

# WE BUILD STORIES



5th Avenue Development  
City Council Workshop

December 19, 2017



## EXECUTIVE SUMMARY

Nine Group Input sessions were held over a five-week period, beginning on October 26, 2017 and ending on November 21, 2017. These sessions were intended to give participants an open opportunity to express their concerns, opinions, ideas, etc., regarding the 5th Avenue Development.

Ryan's goal was to establish a working knowledge of the opportunities and critical issues related to this development.

***Guiding Principles*** included:

- Be patient and do not attempt to build consensus on an issue too quickly.
- Collect qualitative information and context about issues important to all participants from their perspective and in their words.
- Encourage open dialogue. Participants must feel comfortable speaking.

Along with the Executive Summary, this document includes the following:

- A summary of the **high-level themes**, which consolidates the meeting notes into key topics
- A **comprehensive summary**, which sorts the meeting notes into more specific categories
- **Complete meeting notes** (as reviewed/edited by community members)

As we move forward, all of the information contained within this document will be used as a guide for the concept creation phase that lies ahead. Specifically, this information is intended to:

- Further evaluate the opportunities and challenges
- Identify areas requiring quantitative analysis
- Establish Working Group topics

We sincerely appreciate the time the community, City Staff and City Council has given to date. It is amazing to see the community's passion and engagement and we are excited discover what lies ahead.

The Ryan Team





## HIGH-LEVEL THEMES

The following is a summary of the high-level themes, which consolidates the meeting notes into key topics. These topics include land use, traffic/pedestrian safety, parking, storm water, train/bus/transit, design, DuPage Children's Museum, financial and other issues.

### ***Please Note:***

Given the open dialogue format of the input sessions it's reasonable to assume that some comments may have been missed, however all attendees were given the opportunity to review and add content/context at their discretion.

Additionally, a number of the comments recorded during the input sessions did not clearly fit within one of the common groupings or themes. We chose to place those comments in a miscellaneous section. Please review the summary for more detail.

Land use and height will require additional surveys focused on quantitative analysis. Land use will also require a market study while others will need further professional input and supplemental technical data.

### **LAND USE**

A significant amount of time within each input session was spent discussing multiple options for the use of the land. Some folks commented, "there could be wants, but there are no unmet needs," while others focused the conversation on retail, a variety of housing needs, greenspace, office, community space and additional parking.

### **Housing**

Suggestions included a variety of (housing) product types, including multi-family apartments, senior housing, affordable housing, attainable housing, condos, townhomes and single-family.

### ***Concerns:***

Concerns were raised regarding density, the traffic impact, massing, location within the development, school overcrowding and cost.

### **Retail**

Suggestions included a range of smaller, boutique retail interests, including restaurants, coffee shops, bars, as well as service related retail that would benefit the area residents. Some attendees mentioned a desire for unique retailer's that offered a "neighborhood feel," in lieu of "big-box" retailers, while others were interested in adding a neighborhood grocer.

### ***Concerns:***

Concerns were raised regarding the lack of demand, empty storefronts, hours of operation, type of retail and competing with downtown Naperville.

**Office**

Suggestions included offering some amount of office focused on reversing the commute and bringing business to Naperville. Other suggestions focused on co-working space and space for local colleges and universities.

**Greenspace**

The conversations centered on adding greenspace (as a part of the development) and improving the utilization of the existing greenspace in the area. Specific suggestions included enhanced greenspace within the public realm, roof top gardens, open spaces to encourage outdoor activity all year, enhanced hardscape features, etc. Attention was given to improving the neighborhood/community experience.

***Concerns:***

Concerns were raised regarding the cost impact of greenspace, as well as utilizing existing parks for either temporary or permanent parking.

**Community Space**

Suggestions included community gathering spaces (for concerts, farmer's market, relaxation, etc.), fitness space, a performing arts center and a daycare.

***Concerns:***

Some attendees voiced concern regarding including a performing arts center within the development.

**TRAFFIC/PEDESTRIAN ISSUES**

Much of the conversation focused on ways this development will address current traffic concerns during peak times while also improving pedestrian safety, routing and experience.

**Traffic**

Suggestions included improving traffic flow and safety along 5th Avenue, traffic patterns at adjacent intersections and controlling traffic flow through the neighborhoods.

***Concerns:***

Several concerns were raised regarding the commute time to/from the train station, safety issues along roadways and potential increases to traffic and congestion.

**Pedestrian Issues**

Participants talked at length about improving pedestrian access to nearby schools, parks, the train station and downtown. Suggestions included improved/dedicated sidewalks and bike lanes, smart crosswalks, better way-finding, elevated walkways, etc.



***Concerns:***

Several concerns were raised regarding safe school access, controlled/dedicated pedestrian routes and adherence to existing traffic laws.

**HEIGHT**

The conversations generally centered on aligning with the height of the Kroehler building, as well as height limits recommended by previous land use studies. There was some willingness to address additional height, subject to location within the development and need (to address other critical issues).

***Concerns:***

Concerns were raised regarding massing, sun-shading effects, and sight-lines.

**PARKING**

The conversation seemed to focus on both existing parking concerns as well as future functional improvements, such as removing parking along 5th Avenue, underground versus above-ground parking structures, distribution of commuter stalls and the use of technology to improve operations.

***Concerns:***

Participants raised a number of concerns including additional commuter parking, efficiency of the parking operation, location of potential parking structures and the impact on commute times.

**STORM WATER**

The conversation focused on existing storm water issues and the opportunity/impact of this development. Specifically, any new project cannot exacerbate current concerns and should be utilized as a method to solve storm water issues in the neighborhood where appropriate. Suggestions included permeable pavers, additional greenspace, detention pond or underground vault and updated neighborhood infrastructure.

***Concerns:***

Several residents were concerned this development will adversely affect an already stressed storm water system.

**TRAIN/BUS/TRANSIT**

The conversation seemed to focus on the existing multi-modal functional issues and how they could be improved. Those issues included over-crowding of the Metra trains at peak times, usage of the existing bus system, and the commuter experience.



***Concerns:***

Questions were raised about Metra's capacity and ability to increase service, specifically at this location. Additionally, a number of functional concerns were raised regarding bus system, including usage, operation/flow at the train station and route times. Regarding commuters, the conversation focused on identifying opportunities to improve the commuter experience. It was clear this development should not make the experience worse.

**DESIGN**

The conversations covered a number of topics, including functional issues (i.e. ADA, LEED, & adjacencies), aesthetics, comparable locations/projects and connectivity to downtown. It's expected the design should function efficiently, while embracing the character of the adjacent properties/neighborhoods, and potentially adding some modern elements. Participants used phrases such as, "timeless design," "not invasive to the neighborhood," "beautiful," "not sterile," "maintain livability," and "should feel organic."

***Concerns:***

Participants raised concerns about massing and adjacencies, as well as physical connectivity to downtown.

**DUPAGE CHILDREN'S MUSEUM**

The conversations included multiple options such as keeping the museum in place, locating it elsewhere within the development or potentially relocating outside of the development area. Generally, the location should reflect the best interests of the DCM, city and community.

***Concerns:***

Participants raised concerns regarding recent costs spent to rehab the existing museum and future potential cost impacts to the City of Naperville.

**FINANCIAL**

The conversations focused on achieving a project that is economically viable.

***Concerns:***

Participants raised concerns regarding negative impact to property taxes and valuations, TIF, and optimal land usage.

**OTHER ISSUES**

Throughout the input sessions, topics were raised that do not tie directly to the 5th Avenue Development. These topics included the cow tunnel, building a new train station, relocating the library, etc. Please refer to the detail summary for additional clarification.



## SECTION 2

# Comprehensive Summary



## LAND USE

Input Session	Do Not Redevelop/No Needs
1	<ul style="list-style-type: none"> <li>Area does not need to be developed.</li> </ul>
1	<ul style="list-style-type: none"> <li>Parking, managing commuters and no needs (safer, efficiency of parking)</li> </ul>
1	<ul style="list-style-type: none"> <li>Doesn't feel they 'need' anything.</li> </ul>
2, 7, 8 & 9	<ul style="list-style-type: none"> <li>N/A</li> </ul>
3	<ul style="list-style-type: none"> <li>Several residents feel nothing needs to be done with the space</li> </ul>
4	<ul style="list-style-type: none"> <li>Resident feels he has no unmet need for this location</li> </ul>
5	<ul style="list-style-type: none"> <li>Resident believes that overwhelming consensus of previous input sessions states that nothing should be done</li> </ul>
6	<ul style="list-style-type: none"> <li>It's not a destination, it's a train station" Resident does not want it to be vibrant, they want it to only be a train station</li> </ul>

