

# 5<sup>th</sup> Avenue Community Baseline Concept Presentation Meeting Summary

Hosted by the 5<sup>th</sup> Avenue Steering Committee

September 19, 2019

Naperville Municipal Center Council Chambers

## STEERING COMMITTEE PRESENT:

Councilman Kelly, Councilwoman Brodhead, Dr. Bob Buckman, Marybeth Box, Thom Higgins, Jim Hill, Jessica Lyzun, Jim Ruhl, Kim Stull, Laura Zeman

## OTHER CITY COUNCIL MEMBERS PRESENT: White, Krummen, Sullivan, Hinterlong

## RYAN COMPANIES TEAM:

Kevin Clark, Lakota Group	Dan Walsh, Ryan Development
Lon Stousland, Ryan Arch. Design	Brent Bunke, Ryan Architectural Design
Becky Diehl, Ryan Marketing	Clair Scott, Ryan Marketing
Brandon Raymond, Ryan Development	Rory Fancler, Kimley Horn
Matt Stevens, Ryan Architectural Design	Curt Pascoe, Ryan Development
Jim Herbst, Ryan Construction	Jim McDonald, Ryan Development
Katie Veenstra, Ryan Arch. Design	

## CITY STAFF PRESENT: City Manager Krieger, Schatz, Emery, DiSanto, LaCloche

## PUBLIC ATTENDEES:

Clark	Calbuell	Lane	Fenu	Barb	Lamb	Jennifer	Reckamp
Jean	Chastain	Ron	Francyk	Bruce	Lamb	A	Rodriguez
Dara	Delorenzo	Alan	Gaffner	Bill	Lannin	Mike	Ryder
Erin	Franczyk	Mrs.	Garrison	Allison	Longenbaugh	Jackie	Schaefer
Alexis	Lowry	Thomas	George	Richard	Lowry	Jim	Shanchuh
Sandy	Miller	Clark	Gray	John	McCarthy	Randy	Smith
Sarah	Orleans	Suzanne	Harris	Linda	Miller	Marilyn	Sullivan
Amy	Phillips	Sara	Havel	Cindy	Montera	Anne	Swanson
Jim	Picchetti	David	Hayard	Marybeth	Nagi	Jennifer	Taylor
Greg	Scalia	Barb	Hiltz	Tom	Neuendorf	David	Trollope
Dennis	Van Laerhoven	Rod	Hiltz	Dominic	Nugent	Michael	Venegani
Patrice	Basso	Rick	Hitchcock	Todra	Oker	Jason	Wald
Barbara	Benson	Karen	Hogan	Hearthier	Ory	MaryLou	Wehrli
Kathy	Benson	Erin	Keables	David	Patzelt	Ed	Williams
Ester	Calbuel	Brian	Kelly	Nick	Pervan	Robin	Williams
Jay	Crawford	Tim	King	Eddie	Postiglione	Barb	Wong
Gail	Diedrichsen	Jayne	Koller	Gary	Postiglione		

City Manager Krieger called the meeting to order at 6:05 pm by welcoming those in attendance and reviewing the agenda.

Jim McDonald initiated the formal presentation of the baseline concept by introducing the 12 members of team including representatives from Lakota Group (Landscape Architects) and Kimley-Horn (Transportation Planners and Engineers). The presentation began with an overview of the vision presented by Mr. McDonald:

- Focus on trying to create a place that is a multi-purpose hub for community connectivity
- The goal to make this project the premier example for a sustainable, wellness-focused community
- To be bold and dream big to create a development that is going to be a catalyst for the future of Naperville

Each of the Ryan Team members presented different aspects of the baseline concept. Highlights of the presentation included:

- On-going efforts to actively collaborate with the DuPage Children's Museum to make a final design that benefits all
- Added architectural and greenspace features
- Improvements to the commuter parking based on feedback received with respect to an increase in quantity of spaces and location of spaces south of the tracks
- On-going efforts to collaborate with PACE, Metra and BNSF to focus on opportunities to further enhance the commuter experience
- Separation of modes with specific areas designed for buses, kiss & ride, and pedestrians
- Areas identified to expand bicycle parking and amenities, defined commuter walk routes, and new walk to school routes
- Efforts to study traffic improvements along existing streets and intersections
- Affordable housing in conjunction with other housing options – market rate apartments, workforce housing, rowhouses and townhomes.
- WELL - -a global initiative which builds upon LEED by focusing on the people - more than just building, but the entire neighborhood experience. This project is an opportunity to be the first WELL certified community in the Midwest – further promoting Naperville as a strong forward focused community where all residents can thrive

A brief recess was called prior to beginning public Q&A.

