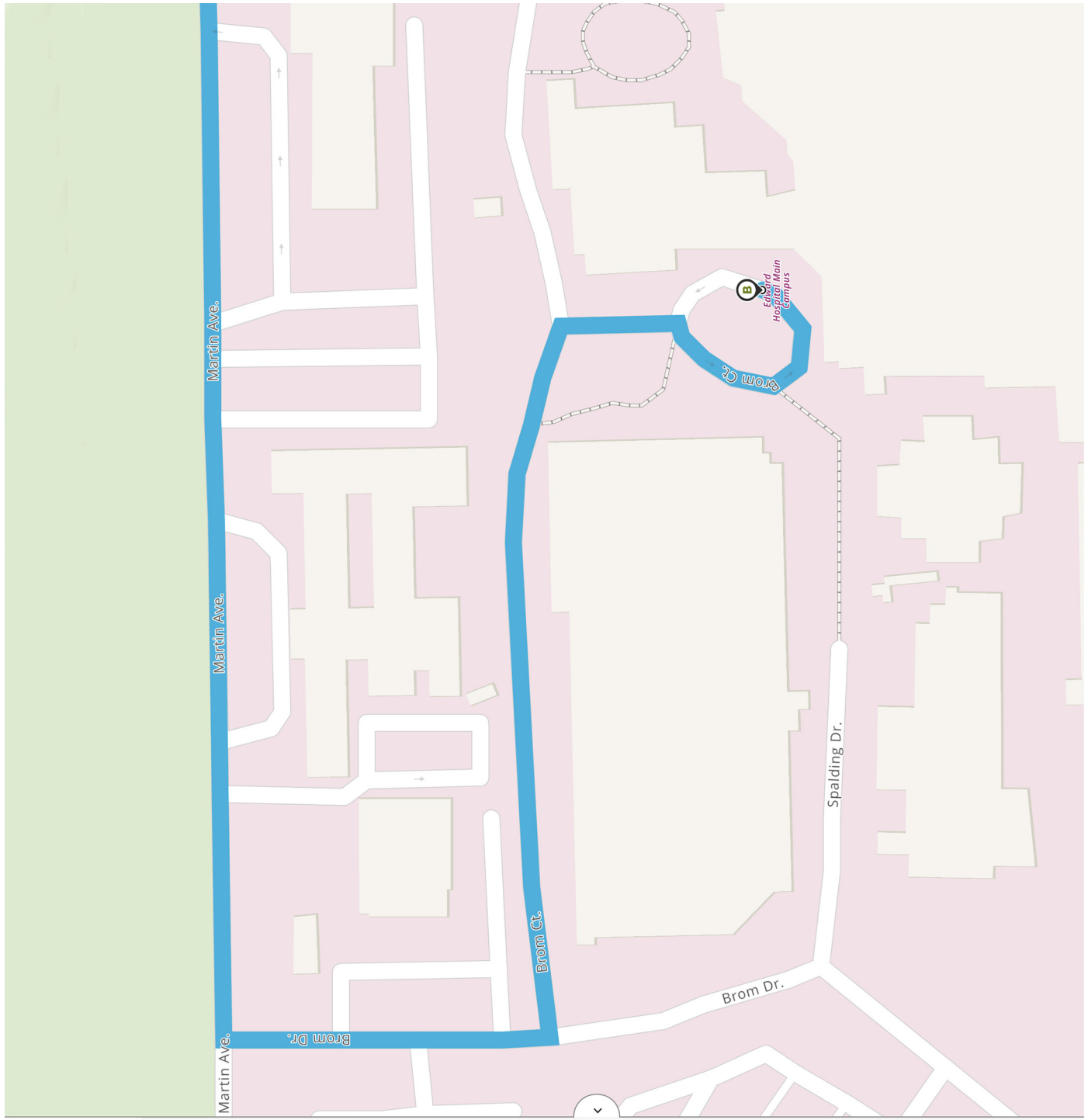
Get step-by-step walking or driving directions to Edward Hospital ER. Avoid traffic with optimized routes.