Input Session	Housing Opportunity
1	<ul style="list-style-type: none"> <li>Concerned about density due to traffic concerns</li> </ul>
1	<ul style="list-style-type: none"> <li>Multifamily Residential</li> </ul>
1	<ul style="list-style-type: none"> <li>No more families due to school over-crowding</li> </ul>
1	<ul style="list-style-type: none"> <li>Concerns about additional residents/cars already coming into the area with this development</li> </ul>
1	<ul style="list-style-type: none"> <li>Senior housing given as a suggestion as Ellsworth Elementary is jam packed.</li> </ul>
1	<ul style="list-style-type: none"> <li>senior housing work</li> </ul>
1	<ul style="list-style-type: none"> <li>No condos</li> </ul>
1	<ul style="list-style-type: none"> <li>Opposed to housing of all kinds.</li> </ul>
1	<ul style="list-style-type: none"> <li>If we pursue senior housing your limiting yourself to retail for seniors</li> </ul>
1	<ul style="list-style-type: none"> <li>A high-density multifamily residential use will impose a much larger load on infrastructure that Green-space</li> </ul>
2	<ul style="list-style-type: none"> <li>Adding new residential and business areas is fine as long as the plan can easily absorb the increased traffic.</li> </ul>
2	<ul style="list-style-type: none"> <li>Parking is a concern; a big apartment building might not help/solve that problem.</li> </ul>
2	<ul style="list-style-type: none"> <li>Public Works building could be an ideal space for row houses.</li> </ul>
2	<ul style="list-style-type: none"> <li>Don't see senior living moving there, the trains would bother them.</li> </ul>
2	<ul style="list-style-type: none"> <li>We are seeing many more people moving back to Naperville. Resident believes residential development would do well in this area.</li> </ul>
2	<ul style="list-style-type: none"> <li>Resident would like affordable housing for seniors and young professionals who want to stay in the neighborhood. Senior housing in downtown Naperville failed and was sold to North Central.</li> </ul>
2	<ul style="list-style-type: none"> <li>Concerns about shaking, smell and noise if residential spaces are built near the train</li> </ul>
2	<ul style="list-style-type: none"> <li>We don't need additional residential. Residential building means more pedestrians and its very dangerous to walk in the neighborhood.</li> </ul>
2	<ul style="list-style-type: none"> <li>Would like to be more residential with row houses - Bryant Park in NYC or North Pier</li> </ul>
3	<ul style="list-style-type: none"> <li>Density is a concern as well as height. It will dramatically change the character of the neighborhood.</li> </ul>
3	<ul style="list-style-type: none"> <li>Several residents moved out of the city to get away from the density. Keep the quiet, "suburban" neighborhood</li> </ul>
3	<ul style="list-style-type: none"> <li>There is a benefit to senior housing. They "don't do rush hour". They will shop during off-peak hours. Minimal parking is needed.</li> </ul>
3	<ul style="list-style-type: none"> <li>Concern about senior housing in this area will not be able to access hospital quick enough.</li> </ul>
3	<ul style="list-style-type: none"> <li>There is a growing demographic of healthy, active seniors who need housing and would like to stay in their neighborhood.</li> </ul>

3	<ul style="list-style-type: none"> <li>• Senior Home Sharing currently has one site on Eagle Street and would like to see Ryan donate some land to help build shared living for seniors that would include light support. There is 49% of the county's population that need affordable housing but isn't classified as low income that need housing options.</li> </ul>
3	<ul style="list-style-type: none"> <li>• 104 East 11th avenue are a good example of condos</li> </ul>
3	<ul style="list-style-type: none"> <li>• The demand for development comes from outside the area. Residents are looking to move to the area.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Senior housing cannot flourish without the right interior plan and proper amenities. This could be an opportunity for the city to subsidize the cost of living for seniors.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Could be a good site for housing for adults with disabilities as well as seniors.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Schools are already packed.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Density can cause more traffic issues, overcrowding in schools, and more commuter issues, Ellsworth School is already overcrowded.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Seniors, affordable housing</li> </ul>
4	<ul style="list-style-type: none"> <li>• Schools are crowded; can't imagine having more housing – where are the kids going to go? Where to put the schools?</li> </ul>
4	<ul style="list-style-type: none"> <li>• Don't want high density – don't think the schools as they are currently set up could handle</li> </ul>
4	<ul style="list-style-type: none"> <li>• Opportunity for some housing, i.e. senior or low housing</li> </ul>
5	<ul style="list-style-type: none"> <li>• Empty nesters have limited housing options. Need non-single-family options that are central to Naperville.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Resident expects high demand for millennial housing; but an active luxury/high-end 55+ age-restricted independent housing project would be well received while limiting impacts on schools and Metra. Several residents agreed.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Allows residents who have spent decades in town remain in town when a single-family home is no longer needed.</li> </ul>
5	<ul style="list-style-type: none"> <li>• 2 BR condos; Main Place condo development referenced as a failed project.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Adding housing on 5th avenue will add to the traffic issues.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Aurora river complex as an example of an integrated 55+ community.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Need young professional affordable housing otherwise they'll leave the community. They like the cultural of Chicago. The cost of living is cheaper in the city versus Naperville</li> </ul>
5	<ul style="list-style-type: none"> <li>• City to clarify attainable housing versus affordable.</li> </ul>
5	<ul style="list-style-type: none"> <li>• May be room for both attainable and affordable housing in the development</li> </ul>
5	<ul style="list-style-type: none"> <li>• Affordable housing has been a goal of Naperville for the last 15 years. The city needs to work it into this development.</li> </ul>
5	<ul style="list-style-type: none"> <li>• \$300-400k homes are not affordable to millennials nor many 55+; there is plenty of housing stock at \$500k+</li> </ul>
5	<ul style="list-style-type: none"> <li>• Resident looks at west side and north side as two different developments. He would like to see something that would interest families such as high-end houses or townhouses and a park on the north side</li> </ul>
5	<ul style="list-style-type: none"> <li>• Young families, veterans, disabled community do not have an affordable place currently for Naperville</li> </ul>
5	<ul style="list-style-type: none"> <li>• Concern about bringing in young families will overcrowd at Ellsworth and Washington Junior High; family-friendly housing may not be a benefit to the school system</li> </ul>
5	<ul style="list-style-type: none"> <li>• Housing will give the city the biggest bang for the buck in property taxes – townhomes &amp; condos in particular</li> </ul>
5	<ul style="list-style-type: none"> <li>• Housing should be included for both 55+ and young professionals to avoid both demographics leaving Naperville</li> </ul>
5	<ul style="list-style-type: none"> <li>• Adding housing on 5<sup>th</sup> avenue will add to the traffic issues.</li> </ul>
6	<ul style="list-style-type: none"> <li>• The city might feel that there could be more senior housing but the current residents don't feel that there is that need.</li> </ul>
6	<ul style="list-style-type: none"> <li>• There is a need for affordable senior housing. Any one on a fixed income cannot afford to stay</li> </ul>
6	<ul style="list-style-type: none"> <li>• There was a senior place on Washington and the market crashed so all of the seniors had to move out</li> </ul>

6	<ul style="list-style-type: none"> <li>There is an underserved community- older people who aren't ready to move into a nursing home who want to stay in Naperville. They want to stay in Naperville, not interested in moving to Florida or a warmer climate. They would love to have a place in the area to stay. Mature living, less cars, would love to be able to walk downtown, use the train to Chicago, enjoy the local environment. Walk to North Central and the cultural things they offer. A community like that, people would be wanting to move there. You wouldn't need to create another school or impact the school system. Would like to be able to continue to afford to still live in Naperville</li> </ul>
6	<ul style="list-style-type: none"> <li>If you consider adding residences City needs to look at how it will affect the schools. Residents don't want their kids bused to the south side schools</li> </ul>
6	<ul style="list-style-type: none"> <li>Active seniors are underserved in the community. Resident wants to stay in Naperville and would like a small-place in a 55+ community. Will not contribute to parking or traffic and allows them to enjoy access to downtown, take the train, and amenities of North Central. Also won't contribute to school overcrowding</li> </ul>
6	<ul style="list-style-type: none"> <li>Senior community on Main St. failed. (another resident clarified there were other issues involved</li> </ul>
6	<ul style="list-style-type: none"> <li>Thinking about the size of residential in regards to affordability. Build smaller residences – 2 bedrooms</li> </ul>
6	<ul style="list-style-type: none"> <li>Take into consideration the size of any residential added. Affordability can be impacted by being near downtown.</li> </ul>
6	<ul style="list-style-type: none"> <li>Paul Ehrlic's theory about Zero Population Growth. Every human problem is either created or aggravated by too many humans. Land is what drives parking and traffic. If you make a bad decision on land use it effects the other categories. The idea of putting a 6-story condo building is crazy.</li> </ul>
6	<ul style="list-style-type: none"> <li>No new residents</li> </ul>
6	<ul style="list-style-type: none"> <li>Maybe keep residential to 2 bedrooms max</li> </ul>
7	<ul style="list-style-type: none"> <li>Add attainable senior housing (55+) complex</li> </ul>
7	<ul style="list-style-type: none"> <li>Single family homes, possibly two-story townhomes at Kroehler park</li> </ul>
7	<ul style="list-style-type: none"> <li>Attracting families will cause Ellsworth to be severely overcrowding and will cause the school district to redistrict. All families with young children will be affected by this.</li> </ul>
7	<ul style="list-style-type: none"> <li>Add residential</li> </ul>
8	<ul style="list-style-type: none"> <li>If there is a residential component to the development it may help to support any new commercial development unlike previous stores.</li> </ul>
8	<ul style="list-style-type: none"> <li>The new residential units coming online</li> </ul>
8	<ul style="list-style-type: none"> <li>There is a lack of quality multi-family housing for people to age in place near the downtown area.</li> </ul>
8	<ul style="list-style-type: none"> <li>Resident says there aren't any affordable housing options for 55+. She would like to see some in this area.</li> </ul>
8	<ul style="list-style-type: none"> <li>Something would need to be affordable for people, price point for Naperville Station is fine for this area and that is even over in price (\$500,000 to \$700,000).</li> </ul>
8	<ul style="list-style-type: none"> <li>If you are 55+ and you want to downsize but stay in Naperville there are no opportunities closer to the center of town. Need a place to enjoy the amenities of Naperville and be Able to walk to the train.</li> </ul>
8	<ul style="list-style-type: none"> <li>Do we really need more housing?</li> </ul>
8	<ul style="list-style-type: none"> <li>Don't want housing that is so affordable that the North Central College students move in and cause noise issues.</li> </ul>
8	<ul style="list-style-type: none"> <li>Downers Grove has row homes that could fit into the neighborhood.</li> </ul>
9	<ul style="list-style-type: none"> <li>Multifamily</li> </ul>
9	<ul style="list-style-type: none"> <li>Maybe condos would be better. People who buy care more.</li> </ul>
9	<ul style="list-style-type: none"> <li>Not sure senior housing would sell</li> </ul>
9	<ul style="list-style-type: none"> <li>Have an ownership model versus a rental model</li> </ul>
9	<ul style="list-style-type: none"> <li>Building on Benton has a 5 year wait for people to get into that building. It's one-floor living for seniors. There is none of that in the city. Very few elevator buildings in the city. Could work for both young professionals and seniors.</li> </ul>
9	<ul style="list-style-type: none"> <li>Dedicated senior living is all over Naperville.</li> </ul>
9	<ul style="list-style-type: none"> <li>Would get pushback on putting townhomes near the neighborhood. They don't fit with the single family homes.</li> </ul>
9	<ul style="list-style-type: none"> <li>Break up Kroehler lot into spaces for single family homes</li> </ul>