Nineteen speakers provided comments, asked questions and offered suggestions. Specific issues raised included:

- Concerns about how affordable housing will impact existing neighborhood home values
- Concerns about the high number of affordable units
- Concerns about overall height
- Need to protect Burlington Square Park
- Segregation of affordable housing units onto the Parkview Lot
- Lack of guest parking for residential uses

- Impact of the construction from this project and other developments in the vicinity on residents living in the area
- The canyon-like feel created by the buildings on either side of Washington Street south of the tracks compared to the more open feeling of the stepped back buildings and Kensington Park north of the tracks
- Concerns about cut thru traffic from the proposed DuPage Children's Museum (DCM) Deck
- Concern about safety of children walking to school
- Concerns about back-up of commuters on Washington waiting to turn left into the proposed parking deck at DCM during morning rush.
- Concern about the number of overall spaces added to DCM
- Concerns about train capacity and development exacerbating existing problems
- Viability of office and retail uses; possible economic downtown
- Disappointment with the city's current maintenance of its facilities and the prospect of it successfully maintaining the additional parking deck facilities

Suggestions included:

- Swap the location of the Pace Bus queueing south of the tracks with the proposed kiss & ride on the Parkview lot to provide closer access to the station for kiss& ride passengers who access the station throughout the entire day (vs. more limited window of Pace activity)
- Request for study of the number of kiss & ride spaces needed
- Avoid use of tree grates
- Provide additional green spaces within the proposed plaza and staircase from Washington
- Provide a detailed numeric breakdown of existing and proposed green space areas
- Consider relocating the 109 surface parking spaces on the Kroeler lot to the south of 5<sup>th</sup> Avenue into the structured parking facility in order to expand green space north of 5<sup>th</sup> Avenue
- Study options to improve safety of the Spring Avenue intersection with Washington Street
- Reduce the number of residential units and the overall height
- Reduce the size of the staircase from Washington in favor of further expanding the plaza
- Remove on-street parking
- If on-street parking must remain, reduce by one less space at each intersection and add curb bump outs to improve pedestrian crossing safety
- Consider putting a 1 story of building on top of the wellness center to further transition height to other buildings
- Seek to reuse water collected in storm water vaults
- Utilize roof space – solar panels, green roofs and more
- Think more about the fact that this area is first a train station district...pedestrian and commuter experience needs to be further enhanced
- Capitalize on southern exposure with additional solar installations
- When conducting traffic studies, be sure area of study extends east to address cut thru traffic on North and Charles
- Provide a physical barrier to the train tracks that is well designed (attractive) and provides safety for children and other users of the plaza space

During the Q&A the Ryan Team discussed:

*Affordable Housing.* Ryan noted that the separation of units in the baseline concept allows for access to state, federal and other funds, which is the best way to leverage investment into this type of housing product. It also helps to ensure that the affordability is long-term due to tax credits. Grant support will allow for more sustainability features and a high-quality property amenities that will add to the value of the entire development.

*Safe School Walk Routes.* Ryan emphasized that pedestrian safety is a top priority for the team which they will continue to explore. Suggestions raised during the Q&A to address safety issues at Spring and Washington have been on City's radar for more than a decade. Ryan team hasn't found a solution yet, but is continuing to look at opportunities. Their next step is to conduct a traffic study to model existing and anticipated traffic patterns, queues and turns to appreciate what patterns will look like in the future with the parking deck and mix of uses. This effort will include quantifying the future queues. That information will inform the pedestrian improvements.

*Residential Market.* The Ryan Team explained, based on their experience and understanding of real estate markets, there is no better spot for apartments than along a train line. Jim McDonald noted that over last 2 years their team has repeatedly heard that Naperville's success has created a barrier to entry because prospective residents cannot afford to live in Naperville. To that end, the market study demonstrates a strong market for millennials and seniors. An updated Residential Market study is being finalized. A similar strong market condition for apartments is expected.

*Commuter Parking South of Tracks.* In response to concerns about the parking provided on the DCM lot, the Ryan Team explained that the location and quantity shown on the baseline is a direct reflection of the team's understanding where commuter parking holders currently resident. 84% of permit holders live south of the tracks. Providing more access south of the tracks was a priority identified last year. The Parking Working Group identified this solution to provide parking south of the tracks with an easy right out to head southbound. This action was also directed by City Council in July.

*Strategies for "Future Proofing".* This idea was specific to the parking decks and the need to consider uses of the structures beyond parking at some point in the future. One strategy is to provide the 109 surface spaces on the Kroehler lot as a means to provide flexibility to accommodate a future use. With respect to the parking deck construction practices, special attention could be given to flat floor plates, strategic placement of stairs and elevators, increased floor-to-floor heights to allow for easier conversion of the structures to other uses in the future.

The meeting adjourned after the final Q&A response at 10:00pm.