**Casey's Foods to Edward Hospital ER**

**5 min**  
 1.3 miles  
 IRS reimbursement: **\$0.77**

- Head northeast. Go for 0.1 mi.  
 Then 0.11 miles
- Turn left onto S Washington St. Go for 0.7 mi.  
 Then 0.73 miles
- Turn left onto Martin Ave. Go for 0.2 mi.  
 Then 0.21 miles
- Turn left onto Brom Dr. Go for 325 ft.  
 Then 0.06 miles
- Turn left onto Brom Ct. Go for 0.1 mi.  
 Then 0.14 miles
- Turn right onto Brom Ct. Go for 118 ft.  
 Then 0.02 miles
- Turn right onto Brom Ct. Go for 246 ft.  
 Then 0.05 miles

**Edward Hospital ER**  
 801 S Washington St, Naperville, IL  
 60540



**Figure 6:** Driving Directions from Casey's Foods to Edward Hospital ER as directed by MapQuest

### Driving directions

- Casey's Food 124 W Gartner Rd, Naperv...
- Edward Hospital 801 S Washington St, ...

Leave now ▾

Save to app

Routes

- 1** **5 min** **Arrive at 7:40 PM**  
Catalpa Ln, S Washington St, Osler Dr  
Naperville  
1.1 MILES
- 2** **5 min** **Arrive at 7:40 PM** **BEST**  
S Washington St, Osler Dr  
Naperville  
1.1 MILES
- 3** **7 min** **Arrive at 7:41 PM**  
Edgewater Dr, S Washington St, Osler Dr  
Naperville  
1.3 MILES