Input Session	Retail Opportunity
1	<ul style="list-style-type: none"> <li>• Include space for Harry's café &amp; coffee and space to work before the train arrives</li> </ul>
1	<ul style="list-style-type: none"> <li>• Retail</li> </ul>
1	<ul style="list-style-type: none"> <li>• We'd rather see things we could use rather than parking – neighborhood friendly store.</li> </ul>
1	<ul style="list-style-type: none"> <li>• More neighborhood friendly options – Specialty shops, coffee, gym</li> </ul>
1	<ul style="list-style-type: none"> <li>• No retail</li> </ul>
1	<ul style="list-style-type: none"> <li>• Overall, retail is better placed in the empty storefronts on Ogden. Some exceptions would be understandable.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Commuters are not going to stop and shop. They want to get home to their family.</li> </ul>
1	<ul style="list-style-type: none"> <li>• If doing it for Senior Housing just need to service that audience.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Put 3-story residential on north side of any parking deck by train station to blend it into neighborhood better.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Residents also value the convenience of have some retail service businesses situated in the subject development. The following types of businesses have been mentioned.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Smaller format retail space is preferred. The residents are not interested in bars, nightclubs, "big-box" format, or anything that would place a high load on area roadways, particularly during peak commuter hours. Adequate access for deliveries to these businesses should be provided and not encroach on the neighborhood.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Small grocery / specialty food</li> </ul>
1	<ul style="list-style-type: none"> <li>• Coffee shop / diner</li> </ul>
1	<ul style="list-style-type: none"> <li>• Movie theater</li> </ul>
1	<ul style="list-style-type: none"> <li>• Dry cleaner</li> </ul>
1	<ul style="list-style-type: none"> <li>• Hair Salon / barber shop</li> </ul>
1	<ul style="list-style-type: none"> <li>• Family restaurant</li> </ul>
1	<ul style="list-style-type: none"> <li>• Boutiques</li> </ul>
1	<ul style="list-style-type: none"> <li>• Art Galleries / interior design</li> </ul>
1	<ul style="list-style-type: none"> <li>• Smaller performance space</li> </ul>
1	<ul style="list-style-type: none"> <li>• Book shop / News stand</li> </ul>
1	<ul style="list-style-type: none"> <li>• Gym / Dance studio</li> </ul>
1	<ul style="list-style-type: none"> <li>• Medical / Dental / pharmacy</li> </ul>
2	<ul style="list-style-type: none"> <li>• Would like to see a small market or grocery store (may not be sustainable per history)</li> </ul>
2	<ul style="list-style-type: none"> <li>• Cafés and restaurants that look out onto a park</li> </ul>
2	<ul style="list-style-type: none"> <li>• Tough area for retail - The market is usually smaller than people think it is. Naperville is already saturated and there are many vacant spaces</li> </ul>
2	<ul style="list-style-type: none"> <li>• Retail options for commuters is not viable. Commuters just want to go home.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Don't need storefronts but maybe some coffee shops, cafes and restaurants.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Concerned about the uses for the space. There will be an economic downtown at some point and retail spaces will go vacant. Do not include shopping.</li> </ul>
3	<ul style="list-style-type: none"> <li>• One resident felt they don't need more restaurants and bars. Other residents would like a nice family restaurant.</li> </ul>
3	<ul style="list-style-type: none"> <li>• 5th avenue has been a retail revolving door</li> </ul>
3	<ul style="list-style-type: none"> <li>• Small, independent stores and restaurants with a neighborhood feel</li> </ul>
3	<ul style="list-style-type: none"> <li>• Resident would welcome Mom and Pop stores and restaurants. Needs to be developed responsibly.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Look at current vacant stores downtown.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Long term viability of retail is not good due to online shopping.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Dry cleaner, coffee, shop, wine store, small restaurant would be OK</li> </ul>
3	<ul style="list-style-type: none"> <li>• All small business near the train have come and gone over time.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Use of buildings is a concern. Kroehler building has retail that faces inward and not towards the street. This allows residents to not have to see any vacant units. Putting in additional shopping and more business is not an appropriate use of this area.</li> </ul>
3	<ul style="list-style-type: none"> <li>• One resident not interested in more restaurants and bars, but some disagreed and suggested that it just needs to be appropriate for the area. An entertainment district would not work here and would be too large. Kreger's is a good example of something that would be the right size for this neighborhood.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Would like a couple restaurants in 5th avenue – coffee, place to pick up snacks, etc</li> </ul>

4	• Boutique retail or a small place to grab a glass of wine while waiting for the train would be nice
4	• Most retail needs are met, but winter farmers market is missing.
4	• No big box retail
4	• Resident loves the idea of shops like Downers Grove – specialty grocery shop with small dining area. Scale the retail appropriately. Need better connectivity to these shops for longevity
4	• Would love an amazing restaurant or coffee shop; six shops in downtown alone but I have to walk there.
4	• Liked the lemon tree in the café – Downers Grove – total use for shops; should be scaled appropriately
4	• On the subject of past failed restaurants and/or empty retail space meaning we shouldn't add that to this development, I think that thinking is unfair. The last restaurant was an old concept in a dated non restaurant friendly space (no outside windows, lobby entrance, old building, etc.) this is a unique location (train access) and will be a custom new build. It probably can't and shouldn't support a host of stores and restaurants but it would be a great desirable successful location for one restaurant
5	• Small restaurants, specialty shops would be a benefit. Kroehler building as a reference, but noted they did fail. Amenities to keep commuters in the area longer. A small market or grocer would also be beneficial.
5	• Resident noted Trader Joe's or similar walkable to the train, to capture commuters before they leave in their vehicles. Boutique shops would also help; a rent point lower than downtown Naperville to assist mom and pop shops
6	• Coffee shop near the station, or near the station ticket window especially in the winter time
6	• A small, family run place would be appealing, done properly with the neighborhood feel. Not a chain restaurant.
6	• Outside eating spaces are prized
6	• For people who don't have to leave the area they would like to have somewhere to grab a bite to eat, or a dry cleaner, or coffee shop.
6	• There used to be some restaurants on 5th Ave that were nice to visit but they are no longer there.
6	• There was a brewery that actually did well but they moved.
6	• Would like to have a restaurant and/or a bar
6	• If resident is going to be impacted he would like to benefit from it. Would like shops he can walk to and use
6	• A higher-end bar would be nice
6	• A restaurant with bar would be great for the area
6	• If done properly, with a neighborhood feel, a restaurant could thrive
6	• Group prospective: restaurants vs. bars-there are already bars near the neighborhoods. Maybe a nicer bar would be nice. A restaurant that has a bar would be best
6	• There was a family restaurant, They were successful when the neighborhood used them, now people go downtown
6	• Maybe Small Retail
7	• Businesses thrived 30 years ago but tanked in 5-7 years.
7	• Keep restaurants and bars closer to Washington and not neighborhood-facing.
7	• Consider renderings for 41 W. Jefferson (combo retail)
8	• Provided parking and traffic is resolved, resident would like to see commerce that benefits the overall community. Examples might include coffee, ice cream, breakfast place, upscale sports bar, space for kids, dry cleaner, boutique retail, small grocery, quick service family restaurant
8	• Commuter said he would only use retail that was very quick in and out – not a restaurant.
9	• A lot of retail is not going to work in this area (such as clothing shops)
9	• Small businesses seem to work well in the Kroehler building
9	• Probably won't have sole proprietorships or boutiques wanting to rent in Kroehler.
9	• Retail should be more mindful lifestyle organic, exterior based retail experience
9	• Outside stores thrive vs. a mall atmosphere
9	• Geneva commons is a good example of an outside retail space.
9	• Amenities that support the residents in the area – one or two restaurants.

- 9 • It's a walkable community and people enjoy the urban feel. It would be nice to have a few things to walk to. A small grocery with prepared food, coffee shop and a restaurant would be good.
- 9 • Kroehler building may not be as successful as it could be if it had exterior entrances to restaurants and retail.

