



CONCEPT PRINCIPLES
As Amended by 5th Avenue Steering Committee
June 20, 2018

DESIGN WG.

1. Adherence to Naperville's Building Design Guidelines.

a) Notes:

- i) Focus on 4-sided design and high quality building materials
- ii) Strive to create an attractive and inviting experience for visitors, residents and commuters within the public gathering spaces. Alignment with appropriate PUD principles, including setbacks, adjacencies, massing, etc.

2. Incorporate Intelligent Design Practices.

a) Notes:

- i) Incorporate meaningful sustainability elements (LEED, dark-sky, solar, electric charging station, irrigation, etc. are all options)
- ii) Embrace the "spirit" of universal design standards and strive to do more than the minimum required by law
- iii) Provide for adaptable program elements to accommodate multiple uses for the same space.
- iv) Evaluate smart systems where appropriate (i.e. – Wi-Fi, street lighting control, etc.)

3. Focus on Design Quality & Character. The design should include and balance the following:

a) Notes:

- i) The train station and commuter uses will continue to be the primary function of this transit-oriented development, including wayfinding, sight lines and access.
- ii) The design should provide appropriate transitions, respect the neighboring communities and complement the character of the area while incorporating modern amenities.
- iii) The streetscape and user experience should embody its role as a gateway to downtown Naperville.

LAND USE WG.

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.**
 - b) Notes:
 - i) Includes the train station, commuter parking and transit.
3. **Provide for a diverse mix of uses, including green space/public spaces, parking, residential, boutique retail and commercial office.**
 - a) Notes:
 - i) **Green space/public spaces.** In accordance with Naperville's Building Design Guidelines, buildings will frame special public spaces such as green space, parks, plazas, outdoor seating, the streetscape, and most notably, the train station, combining amenities with safety for residents, commuters, employees, visitors and surrounding property owners.
 - ii) **Residential.** Housing product should appeal to a variety of ages and incomes, including young professionals, empty-nesters, seniors, students and older adults.
 - iii) **Retail.** Focus on destination-oriented retail and dining concentrated along Washington Street.
 - iv) **Commercial office.** Distinct from typical suburban office product, the office space will use smaller floor plates and create a more active and urban feel.

STORM WATER WG.

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.**
 - a) Notes:
 - i) Any storm water improvements should place a priority on the flooding of habitable structures, such as storm water runoff entering a habitable structure either over the top of foundation or through a basement window.

TRAFFIC WG.

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.**
 - a) Notes:
 - i) Improves commuter ingress / egress at peak times.
 - ii) The vast majority of parking permit holders reside south of train tracks.
2. **Concept should continue to study re-alignment options at the intersection at North and Washington.**
 - a) Notes:
 - i) Conversion of North Ave to two-way operation is important for multi-modal operation.
 - ii) Intersection function is key considering potential uses for DCM/commuter lot
 - iii) There are pedestrian safety concerns given current geometry



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

a) Notes:

- i) Supports current Pace routes
- ii) Encourages distributed traffic patterns to better disperse vehicles across the network
- iii) Supports commuter access via kiss-n-ride

PARKING WG.

1. Focus on commuter parking solutions that are balanced and efficient.

a) Notes:

- i) The Burlington lot and DCM lot are well-suited for commuter parking; Kroehler lot is geometrically efficient in its current state.
- ii) "Balanced" is defined as distributing parking in closer alignment with where commuter's live, lessening the impact to the neighborhood and ensuring the safety of pedestrians.
- iii) "Efficient" is defined as providing ease of access egress

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

a) Notes:

- i) The Steering Committee and Ryan do not recommend use of Kendall, Burlington Square or other nearby parks for temporary parking solutions during project phasing.

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

a) Notes:

- i) Adaptable parking structures require additional height and cost. If the Kroehler parking lot remains as parking, it could offer flexibility should parking demands change.

PEDESTRIAN SAFETY & CONNECTIVITY WG.

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

a. Notes:

- i) Includes east-side of Loomis (at-grade) crossing, Ellsworth tunnel and the Washington Street underpass.
- ii) Provide additional lighting beyond minimum security lighting, while observing dark sky compliance.
- iii) Wider spaces to accommodate pedestrians, bicycles, wheel chairs and stroller traffic

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

a. Notes:

- i) Addresses community concerns regarding limited options to safely cross the train tracks.
- ii) Subject to Metra / BNSF agreement and engineering.
- iii) Security and enhanced aesthetics should be considered.

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

a. Notes:

-



- i) Improvements could include the removal of on-street parking, enhanced pedestrian crossings, adding (pedestrian-scale) street lighting, additional landscaping, wider sidewalks, etc.
- ii) Consideration should be given to public safety operations, snow removal, larger greenspaces, landscape maintenance, traffic, etc.
- iii) Minimize pedestrian/vehicular intersection points to reduce conflicts.