Starting point Destination

**Edward Hospital**  
801 S Washington St, Naperville, Illinois, United States

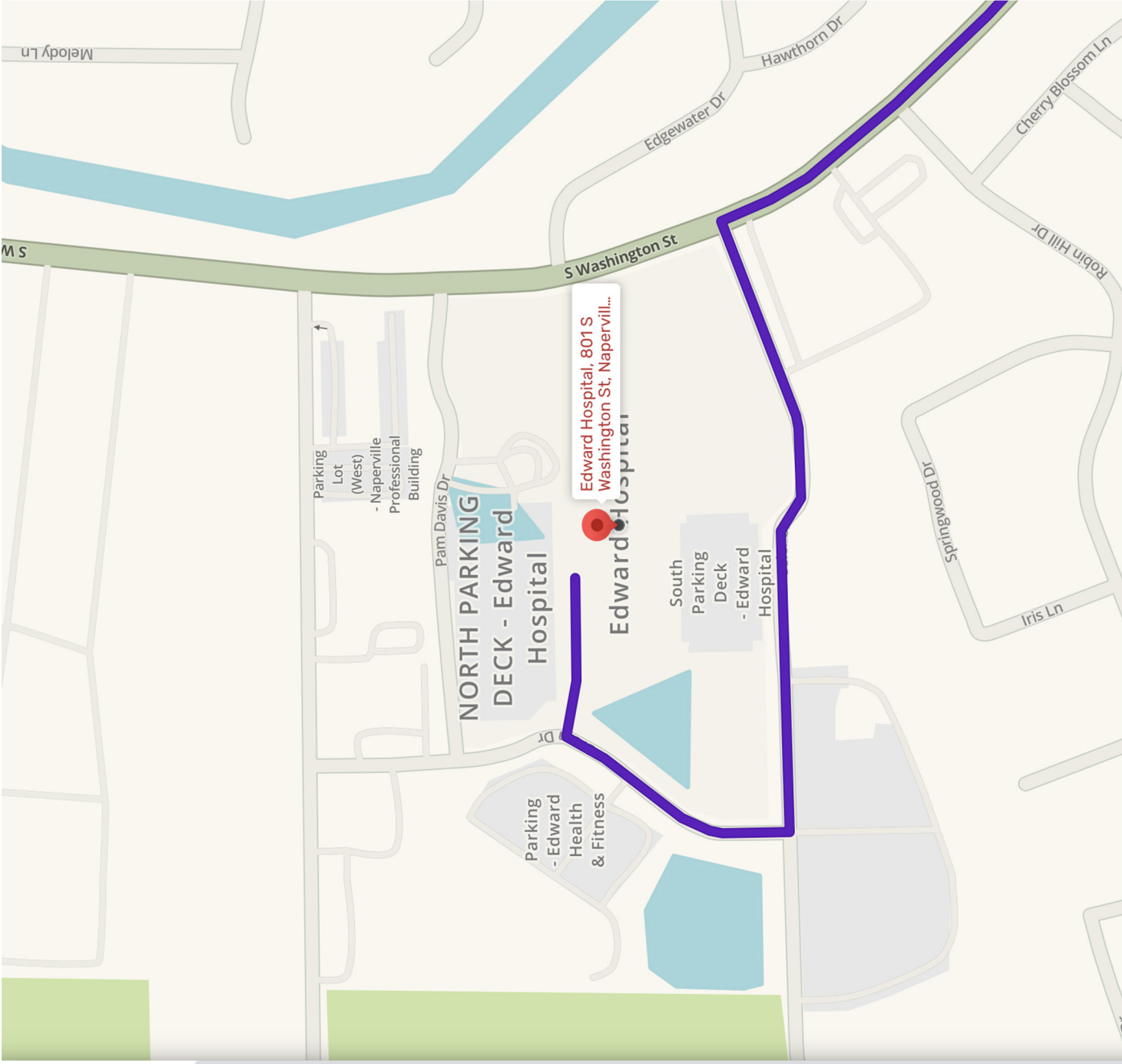


Figure 7: Driving Directions from Casey's Foods to Edward Hospital as directed by Waze

## Kopinski, Sara

---

**From:** Marilyn L.Schweitzer [REDACTED] >  
**Sent:** Wednesday, January 4, 2023 3:24 PM  
**To:** Council; Krieger, Doug; Novack, William; Kopinski, Sara;  
patientexperience.edward@eehealth.org  
**Subject:** Edward Health Services Campus Proposal to incorporate the 10 Martin Avenue should consider Better Wayfaring  
**Attachments:** MLS-10MartinAve-Access-2023Jan04.pdf

**CAUTION:** This e-mail originated outside of the City of Naperville (@naperville.il.us).

**DO NOT** click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

Dear Mayor Chirico, City Council Members, Mr Krieger, Mr Novack, Ms Kopinski, and Edward Hospital,

Incorporating 10 Martin Avenue into the Edward Health Service Campus is an opportunity to improve wayfaring. The proposal presented to PZC on December 21, 2022 spoke of improvements for vehicle access, but simply altering the physical layout is not sufficient. How drives are named and how buildings are addressed in relation to their main entrances is extremely important for decent navigation. The current situation is far from ideal, but the current proposal:

- leaves the roundabout unnamed,
- leaves the new entrance unnamed,

and

- addresses the service entrance rather than the primary visitor/patient entrance of the new building.

The campus area is currently confusing enough. This is opportunity to improve navigation and wayfaring on the campus, not make it worse. I've attached a PDF that discusses some of the issues in detail.

Thank you for you consideration,

Marilyn

---

[REDACTED]  
[REDACTED]  
[REDACTED]  
|  
[REDACTED]  
|  
[REDACTED]  
[REDACTED]

## Kopinski, Sara

---

**From:** Marilyn L. Schweitzer [REDACTED] >  
**Sent:** Wednesday, January 11, 2023 5:23 AM  
**To:** Council; Krieger, Doug; Novack, William; Kopinski, Sara; patientexperience.edward@eehealth.org  
**Subject:** Further comments on the Edward Health Services Campus Proposal to incorporate the 10 Martin Avenue

**CAUTION:** This e-mail originated outside of the City of Naperville (@naperville.il.us).

**DO NOT** click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

Dear Mayor Chirico, City Council Members, Mr Krieger, Mr Novack, Ms Kopinski, and Edward Hospital,

I have some further comments regarding the plans to incorporate 10 Martin Ave into the Edward Health Service Campus. My apologies for not be able to compile all of my comments in a single email or document, but there is really much that I find amiss and I only have so much time to both study the plans and check the municipal code. Please note that I want this to be a successful project. I have no issue with tearing down the existing building or the rezoning. I actually like the look of the building, but it is not well suited as oriented and bring along with it the myriad of access issues associated with it.