Input Session	Office Opportunity
1	• No office
1	• A co-working space, commuter space, community space, gym with a better business model than YMCA.
1	• Office
1	• Institutional
2	• Naperville thrived previously because we had jobs here. The reason there are more commuters is because the jobs have gone to the city. Find a large company to be a part of the plan to bring jobs.
3, 6 & 8	• NA
4	• Ability for office share
5	• A wide variety of uses are required. Office, gym, grocer, daycare. Provide uses that meet the needs of the neighbors and commuters. Could alleviate some of traffic issues during rush hour.
5	• Shared work space for telecommuting, hot desk concept
5	• Graduate classes in the office space for commuters. Provide satellite campus space for multiple colleges.
7	• Office space would be good and encourage a reverse commute
7	• Office space would do very well in this area given in the access to the train and the walkability to downtown.
9	• If you put in an office building it will impact the school walkers and office workers
9	• Maybe work spaces
9	• Shared workspace (co-working space). The college may support this as well.

Input Session	Greenspace
1	• Underutilizing east end of Kendall Park - prime area along Washington. Suggests greenspace not utilized on south.
1	• Green-space
1	• East end of Kendall Park is not used.
1	• Incorporate park atmosphere
1	• Greenspace is a need
1	• Care should be taken with respect to preserving a streetscape that is pleasing and provides a smooth visual transition between the neighborhood and the subject property
2	• Maintain existing green spaces
2	• Monitor occupancy of development on the east side of Burlington Square. That development lacks green space for residents. Any re-development should not place depend on existing parks outside of the
2	• Kendall and Kroehler parks are the only area the North side has for recreation.
2	• Increase green space on the parcels for both reflective and recreational use
2	• Add greenspaces to limit density and traffic
2	• Park with stations to work out (free)
2	• Green spaces should not be next to the tracks, no one will want to walk their dog there
2	• There's no soccer field or baseball diamond near those neighborhoods. Kids are going way too far to get to those. Kids are currently playing in the parking lots because they don't have a park near them.
2	• Need a safer way for kids to get there.

2	<ul style="list-style-type: none"> <li>The permeable area should be increased rather than reduced. The parcels now have extremely little green space. The increase in open space should be a general community asset, not merely another local neighborhood park. Look at what made the Riverwalk so successful and develop in a similar manner a portion of the area that will attract residents and visitors. This will help relieve some of the pressure from various special interests over loading the Riverwalk. Sustainable native landscaping should be deployed. High quality trees should be preserved and ample open space allowed to provide for large high quality trees to grow. More than just parkway trees and container trees are highly desirable - consult with the Morton Arboretum, the Conservation Foundation and the Pizzo Group.</li> </ul>
2	<ul style="list-style-type: none"> <li>Trees are missing from the area.</li> </ul>
2	<ul style="list-style-type: none"> <li>Would like to see some of the parking lots made into a park</li> </ul>
3	<ul style="list-style-type: none"> <li>Ellsworth resident concerned about "downtown" moving into front yard. Looking for greenspace for kids to play.</li> </ul>
3	<ul style="list-style-type: none"> <li>Consult greenspace plan for the development, this area has insufficient green space.</li> </ul>
3	<ul style="list-style-type: none"> <li>Love green grass view from homes. Maggie Daley Park. Would like to see more greenspace with grass, fire pits and pergolas.</li> </ul>
4	<ul style="list-style-type: none"> <li>Do not build parking lot in Kendell park</li> </ul>
4	<ul style="list-style-type: none"> <li>Kendell park is too far. Residents on the east side of Washington will not send their kids there.</li> </ul>
4	<ul style="list-style-type: none"> <li>Park: because of the trees, there is not enough space for the kids to play.</li> </ul>
4	<ul style="list-style-type: none"> <li>Would like more open grass space for games.</li> </ul>
4	<ul style="list-style-type: none"> <li>Rooftop gardens</li> </ul>
4	<ul style="list-style-type: none"> <li>Not a lot of greenspace there now; it's getting it jettisoned to the lot. Affected by traffic, hoping we don't start funneling everyone through the neighborhoods; open up more through streets.</li> </ul>
4	<ul style="list-style-type: none"> <li>Consider green space use for all seasons</li> </ul>
4	<ul style="list-style-type: none"> <li>No official sporting fields. Practice times are the same as the high-traffic commuter times generally.</li> </ul>
4	<ul style="list-style-type: none"> <li>Need bigger park with more amenities for middle schoolers (i.e. basketball or volleyball). See Nike Park.</li> </ul>
4	<ul style="list-style-type: none"> <li>Using wonderful landscaping within a concrete environment; native plantings; pay attention to Prairie State – maintenance is easier; absorb storm water.</li> </ul>
4	<ul style="list-style-type: none"> <li>Streetscape in general could use improvement</li> </ul>
4	<ul style="list-style-type: none"> <li>This is not the place for anything but parking or greenspace.</li> </ul>
4	<ul style="list-style-type: none"> <li>Green space should be at Kroehler lot.</li> </ul>
4	<ul style="list-style-type: none"> <li>Kroehler lot needs to be greenspace or single family homes.</li> </ul>
4	<ul style="list-style-type: none"> <li>The little park that is available around Ogden, Washington and Columbia is not big enough.</li> </ul>
4	<ul style="list-style-type: none"> <li>Who will pay for the greenspace? Concerned about cost of the project to the citizens.</li> </ul>
5	<ul style="list-style-type: none"> <li>Encourage outdoor active uses during all months; ice rink, dog parks, green roofs with tennis courts</li> </ul>
5	<ul style="list-style-type: none"> <li>See outdoor activity of all ages</li> </ul>
5	<ul style="list-style-type: none"> <li>Half of Kroehler Park is unused as currently designed</li> </ul>
5	<ul style="list-style-type: none"> <li>Beaver Creek, Colorado as a positive example. Skating rink as part of a community area, and town center. Can get hot chocolate, etc. around it. Multi-purpose community space</li> </ul>
6	<ul style="list-style-type: none"> <li>Keep Kendall park intact and other park by the water tower intact</li> </ul>
6	<ul style="list-style-type: none"> <li>Keep Kendall Park intact</li> </ul>
6	<ul style="list-style-type: none"> <li>Would like to see more greenspace closer to the neighborhood and parking closer to the tracks. No greenspace next to the tracks.</li> </ul>
6	<ul style="list-style-type: none"> <li>Shepard Crooks lights are bright, light saturation</li> </ul>
6	<ul style="list-style-type: none"> <li>Movies in the Park</li> </ul>
6	<ul style="list-style-type: none"> <li>Dog park</li> </ul>
7	<ul style="list-style-type: none"> <li>Intersperse greenspace throughout the area to make it feel more open.</li> </ul>
7	<ul style="list-style-type: none"> <li>Build greenspace and parking decks and swap this space with another space the park district owns for Ryan to develop</li> </ul>
8	<ul style="list-style-type: none"> <li>Include a place to sit in greenspace.</li> </ul>



8	<ul style="list-style-type: none"> <li>In downtown Wheaton the high rise buildings have no green space, for every new building here there should be a certain percentage of green space set aside.</li> </ul>
8	<ul style="list-style-type: none"> <li>Change park south of the tracks to something the community could use and draws people in. See Maggie Daley Park.</li> </ul>
8	<ul style="list-style-type: none"> <li>Modern park for children that satisfies multiple age groups.</li> </ul>
9	<ul style="list-style-type: none"> <li>Cherish the limited greenspace we already have in Naperville.</li> </ul>
9	<ul style="list-style-type: none"> <li>Do not pave over Kendell Park. Kendall Park is used often by sports teams, by children, by dogs, by residents</li> </ul>
9	<ul style="list-style-type: none"> <li>Parts of each lot should be dedicated to greenspace</li> </ul>
9	<ul style="list-style-type: none"> <li>Need to provide a greenspace buffer to the neighborhood</li> </ul>
9	<ul style="list-style-type: none"> <li>Make the entire area child focused. Include greenspace, splash pad or large playground. See Alexandria, VA.</li> </ul>
9	<ul style="list-style-type: none"> <li>Greenspaces maybe need a child friendly area,</li> </ul>
9	<ul style="list-style-type: none"> <li>Combine all of that into greenspace, or a destination.</li> </ul>
9	<ul style="list-style-type: none"> <li>Lee Park District has a great example. Scavenger Hunt Park is amazing. Lots of people go there.</li> </ul>
9	<ul style="list-style-type: none"> <li>Things like that would bring families and provide use</li> </ul>
9	<ul style="list-style-type: none"> <li>Kid friendly greenspace, multi-seasonal (maybe an ice rink)</li> </ul>
9	<ul style="list-style-type: none"> <li>Maggie Daley is a good example of getting value out of the our space in the climate we live in. Do not pave over Kendell Park. Kendall Park is used often by sports teams, by children, by dogs, by residents</li> </ul>
9	<ul style="list-style-type: none"> <li>Could put greenspace/park closer to the neighborhood</li> </ul>
9	<ul style="list-style-type: none"> <li>Kroehler lot should be dedicated to greenspace.</li> </ul>
9	<ul style="list-style-type: none"> <li>Kroehler lot could be used for a retention space</li> </ul>
9	<ul style="list-style-type: none"> <li>The greenspace buffer</li> </ul>
Input Session	Community
1	<ul style="list-style-type: none"> <li>Still have space for farmers markets and other events during off-hours</li> </ul>
1	<ul style="list-style-type: none"> <li>YMCA</li> </ul>
2	<ul style="list-style-type: none"> <li>Build something of use to the community, such as YMCA</li> </ul>
2	<ul style="list-style-type: none"> <li>East Bank Club is missing (community club), rooftop pool, place for people to gather</li> </ul>
2	<ul style="list-style-type: none"> <li>More gathering spaces for community events such as the farmers market</li> </ul>
2	<ul style="list-style-type: none"> <li>Provide for community space such as can be used for the farmer's market. Currently, the farmer's market exists by closing off a parking lot on Saturdays. It would be great if the area including some sort of community space that could support not only the farmers market, but other such open air venues.</li> </ul>
3	<ul style="list-style-type: none"> <li>Would like to see the land used for all age groups. Would like to see the YMCA moved to area near the water tower with indoor and outdoor pools.</li> </ul>
3	<ul style="list-style-type: none"> <li>Do not build an "entertainment district"</li> </ul>
3	<ul style="list-style-type: none"> <li>YMCA facility is outdated but resident is not sure it should be in the water tower location.</li> </ul>
3	<ul style="list-style-type: none"> <li>Would like to see something like the crystal garden at Navy Pier including half indoor- half outdoor event space, perhaps a part of the children's museum.</li> </ul>
3	<ul style="list-style-type: none"> <li>Resident does not want large scale performing art center. There are more critical needs for this space. 10-12 residents agreed by a show of hands.</li> </ul>
4	<ul style="list-style-type: none"> <li>Need a theater - not a movie theatre. Not massive theater like the United Center but a small community theatre like in Joliet</li> </ul>
4	<ul style="list-style-type: none"> <li>Could be an opportunity for a constructive partnership with Nichols library</li> </ul>
4	<ul style="list-style-type: none"> <li>This community needs cultural amenities. Resident believes they are 100's of families who would support a theater.</li> </ul>
5	<ul style="list-style-type: none"> <li>Resident would like to see a daycare. Could work with schools for before-school or after-school care.</li> </ul>