Health services campuses should make access and safety a high priority for all those who enter the campus. These are four access and safety issues beyond what I've mentioned in earlier emails:

1. The vehicle entrance at the 10 Martin Ave building (driveway 4 in the [Traffic Study](#)) is for employees only. The driveway is right-turn in, right-turn out on Martin with a "channelizing island to limit access to right-in/right-out movements"<sup>[1]</sup>. It is curbed on both sides of the driveway. **Should a non-employee mistakenly turn into the driveway, they will have no way of exiting other than backing out.** (Even employees whose mechanism to gain access is forgotten or fails to work would have to back out.) Given the address of the building is planned to be "10 Martin Avenue" and a large monument sign labels it as such, the likelihood of someone being confused is high. This design is not safe and I believe, violates the Site Access standards of [Naperville's Design Manual for Public Improvements](#). Section 1.2.2 "Commercial Driveway Safety Standards" states:

**No commercial driveways will be permitted into any parking lot or other facility which is designed in such a way as to make it necessary for exiting vehicles to back onto the street.**

Based on this standard, either this driveway should be eliminated or the plans altered to allow vehicles to exit without backing out.

2. [Naperville's Design Manual for Public Improvements](#) under 1.7 "Barrier-free Accessibility" states:

Sidewalks should be 5 feet wide, minimum, to allow two wheelchairs to pass.

Naperville's standard, according to the [Engineering Plans](#), requires 482 parking spaces to accommodate the new 10 Martin Ave building and the plan proposes only 227.<sup>[2]</sup> This means less than half the required spaces are being provided and that patients/visitors will need to use other parking facilities on the campus instead. Hopefully, patients/visitors will be able to find a space in the North Parking garage. (The North Parking Garage is the only other parking facility available near the northeast portion of the campus. See page 13 of the [Parking Study](#).) While the sidewalk out of the parking garage is 5 feet wide, the existing sidewalk from the Hospital North Entrance is only 4 feet wide. Please see the attached illustration. The 4 feet wide sidewalk is the sidewalk that would connect to the proposed new sidewalk leading to the

new 10 Martin Ave building. Thus, there will no continuous 5 feet wide sidewalk access from the North Parking Garage to the new 10 Martin Ave building. I do not believe this meets the barrier-free accessibility requirement.[3]

3. The [Parking Study](#) seems ensure there will not be a "parking demand spillover to the adjacent street network". That's great for the city, but as page 17 of the Parking Study states "parking supply can be perceived as inadequate, even though spaces are available" at high occupancy levels because "there may delays in finding a space and users may be forced to park in an undesirable space at an uncomfortable walking distance, or they may even park improperly or illegally." Vehicles entering the campus from the west on Pam Davis Drive or from the north on the new driveway will only have the new surface parking spaces and the North Parking Garage available to them without having to exit the northeast sector and seek out parking elsewhere. (See page 13 of the Parking Study for a map of the various parking options.) I would think it would be worthwhile to know what the likelihood of this happening would be. After all, the walking distance from Lot C to the new 10 Martin Ave building is about .4 miles—it would be closer to park at the Dunkin' Donuts at Hillside or on Edgewater. While page 19 of the Parking Study says space was "always available each hour on the upper levels" of the North Parking Garage on survey days, I did not find how many spaces were available. All I could find was that level 3 had an effective capacity of 166 spaces and level 4 an effective capacity of 294 spaces. (See page 30 of the Parking Study). Offhand, it may be adequate to cover the potential deficiency of 255 surface parking spaces (482 required - 225 provided) for the new building. But if, say, 50% of the upper level parking was filled, then the likelihood of spillover onto the adjacent street network is more probable than utilizing excess capacity elsewhere on the campus.

4. The [Signage Plan](#) is proposes directional information for the ground sign at the planned new driveway west of 10 Martin Ave. (See page 9.) This is great. I would hope a message would include entering there for the new 10 Martin Ave building. After all, heading straight would take patients/visitors to the employee-only entrance of 10 Martin Ave. Since they shouldn't turn in, they'd have to circle around on Osler Dr to get a 2nd chance at the correct driveway. The monument sign at the corner of Washington and Martin is proposed to be a whopping 10' by 17' and yet it is not very helpful:

- Knowing the building behind the big sign is "10 Martin Ave" doesn't help southbound traffic know to turn right on Martin to find the actual pedestrian/visitor entrance of 10 Martin Ave. The entrance to a corner building such as this could easily be on Washington St, especially considering the Martin Ave side of the building is so uninviting at street level.
- The words "Health Driven" and "Edward-Elmhurst Health" don't help southbound traffic know to go straight to get to the Emergency entrance. (At least, I think that is the preferred direction based on the current [Edward Hospital Mail Campus Map](#).) The words don't help southbound traffic know whether or not to turn right for the Edward Hospital North Entrance.
- Driving north on Washington, the sign isn't likely to get much visibility despite its 17' width.

Why not make the sign on this corner more of a directional sign to help patients/visitors know where to go? Why not do some renderings to ensure good visibility and readability? Promoting the corporate brand or hiding a drab basement level wall should not take priority over patient/visitor wayfaring on a health service campus.