5	<ul style="list-style-type: none"> <li>World-class Performing Arts Center would be a good use. Without natural amenities (mountains, etc.) the arts can be a draw for Naperville &amp; DuPage County. Caramel, Indiana is a good example of a downtown performing arts center. 2400-2700 seats for Broadway shows, etc. Add a secondary theater, and also use as event space such as weddings, etc. Would require approximately 3 acres, such as the DCM land. Wentz is a concert stage; Pfeiffer is old and not ADA accessible.</li> </ul>
5	<ul style="list-style-type: none"> <li>Neighborhood is a great place to raise kids; the "feel" of Parkview and DCM lots are very different than the Kroehler lot. Kroehler should be redeveloped into the interest and benefit of families</li> </ul>
6	<ul style="list-style-type: none"> <li>Move the YMCA to the area</li> </ul>
6	<ul style="list-style-type: none"> <li>Do not move the farmer's market</li> </ul>
6	<ul style="list-style-type: none"> <li>Some sort of gathering area</li> </ul>
6	<ul style="list-style-type: none"> <li>The YMCA could be relocated to this development or add a health club. Brings in more people on the non-peak hours</li> </ul>
6	<ul style="list-style-type: none"> <li>The YMCA is in a really odd location right now. It might be an opportunity to locate it near the 5th Ave neighborhood. Might help to bring people in on off peak hours.</li> </ul>
6	<ul style="list-style-type: none"> <li>The area can be improved but it would be good to minimize the impact to not only the neighboring community but the entire community</li> </ul>
7	<ul style="list-style-type: none"> <li>Would like to see a gym or daycare.</li> </ul>
7	<ul style="list-style-type: none"> <li>Gathering area that encourages people to be outdoors all year</li> </ul>
7	<ul style="list-style-type: none"> <li>Resident does not want a theater. It will only exacerbate the traffic and parking issues Many other participants agreed</li> </ul>
8	<ul style="list-style-type: none"> <li>Would like to see a dog park, more people are out walking then kids outside playing.</li> </ul>
8	<ul style="list-style-type: none"> <li>Would like public plaza gathering place; could be between buildings</li> </ul>
9	<ul style="list-style-type: none"> <li>Why doesn't the city have a general fitness area in downtown, might be beneficial to the residents? This could also be a selling point for any residents looking to move into the space.</li> </ul>
9	<ul style="list-style-type: none"> <li>A smart, safe, solution to a daycare option is desirable in the downtown area</li> </ul>
9	<ul style="list-style-type: none"> <li>A gym might break up the use of the cars congestion from commuters</li> </ul>
9	<ul style="list-style-type: none"> <li>Young professionals and/or seniors might want to live there if there's an option for a gym facility</li> </ul>
Input Session	Miscellaneous Comments
1	<ul style="list-style-type: none"> <li>Market conditions also bear greatly on the allocation on terms of categories. The demand for residential, office, and retail space in particular, have a significant bearing on value and weight in the mix. Sub categories within each category also factor in. The demand for high-end luxury condos maybe low due to the supply on the market but the demand for low priced units may be high due to scarcity of that price point offering. There is currently a glut of vacant retail space on the market, and a history of retail failing at 5th Ave. Station which advises against the construction of additional retail space in this project.</li> </ul>
1	<ul style="list-style-type: none"> <li>Resident questioned: Do you know which problem(s) the Naperville City Council was trying to solve by initiating this Project? What motivated the Council to decide that certain properties, identified as "5th Ave. Development Project" properties, needed to be changed?</li> </ul>
1	<ul style="list-style-type: none"> <li>Reprioritize all Naperville projects</li> </ul>
2	<ul style="list-style-type: none"> <li>There has been a lot of larger development in Naperville in the last year (Water Street). Balance land use other than the current retail options.</li> </ul>
2	<ul style="list-style-type: none"> <li>National Geographic happiness article – lower density, more green spaces, a place where visitors like to come influences happiness</li> </ul>
2	<ul style="list-style-type: none"> <li>Maintain integrity of the neighborhood, not negatively impact the quality of life for everyone</li> </ul>
2	<ul style="list-style-type: none"> <li>"If we wanted to live in a high-density area, we'd live in the city"</li> </ul>
2	<ul style="list-style-type: none"> <li>This needs to part of the entire Naperville master plan</li> </ul>
2	<ul style="list-style-type: none"> <li>Look into Nashville as good example for urban neighborhood developments</li> </ul>
2	<ul style="list-style-type: none"> <li>Use this opportunity to amend some of the current issues and strengthen the neighborhoods</li> </ul>
2	<ul style="list-style-type: none"> <li>Currently the neighborhood is very quiet at night, would like to not lose that.</li> </ul>
2	<ul style="list-style-type: none"> <li>Development on Ogden is/will impact the area as throughways. Stop trying to pack in density in the neighborhood.</li> </ul>

2	<ul style="list-style-type: none"> <li>• Last time there was a 5th development, it failed as a retail area. Understand why it failed before and conduct studies to ensure that whatever the future plan will encompass it will not suffer the same fate.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Be extremely cognizant of the existing residential areas and their needs/desires. Be extremely cognizant of existing commuter needs/desires. Be extremely cognizant of all existing Naperville residents needs/desires. Be extremely cognizant existing Naperville business owners needs/desires. All of these parties concerns should have a higher priority than other outside interests. Use this opportunity to amend some of the current issues and strengthen the neighborhoods, commuters, Naperville residents, and Naperville business owners in general.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Complements, but does not compete with downtown Naperville or Ogden Ave.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Resident/commuter who lives two blocks from train station is concerned about the appropriate land use. Does not want a large scale development in the neighborhood – needs to be respectful to the history of the neighborhood.</li> </ul>
3	<ul style="list-style-type: none"> <li>• The Naperville station is the only stop on the Burlington line that stops in a neighborhood, not a downtown. Is there another town that was built after 1800's that has a good transportation center that can be used as a good example for this town?</li> </ul>
3	<ul style="list-style-type: none"> <li>• Consider the needs of adults with disabilities when developing the area. Work with adult service agencies. Little Friends and Turning Point should be a stakeholder.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Resident concerned about construction noise as well as noise from restaurants and bars in the area once it's developed.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Concern was expressed about finding an appropriate size land use for this area, and that whatever is built is respectful of the current neighborhood characteristic. Naperville should be pushing for a third Metra station, with more parking and to help ease the hardship for commuters. The closed lumber warehouse, at Ogden and North Aurora, would be a good location for a new Metra station.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Resident asked city representative where did the demand for this project come from?</li> </ul>
3	<ul style="list-style-type: none"> <li>• City gets final say to move forward with development. Concerned that council members are elected at large. Residents don't have a specific council member to go to.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Consider hosting WebEx for upcoming Working Group meetings.</li> </ul>
4	<ul style="list-style-type: none"> <li>• We don't want another downtown</li> </ul>
4	<ul style="list-style-type: none"> <li>• Support commuters, seniors, affordable housing &amp; the environment</li> </ul>
4	<ul style="list-style-type: none"> <li>• Not enough of a market to support business in 5th Ave</li> </ul>
4	<ul style="list-style-type: none"> <li>• River square near Bar Louis is 50% empty due to high rent. Worried this development will have a similar fate</li> </ul>
4	<ul style="list-style-type: none"> <li>• The current land has an industrial zoning. The people who lived in Kroehler worked there.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Freshwater question – will the water tower stay? Yes was the answer per Jim M.; has to stay in the general area but has to be rehabbed</li> </ul>
5	<ul style="list-style-type: none"> <li>• Public Works building is empty, something needs to be done</li> </ul>
5	<ul style="list-style-type: none"> <li>• Fire Station in downtown is now a pizza place. As the city considered moving the library? Perhaps we move the library to the 5<sup>th</sup> avenue area and redevelop the current site of the library</li> </ul>
5	<ul style="list-style-type: none"> <li>• Many buildings east of Parkview lot are currently vacant</li> </ul>
5	<ul style="list-style-type: none"> <li>• Glen Ellyn and Downers Grove are great examples of nice downtowns on the BNSF line</li> </ul>
5	<ul style="list-style-type: none"> <li>• City should look at redevelopment beyond the 5th avenue parcel to include additional lands to the north and south</li> </ul>
6	<ul style="list-style-type: none"> <li>• Would a senior want to be near a vibrant crowd/bar market</li> </ul>
6	<ul style="list-style-type: none"> <li>• Don't need another downtown Naperville</li> </ul>
6	<ul style="list-style-type: none"> <li>• There is a crime element on Ogden Ave that may come in from the train</li> </ul>
7	<ul style="list-style-type: none"> <li>• Do not want a "big business" commercial area.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Residents chose to live in Park Addition because they didn't want to live in downtown Naperville.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Make 5th Avenue area a destination.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Downtown is empty during the day but bustling at night. Residents don't want this at 5th avenue. No nightlife.</li> </ul>