Sincerely,

Marilyn

---

Marilyn L. Schweitzer  
Naperville, IL

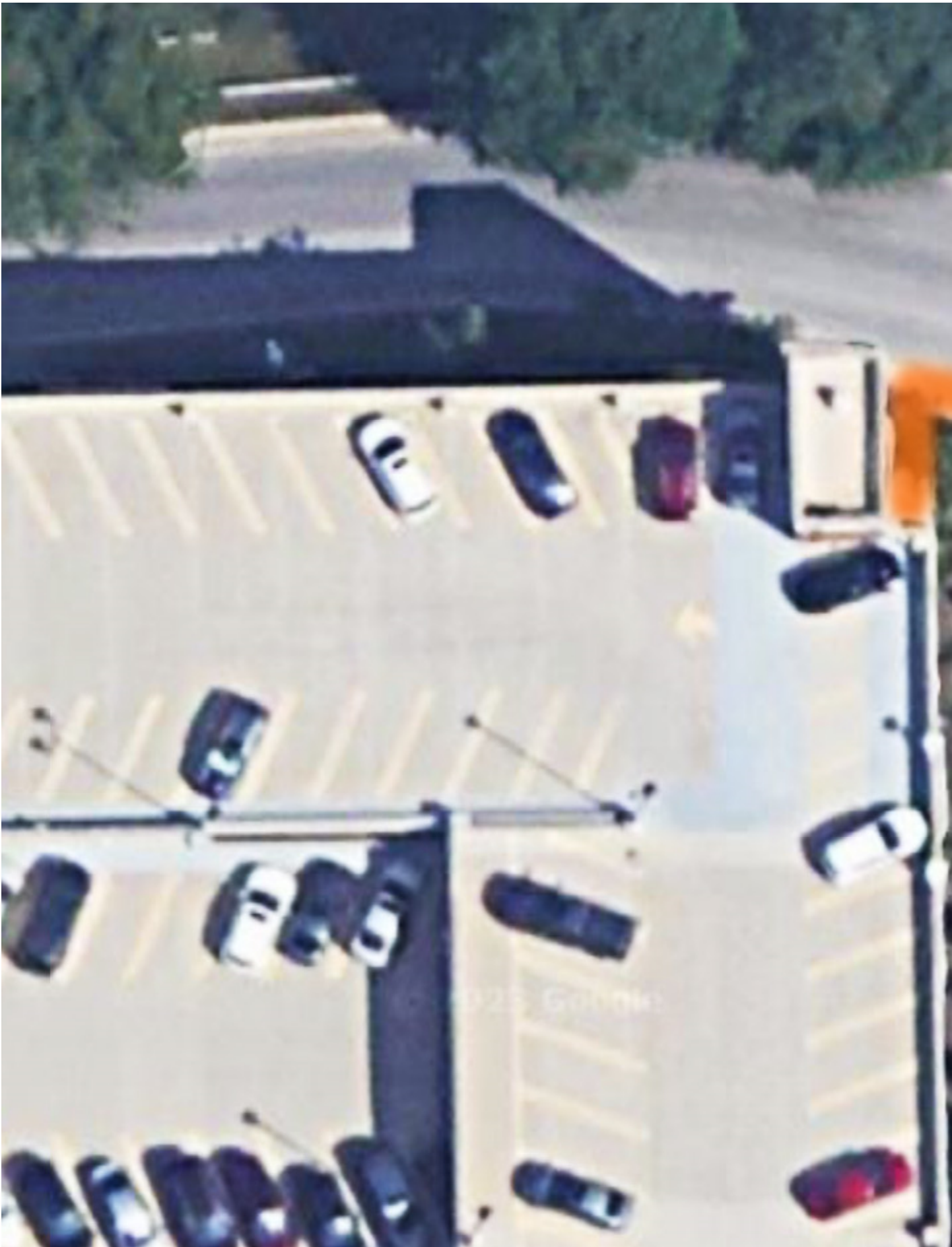
**Footnotes & Attachments**

[1] The conceptual rendering on page 6 of the [Building Elevations](#) is inaccurate. It shows no pavement leading to the west of the employee parking entrance. This conceptual rendering should be updated to match the employee parking entrance show on page 8 of the [Engineering Plans](#) and as discussed in the [Traffic Study](#). The landscaping plans (page 22 of the [Engineering Plans](#)) clearly show the curbs and planting between the employee vehicle entrance and the employee pedestrian entrance. Page 8 of the [Signage Plan](#) is also incorrect and should be corrected. It shows a loading zone to the west of the employee entrance as well as showing the employee entrance to allow right-turn in, left-turn in, right-turn out, and left-turn out. The loading zone was moved the west side of the building which also eliminated 4 parkings spaces in along that side.

[2] The [Engineering Plans](#) claims there are 227 spaces being provided, but I count only 225: 93 west of the building, 6 accessible near the pedestrian/visitor entrance, 76 spaces south of the accessible spaces, and 50 spaces inside the building. Please check this. Of the 50 employee-only parking spaces provided inside the building, I assume 2 are accessible. An illustration of the purported 50 spaces should be included rather than expecting the public to accept it on faith.

[3] I did not need to study a map to know that sidewalk was only 4 feet—it was obvious to me when was on it recently. Beyond 5 feet being necessary for 2 wheelchairs to pass, nearly 5 feet is needed to walk next to someone, especially if they require a mobility aid. I find it easier and safer to help direct or support someone with poor mobility or visibility if I walk beside them rather than in front or behind them.





—  
Marilyn L. Schweitzer



## Kopinski, Sara

---

**From:** Marilyn L. Schweitzer [REDACTED]  
**Sent:** Thursday, February 2, 2023 10:18 AM  
**To:** Council; Krieger, Doug; Novack, William; Kopinski, Sara; patientexperience.edward@eehealth.org  
**Cc:** Arres, Jason  
**Subject:** Further indication that the Edward Health Services Campus Proposal to incorporate the 10 Martin Avenue needs to address pedestrian safety

**CAUTION:** This e-mail originated outside of the City of Naperville (@naperville.il.us).

**DO NOT** click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

Dear Mayor Chirico, City Council Members, Mr Krieger, Mr Novack, Ms Kopinski, and Edward Hospital,

I assume and hope you all are aware of the tragic pedestrian accident that occurred at Brom and Martin yesterday. If not, I see the attached a screen shot. A 77-year-old man while crossing Brom was killed by a vehicle. I noticed two comments on the NPD news release that this area currently is lacking in pedestrian safety (emphasis is my own):

1. **This is a really bad intersection with the senior apartments right there. There are always seniors in the cross walk.** It's a very busy intersection because it leads to the hospital and the fitness center, as well as Linden Oaks. Maybe a crosswalk flashing light is in order. There are also cars parked along Brom, blocking the view of the intersection and crosswalk. No parking along there would help as well.
2. We were there just after this happened. So sad to hear that this was a fatal accident. **It is a problem with all the cars parked along the street.**

The 10 Martin Ave proposal is requesting an off street parking variance and justifies it by claiming:

"The parking study provided by the Petitioner shows that the existing campus has a surplus of parking and that any added demand from this project will not exceed the volume of parking already provided on the medical campus.

Yet, as the comments to yesterday's fatal accident note, parking along Brom seems to be already problematic. And, as I've previously noted, the traffic study does not address the overflow from the inadequate surface parking for 10 Martin Avenue is going to end up. Code requires 482 spaces, but only 227 are being supplied. That's a 53% deficient. Where is this deficient going end up? Except for the North Parking Garage, all vehicles are will to have to exit the 10 Martin Ave lots and travel to seek parking elsewhere. The only option to get to those other parking facilities is to travel on Brom making it, I suspect, the preferred parking choice rather than other potential on campus options. The inadequate surface parking will also cause increased traffic on Brom that I don't believe is accounted for in the traffic study.

But what really annoys me with development proposals such as this one is that they almost never address pedestrian flow and safety. The main concern is simply adequate parking and traffic flow. Even if vehicles are more prevalent, pedestrian safety should not be treated so dismissively. Nor should vehicular accidents in traffic studies be dismissed as being merely "fender-benders" as has been done. I believe our city also has a lack of traffic compliance and enforcement making the risks even greater. As I stated last fall based on the Naperville statistics from 2019 through 2021:

- I am 5 times more likely to die in a traffic accident than be murdered.

- I am over 6 times more likely to be injured in a traffic accident than being physically assaulted or robbed while being threatened with a weapon.
- I am about as likely to suffer property loss from a traffic accident than from burglary, theft, and arson.

Health professionals encourage walking no matter the age. Health service campuses should set an exemplary example both to encourage walking and to be able to do it safely. Please ensure this development **improves** safety and **encourages** pedestrian access in and around the campus.

Please add this to my public comments on PZC 22-1-030 that went before the PZC on December 21, 2022.

Marilyn

—  
Marilyn L. Schweitzer



**Naperville Police Department** ✓

16h · 🌐



**NEWS RELEASE: Naperville Police Investigate Fatal Traffic Crash Involving Pedestrian**

NAPERVILLE, Ill. On Wednesday, Feb. 1, 2023, at approximately 12:50 p.m., the Naperville Police and Fire Departments responded to a crash involving injuries at the intersection of Martin Avenue and Brom Drive. The crash involved a single vehicle and a pedestrian, who succumbed to his injuries despite life-saving efforts at the scene.

The initial investigation indicates that the pedestrian, a 77-year-old man from Naperville, was attempting to cross Brom Drive at Martin Avenue when he was struck by a Chevrolet SUV driven by a 48-year-old man from Romeoville. The driver of the Chevrolet was not injured and was released from the scene pending further investigation. The identity of the deceased is being withheld pending notification of next of kin.

Due to the nature of the incident, members of the Naperville Traffic Unit trained in accident investigation and reconstruction responded to the scene to investigate the crash. During the initial investigation, the roadway in the area of Martin Avenue and Brom Drive was closed until approximately 3:50 p.m.

The case remains under investigation. Anyone with information regarding the accident is asked to contact Naperville Police Department's Traffic Unit at (630) 420-8833.

## Kopinski, Sara

---

**From:** Marilyn L.Schweitzer <[REDACTED]>  
**Sent:** Tuesday, December 27, 2022 8:29 PM  
**To:** Council; Krieger, Doug; Kopinski, Sara  
**Cc:** ACTF; Sustain Naperville  
**Subject:** Edward Health Services Campus Proposal to incorporate the 10 Martin Avenue lacks adequate Pedestrian Access  
**Attachments:** MLS-10MartinAve-Sidewalks-2022Dec27.pdf

**CAUTION:** This e-mail originated outside of the City of Naperville (@naperville.il.us).

**DO NOT** click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

Dear Mayor Chirico, City Council Members, Mr Krieger, and Ms Kopinski,

Please see the attached PDF regarding the inadequate pedestrian access proposed for the Edward Health Service Campus that hopes to incorporate a new Medical Office Building at 10 Martin Ave. The proposal went through the PZC on December 21, 2022. As of today, I do not know when the proposal will go before City Council, but I oppose the plan as it was presented.