- 7 • Be cognizant of anything we add that may entice crime.
  - 7 • How do we make the Kroehler building more attractive to someone looking to lease office space?
  - 7 • Control future development of buildings
  - 7 • We need to look at how other Naperville projects are going to compound and what the effects are.
  - 7 • Prefer something that would be used versus sitting empty.
- 
- 8 • There are lessons to be learned from the Kroehler building. Commuters want to get out of the area and don't use the businesses in Kroehler. Some people felt that Kroehler Building wasn't used because it was closed off and not visible.
  - 8 • Resident says if it's done right the development will add to the neighborhood.
  - 8 • Commuters help the neighborhood because when they leave in the evening it is quite and dark, not like a downtown.
  - 8 • Don't make this the second downtown.
  - 8 • Development needs to complement downtown Naperville.
  - 8 • What is the strategic vision for downtown and what is missing?
  - 8 • Ellsworth School is at capacity and anything built cannot add to that.
  - 8 • Resident expressed concerns with overcrowding at schools. Need to engage district 203. An enrollment study was just completed in the last month ([naperville203.org](http://naperville203.org))
  - 8 • We live where we live because the kids can walk to elementary, junior high and high school. We don't want that to change.
  - 8 • If there was a burning desire for something the neighborhood would be speaking up. Parking seems to be the only great desire. Look at actual neighborhood needs – don't just fill the space.
- 
- 9 • In favor of a mix of uses. Too much of one type of thing would be too much.
  - 9 • Could be supported by the neighbors, not a destination
  - 9 • This area is for young professionals.
  - 9 • Don't want apartment buildings, like Route 59.
  - 9 • North Center of Chicago is a good example of an urban community
  - 9 • Objections to putting anything in the Kroehler lot
  - 9 • Should be close enough to downtown to be a draw
  - 9 • Hard to know what's currently in the Kroehler
  - 9 • Increased residential or commercial will make the situation worse.

## HEIGHT

Input Session	Limit Height to Match Kroehler Building
1	<ul style="list-style-type: none"> <li>Residents do not want anything higher than Kroehler building</li> </ul>
1	<ul style="list-style-type: none"> <li>Kroehler building height is as high and taper down closer to downtown.</li> </ul>
1	<ul style="list-style-type: none"> <li>Limit development to 4 stories by train tracks and 3 north of 5th. Partly to keep project in scale to neighborhood and partly to minimize impact of additional traffic.</li> </ul>
2	<ul style="list-style-type: none"> <li>Build nothing taller than Kroehler building</li> </ul>
2	<ul style="list-style-type: none"> <li>4-story is the max height, taller buildings may be acceptable if it's off 5th avenue. No taller than the Kroehler Building.</li> </ul>
3	<ul style="list-style-type: none"> <li>Maximum height is 3-4 stories. Nothing taller than Kroehler building.</li> </ul>
4	<ul style="list-style-type: none"> <li>NA</li> </ul>
5	<ul style="list-style-type: none"> <li>Resident does not want to see height that doesn't fit in with the neighborhood. No higher than Koehler building</li> </ul>
6	<ul style="list-style-type: none"> <li>With a height limit, not taller than the Kroehler building</li> </ul>
6	<ul style="list-style-type: none"> <li>Nothing taller than the Kroehler building (nearly all residents agreed)</li> </ul>
6	<ul style="list-style-type: none"> <li>Majority of attendees want the height to stay at or below the Kroehler building</li> </ul>
6	<ul style="list-style-type: none"> <li>Past land use study said that the building height should stay as tall as the Kroehler</li> </ul>
7	<ul style="list-style-type: none"> <li>Resident would like to see nothing taller than Kroehler building.</li> </ul>
8	<ul style="list-style-type: none"> <li>Resident would like to see nothing taller than the Kroehler building.</li> </ul>
9	<ul style="list-style-type: none"> <li>Build no higher than the Kroehler building.</li> </ul>
9	<ul style="list-style-type: none"> <li>No taller than the Kroehler building, 50 feet. Building going up right now feels about the same as the Kroehler. Lots of backlash on the building going up.</li> </ul>
Input Session	5 to 6 Stories Would Be Acceptable
1	<ul style="list-style-type: none"> <li>no tall building; no more than 5-6 stories;</li> </ul>
2	<ul style="list-style-type: none"> <li>Keeps building height and bulk at or below the requirements for downtown Naperville development</li> </ul>
3 thru 9	<ul style="list-style-type: none"> <li>NA</li> </ul>
Input Session	6 to 8 Stories Would Be Acceptable
1	<ul style="list-style-type: none"> <li>6-8 stories is acceptable if it is combined with retail/parking/senior living or moving YMCA there</li> </ul>
2, 3, 4, 5, 6, 8 & 9	<ul style="list-style-type: none"> <li>NA</li> </ul>
7	<ul style="list-style-type: none"> <li>May need to add height to support any added retail. 7-8 stories is ok with this resident.</li> </ul>
Input Session	Taller than 8 Stories Would Be Acceptable
1 thru 9	<ul style="list-style-type: none"> <li>NA</li> </ul>

Input Session	Parking Garage Height
1	<ul style="list-style-type: none"> <li>Resident would like no garage more than 3 stories tall</li> </ul>
1	<ul style="list-style-type: none"> <li>Commuter parking more than 3 stories not welcome; how are we going to get out in a certain amount of time?</li> </ul>
2, 3, 4, 5, 7, 8 & 9	<ul style="list-style-type: none"> <li>NA</li> </ul>
6	<ul style="list-style-type: none"> <li>There are height concerns with parking garages</li> </ul>
Input Session	Miscellaneous Comments
1	<ul style="list-style-type: none"> <li>Not opposed to slightly larger structure to help with train noise.</li> </ul>
1	<ul style="list-style-type: none"> <li>Higher buildings closer to the train station.</li> </ul>
1	<ul style="list-style-type: none"> <li>Don't build so high that it interrupts sunlight</li> </ul>
1	<ul style="list-style-type: none"> <li>Maximum building heights consistent with residential structures</li> </ul>
2	<ul style="list-style-type: none"> <li>Height issues with just about anything that is built</li> </ul>
2	<ul style="list-style-type: none"> <li>Keep the height of the buildings low, don't ruin the views.</li> </ul>
2	<ul style="list-style-type: none"> <li>The watercolor plan was too dense; the buildings were too tall in the initial drawing.</li> </ul>
3	<ul style="list-style-type: none"> <li>Does not want 8-12 story buildings</li> </ul>
4	<ul style="list-style-type: none"> <li>2009 5th Ave study said 50' was the maximum height</li> </ul>
5	<ul style="list-style-type: none"> <li>4,400 hours of civilian time were put into the 2009 5th Avenue Study; resident requests a comparison to the 2009 5th Ave study and allowed heights/land uses.</li> </ul>
6	<ul style="list-style-type: none"> <li>NA</li> </ul>
7	<ul style="list-style-type: none"> <li>Do not build something that looks like Water St. – too dense, too tall, unattractive.</li> </ul>
7	<ul style="list-style-type: none"> <li>Do not build all buildings the same height.</li> </ul>
7	<ul style="list-style-type: none"> <li>New condos south of the train (on Ellsworth) are much too tall and wide for the area. East side of the building has exterior exits. This building is an example of a transitional use development.</li> </ul>
7	<ul style="list-style-type: none"> <li>Taller buildings should go up against the tracks, shorter buildings closer to the neighborhoods</li> </ul>
8	<ul style="list-style-type: none"> <li>In Downers Grove and Lisle they have 7-8 story apartment building. That was dramatically change the character of the neighborhood.</li> </ul>
8	<ul style="list-style-type: none"> <li>Resident worried about the amount of sunshine if tall buildings are included in the development.</li> </ul>
8	<ul style="list-style-type: none"> <li>To maintain the neighborhood, any larger buildings need to put up closer to Washington.</li> </ul>
8	<ul style="list-style-type: none"> <li>Don't want to lose the adorable little homes which a large building would do.</li> </ul>
9	<ul style="list-style-type: none"> <li>A lot of young people live in downtown Chicago and they live in big buildings. Don't want that here.</li> </ul>
9	<ul style="list-style-type: none"> <li>Understanding what is more important, what is too high vs. expensive</li> </ul>
9	<ul style="list-style-type: none"> <li>Too tall might give problems, lack of sunlight.</li> </ul>