Thank you for your consideration,

Marilyn L. Schweitzer  
Naperville, Illinois



Figure 1: Current Aerial View of 10 Martin Ave



Figure 2: Aerial View of 10 Martin Ave based on 12/21/2022 PZC Presentation



Figure 3: Aerial View of 10 Martin Ave based on 12/21/2022 PZC Presentation, but modified to provide sidewalk access



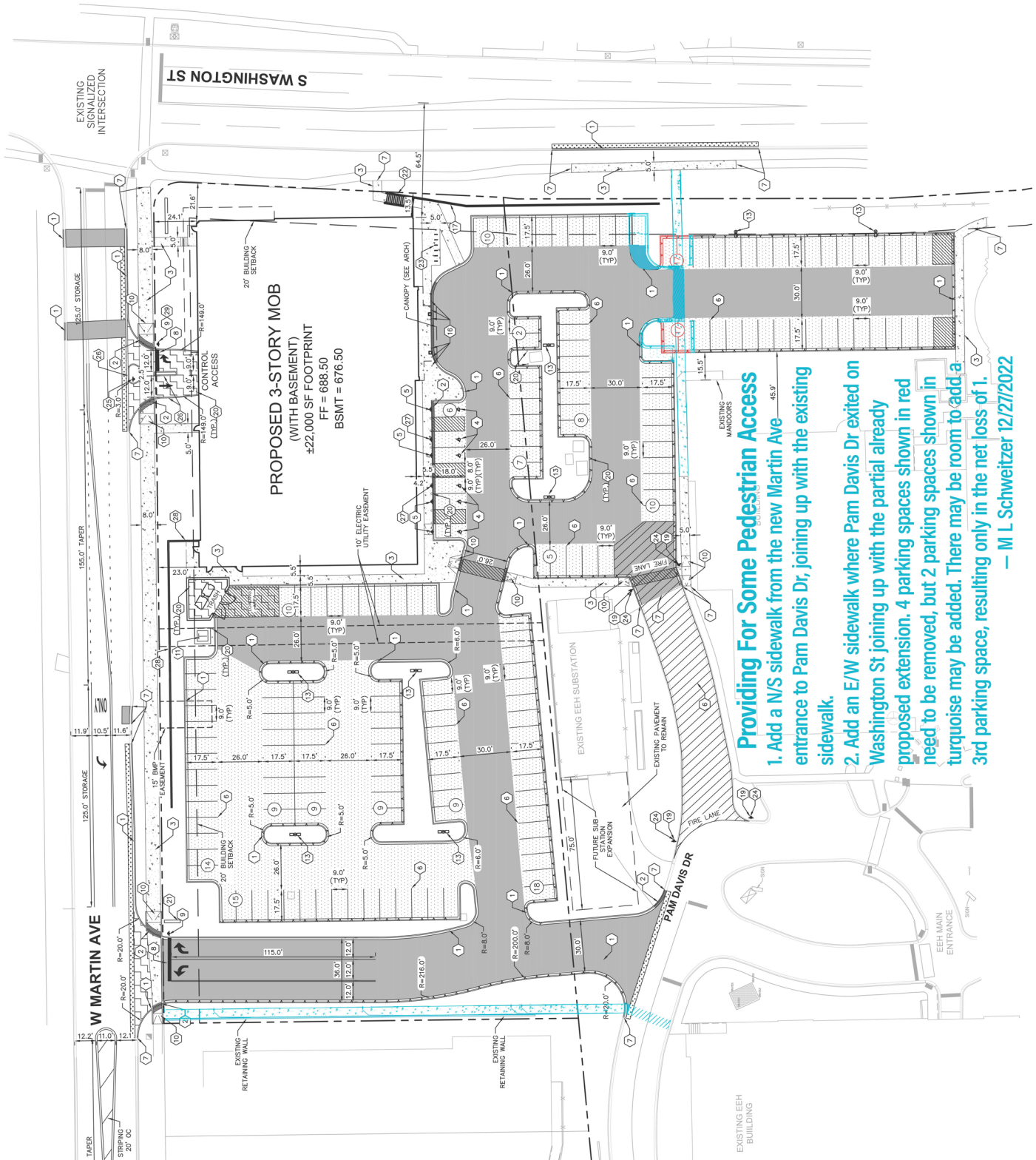


Figure 4: Site Plan of 10 Martin Ave based on 12/21/2022 PZC Presentation, but modified to provide sidewalk access