## TRAFFIC & PEDESTRIAN ISSUES

Input Session	Traffic
	<b>Existing Concerns</b>
1	<ul style="list-style-type: none"> <li>Too many entrances and exists on 5th avenue.</li> </ul>
1	<ul style="list-style-type: none"> <li>During peak usage times, 1500 cars travel to and from the parking facilities, many more are dropped off and busses are in and out during those transit periods. The roadways surrounding the station are congested as are the feeder roads leading to and through the area. The road system is currently at capacity during these times. Increasing the amount of parking spaces alone will only exacerbate the traffic congestion issue. For the majority of the day, the current road system appears more than adequate to handle the existing traffic load. Because the station is located at the northern end of the City, much of the traffic flowing to and from the station originates from the south and north south roads feel the effect of the congestion in particular. (This situation is aggravated as well by traffic heading north to the I-88 entrances.) Additional density in the subject area will only add to this congestion.</li> </ul>
2	<ul style="list-style-type: none"> <li>Fix the flow into the train station</li> </ul>
2	<ul style="list-style-type: none"> <li>Too many neighborhoods are used as through-streets</li> </ul>
2	<ul style="list-style-type: none"> <li>People are so frantic and annoyed in the morning due to the traffic in the area. The flow is inefficient.</li> </ul>
2	<ul style="list-style-type: none"> <li>Both North and 5th Ave are routes that provide access to Washington St and avoid congestion in downtown Naperville. If those street are made less accessible to through traffic, then through traffic will be increased on other side streets</li> </ul>
3	<ul style="list-style-type: none"> <li>Traffic and parking during construction period will be an issues. Don't make side streets a thoroughfare.</li> </ul>
3	<ul style="list-style-type: none"> <li>Cars sit in 3-4 light cycles to get out onto Washington from 5th Ave.</li> </ul>
3	<ul style="list-style-type: none"> <li>Traffic headed east on 5th will cut through side streets to avoid stopping at Columbia and causes safety concerns.</li> </ul>
3	<ul style="list-style-type: none"> <li>Washington Street during rush hour is congested and traffic travels through the neighborhood or historic area.</li> </ul>
4	<ul style="list-style-type: none"> <li>Adding more development will only hurt traffic.</li> </ul>
4	<ul style="list-style-type: none"> <li>Bottle neck shifts from Washington to Mill and it backs up traffic multiple blocks on 6th street during high-traffic times.</li> </ul>
5	<ul style="list-style-type: none"> <li>Routes change depending on the time of day and the season.</li> </ul>
5	<ul style="list-style-type: none"> <li>Less concern about weekend traffic.</li> </ul>
5	<ul style="list-style-type: none"> <li>Walking and driving around 5th avenue is dangerous.</li> </ul>
5	<ul style="list-style-type: none"> <li>Added stop lights and Spring and Jefferson has made it more dangerous. Traffic studies need to be done.</li> </ul>
5	<ul style="list-style-type: none"> <li>City is aware of current infrastructure issues. They need to be fixed first.</li> </ul>
6	<ul style="list-style-type: none"> <li>People/commuters turn through the residential streets to get to the train station faster - or to get out of the station faster.</li> </ul>
6	<ul style="list-style-type: none"> <li>The two lane streets are not made for the congestion during the peak commuter times. Residents can't turn left out of Wright Street during those hours.</li> </ul>
6	<ul style="list-style-type: none"> <li>Columbia and North and North and Chicago are bad traffic areas</li> </ul>
6	<ul style="list-style-type: none"> <li>Traffic on Washington to downtown Naperville is far too congested. 20 minute commute to</li> </ul>

6	<ul style="list-style-type: none"> <li>• 5th and Washington is a 90 second light to make a left turn. Traffic backs up 10-15 minutes. This causes cars to divert through the neighborhoods around North Central College</li> </ul>
6	<ul style="list-style-type: none"> <li>• The reason people don't go to the 59 station is because of the traffic, particularly during the holiday season</li> </ul>
6	<ul style="list-style-type: none"> <li>• If the streets are already this congested, cutting off side streets will only make it worse.</li> </ul>
6	<ul style="list-style-type: none"> <li>• You can't see to turn out onto 5th avenue due to cars parked on the road.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Even during the day Washington and Ogden are busy streets. Resident is concerned Washington will turn into 59.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Pulling out onto 5th from Brainard is difficult any time of day.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Peak times equate to bumper to bumper traffic. During the middle of the day traffic is still heavy but it flows. Adding more people to the area will exacerbate to not only the commuting peak times but also just daily traffic.</li> </ul>
6	<ul style="list-style-type: none"> <li>• The streets are more impacted with school times starting and then school pickup around 3:30</li> </ul>
	<ul style="list-style-type: none"> <li>• Difficult to turn left on the street in front of the Children's Museum</li> </ul>
7	<ul style="list-style-type: none"> <li>• Evening commute takes 30 minutes to get to Washington and Chicago from the train</li> </ul>
8	<ul style="list-style-type: none"> <li>• Accessibility to the existing building, commuters like cutting through it but like having to go through few entry ways for shopping. There should be different access points for residents or retail then commuters.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Hard to turn out of residential streets because you can't see past the parked cars.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Driving down any of the side streets and try to turn right or left on to 5th is always a blind turn. 5th and Brainerd is especially bad.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Several people have been hit on Washington and by the school. Seems to be extra dangerous during commuter times. People just want to get away from the train station.</li> </ul>
9	<ul style="list-style-type: none"> <li>• People drive too fast down Loomis going north to Ogden, most intersections are 2 way stops. Other drivers aren't familiar with the fact that it's not a 4 way stop.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Traffic can back up on Washington and Loomis. Most congestion tends to be when the rush hours trains let out.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Rush hour traffic tends to last 15 minutes or so, but speed and traffic routes are more of a concern than congestion.</li> </ul>
9	<ul style="list-style-type: none"> <li>• People will use 7th or 8th as ways to bypass Ogden</li> </ul>
9	<ul style="list-style-type: none"> <li>• Biggest congestion happens on: 5th and Loomis, Washington.</li> </ul>
<b>Design/Functional Considerations</b>	
1	<ul style="list-style-type: none"> <li>• Expand 5th Ave to four lanes (remove parking)</li> </ul>
1	<ul style="list-style-type: none"> <li>• Add street lights</li> </ul>
1	<ul style="list-style-type: none"> <li>• Direct cars out without going through the neighborhoods</li> </ul>
1	<ul style="list-style-type: none"> <li>• Time the lights better at high-traffic times (school and rush hour)</li> </ul>
1	<ul style="list-style-type: none"> <li>• Disperse with a street light to channel and direct them out. □</li> </ul>
1	<ul style="list-style-type: none"> <li>• Lack of left turn lanes; take 50 cars off of 5th Avenue.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Loomis and Brainard timing lights needs to be looked at; 15 minute period suggestion to ease.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Don't want neighborhood streets to become access roads to a new development, negatively impacting neighborhood character.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Consider dead ending north-south streets at 5th Ave., from Center to Sleight, to restrict pass-thru traffic.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Add curb extensions and/or speed humps (less jarring than speed bump) on at least Loomis at all intersections to combat speeding.</li> </ul>



1	<ul style="list-style-type: none"> <li>• If you find that the interior streets are used to avoid traffic on the main arteries, put in speed bumps throughout the neighborhood</li> </ul>
1	<ul style="list-style-type: none"> <li>• Improved walkability and safety for pedestrians, especially school children. Eliminating the use of neighborhood streets as a flow-through route to the subject property</li> </ul>
2	<ul style="list-style-type: none"> <li>• Don't funnel cars through narrow routes in future plans.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Can we improve bus flow to take away the need for parking spaces</li> </ul>
2	<ul style="list-style-type: none"> <li>• 5th avenue to be four lanes of traffic (no parking on the street)</li> </ul>
2	<ul style="list-style-type: none"> <li>• The buses and the commuters are cutting through alleys. Maybe the alleys need to be closed or made one way.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Don't focus just on Washington St, but also downtown gateways such as Ogden to Columbia to</li> </ul>
3	<ul style="list-style-type: none"> <li>• Traffic calming or street bumps would help improve traffic and safety. Expanding lanes or increasing speeds along 5th will worsen traffic and safety issues.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Resident doesn't want to funnel traffic through the neighborhood. Washington and 5th need to</li> </ul>
4	<ul style="list-style-type: none"> <li>• Brainard and 5th is a hub for kiss and ride or ride sharing. No one stops at this corner. It needs to be a 4-way stop.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Cars on Washington – take both “parking” sides out then you have two lanes of traffic. Hard to turn from Sleight onto Fifth because you can't see; you have to get out into traffic. I have to go down Sixth to Loomis to the stop sign to head back up Fifth to go up to Columbia. Causing traffic and safety issues.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Try one-way streets during certain times of day.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Traffic control is needed; adding lanes to 5th Avenue by eliminating street parking is not a good</li> </ul>
5	<ul style="list-style-type: none"> <li>• Use additional space for parkway, wider sidewalks, or other traffic calming methods.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Washington Ave needs to be expanded; capacity is already limited</li> </ul>
5	<ul style="list-style-type: none"> <li>• Double the width of the Washington underpass</li> </ul>
5	<ul style="list-style-type: none"> <li>• Coordinate traffic lights &amp; timing with arrival of trains</li> </ul>
6	<ul style="list-style-type: none"> <li>• Add speed bumps</li> </ul>
6	<ul style="list-style-type: none"> <li>• City needs to re-sync the lights on Washington all the way through Naperville.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Signage and flashing lights, maybe some speed bumps, or a stop sign would help.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Ellsworth dead ends into Kroehler. Need to be cognizant of the traffic flow and how it will affect pedestrians. Separate pedestrians from traffic.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Have clear paths for cars and pedestrians.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Add speed bumps</li> </ul>
7	<ul style="list-style-type: none"> <li>• Add a second turn lane on Washington</li> </ul>
7	<ul style="list-style-type: none"> <li>• Could you add a second exit to Washington from the lot on the north side of the tracks?</li> </ul>
7	<ul style="list-style-type: none"> <li>• Direct access egress onto Washington from decks</li> </ul>
8	<ul style="list-style-type: none"> <li>• Moving the cars out of the Kroehler lot will hopefully help the traffic issues.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Potentially make some of the downtown streets one way. Need to look at the best way to get people in and out of the village.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Consider street lights on 5th Avenue. It's currently dangerous to pull out onto 5th and even more dangerous as a pedestrian.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Residents wouldn't be opposed to 4 way stops, depends on DOT though. Over signage can be an issue. Maybe more policing. Could be a short term solution</li> </ul>
9	<ul style="list-style-type: none"> <li>• Has the city ever considered closing off the residential street to Washington</li> </ul>
9	<ul style="list-style-type: none"> <li>• Use speed bumps, and 4 way stops to slow people down, maybe red light cameras.</li> </ul>



Input Session	Pedestrian/Bicycle
Existing Concerns	
1	<ul style="list-style-type: none"> <li>Many pedestrian issues along 5th Ave</li> </ul>
1	<ul style="list-style-type: none"> <li>Sidewalks aren't continuous</li> </ul>
1	<ul style="list-style-type: none"> <li>Forced to walk in the street. □</li> </ul>
1	<ul style="list-style-type: none"> <li>Kids on bikes, pedestrian walking in street around snow piles. □</li> </ul>
1	<ul style="list-style-type: none"> <li>Residents want safe pedestrian access to Ellsworth, Naper and Washington Jr High for the kids that already live and walk there. And by adding a development, you just make the problem worse, so correct that before you add more pedestrians.</li> </ul>
2	<ul style="list-style-type: none"> <li>Walkability to downtown is a concern. It's a safety issue.</li> </ul>
2	<ul style="list-style-type: none"> <li>The disability world is impacted. Walking to downtown Naperville is scary. Cars have bent in the guard rails on Washington because they're not paying attention. Very unsafe at 5th and Washington intersection and safely walking through.</li> </ul>
2	<ul style="list-style-type: none"> <li>Safer way to kids on east side of Washington to get to the park on west side</li> </ul>
2	<ul style="list-style-type: none"> <li>Kids have to ride their bikes during rush hour to go to school. They need a safer way to get to/from school.</li> </ul>
2	<ul style="list-style-type: none"> <li>If you widen 5th Ave and add more traffic then pedestrians will be in danger.</li> </ul>
2	<ul style="list-style-type: none"> <li>You take your life in your hands when it's dark out and the crosswalk isn't safe. People don't stop.</li> </ul>
3	<ul style="list-style-type: none"> <li>Traffic from commuters (including buses) and kids going to the high school is a pedestrian issue.</li> </ul>
4	<ul style="list-style-type: none"> <li>connectivity for kids to safely get to school</li> </ul>
4	<ul style="list-style-type: none"> <li>You take your life in your hands walking down Washington or Mill St.</li> </ul>
4	<ul style="list-style-type: none"> <li>Only one pedestrian crossing at Loomis. At minimum there should be at least one crossing at each gate.</li> </ul>
4	<ul style="list-style-type: none"> <li>School child was killed at 5th and Washington</li> </ul>
4	<ul style="list-style-type: none"> <li>Chicago and Brainard has designated pedestrian crossing. The city removed one crosswalk at this corner and put one half way down the block. Cut out people on the east side of the intersection.</li> </ul>
4	<ul style="list-style-type: none"> <li>Connectivity across Washington is non-existent.</li> </ul>
4	<ul style="list-style-type: none"> <li>Fifth and Loomis they walk diagonal or in a circle; at the tracks there are random crossings of pedestrians.</li> </ul>
5	<ul style="list-style-type: none"> <li>No good way for school children to cross the tracks. Washington is intimidating. Need better, (separate from Washington) walkways to the schools.</li> </ul>
5	<ul style="list-style-type: none"> <li>Railroad crossing on Loomis is incredibly dangerous. Small children, college students, residents and commuters need to cross here. City needs to look into a way to make this intersection safer.</li> </ul>
5	<ul style="list-style-type: none"> <li>Kids cross Washington Street at unsafe times and locations from Washington Junior High</li> </ul>
5	<ul style="list-style-type: none"> <li>Resident on Brainard says that pedestrians and wearing black and running through the street. It's a major pedestrian hazard.</li> </ul>
5	<ul style="list-style-type: none"> <li>Loomis &amp; 5th is a major conflict point between pedestrians and vehicular traffic</li> </ul>
5	<ul style="list-style-type: none"> <li>Don't turn 5th Avenue into Washington downtown (during rush hour periods)</li> </ul>
6	<ul style="list-style-type: none"> <li>Kids are walking to school and getting on buses is a safety issue.</li> </ul>
6	<ul style="list-style-type: none"> <li>Kids getting on buses and walking to school are in danger.</li> </ul>
6	<ul style="list-style-type: none"> <li>The intersection of 5th &amp; Ellsworth, there is no stop sign, the crosswalk is not clear. It's a very dangerous crosswalk. 5th &amp; Loomis are also affected.</li> </ul>

- 7 • Bike parking is horrendous. Add secure bike parking.
- 7 • Add safe bicycling lanes that are clearly marked.
- 7 • Current Washington underpass is not appealing and dangerous.
- 7 • Bike commuting in Naperville could use a huge improvement.
- 7 • Washington is currently an imposing boundary.
- 7 • Resident is not going to send their kids to school through a tunnel no matter how well-lit it is.

- 8 • Washington is not a safe area for walkers both students and commuters.
- 8 • A lot of Jr. High students cross at the platforms because they think it is safer than at the grade crossing.
- 8 • Child was killed 10 years ago crossing Washington at 5th.
- 8 • Resident who lives on the north side of the tracks is concerned about safety of school children walking to school.
- 8 • If parking is removed down 5th Avenue so that sidewalk could be expanded or bike path.
- 8 • Pedestrian bike route is sorely overlooked. You can't ride a bike to the park from the train station.
- 8 • Improved bicycle routes are needed as it currently isn't safe to bike to the station.
- 8 • The width of the street needs to be more generous for walkers and students to get past the park and through the intersection. There should be more of a buffer from the roadway.

- 9 • Everyone is in such a hurry it's a dangerous place to be as a pedestrian.
- 9 • It's so dangerous for all of the children who walk to school. They commute down Loomis and across the tracks.
- 9 • Might not feel comfortable bringing small children down Washington to get to the 5th Ave area right now. It's not safe.

#### Design/Functional Considerations

- 1 • Possible barrier in the road
- 1 • Add pedestrian and bicycle lanes in lieu of side walks□
- 1 • Better pedestrian routes to schools and downtown
- 1 • Washington bridge walkway consideration; Washington Middle School students crossing
- 1 • Green-Space and broad walkways connecting to area schools and institutions are important to
- 1 • Build overpass near Children's museum
- 2 • Widen sidewalks on each side of the Washington tunnel and provide bike lanes
- 2 • Build a new tunnel from Children's Museum to Kendall Park.
- 2 • Lit up crosswalks could improve safety.
- 2 • Provide both good pedestrian and bicycle access.
- 3 • Need to keep or enhance pedestrian and vehicle access to cross tracks without going to Washington. People need to get from north to side
- 3 • Safety is a concern when crossing 5th Avenue and Ellsworth Street, adding pedestrian islands would be beneficial to improve safety. Trees and berms or a natural barrier to protect pedestrians would make the neighborhood feel more inviting. Kids cross the tracks at Loomis Street to get to school; people also drive this route, bike, etc. Being able to walk and drive this route is important to the neighborhood. Having access in and out of the neighborhood to
- 4 • School student: Could we have a citizen overpass on Sleight Street? School is on Sleight Street but have to go all around on Loomis and back up; it would be nice to have an overpass to go straight to the school.
- 4 • Need passage way to walk with kids that is separate from commuters

- 4
    - It would be nice to have wider sidewalks throughout the area (5ft). However, this development could increase pedestrian traffic and then 8-10' wide sidewalks would be more appropriate.
  - 4
    - Wider sidewalks would be good for bicycles
  - 4
    - Have smarter crossings for pedestrians that don't affect traffic.
  - 4
    - Need better pedestrian control. See Appleton, WI at college. Ground has lights when a pedestrian is in the area.
  - 4
    - Visual boundaries for pedestrians would be helpful.
  - 4
    - Ellsworth/5th crossing needs control
- 
- 5
    - Walkways need to have better signage, wider and better protected with trees or barricades.
  - 5
    - Smarter walkways across the streets need to have better markings.
  - 5
    - Underpass under tracks on Washington should be widened to accommodate pedestrians, students, etc.
  - 5
    - Need safer pedestrian and bicycle routes throughout the area, wider, better signage, separation & protection from cars leaving the street.
  - 5
    - Sidewalk crossings need better street markings, reflective & flashing signs
  - 5
    - Wind and snow protection during winter months is needed to encourage pedestrian traffic – tunnels and covered walkways
  - 5
    - Pedestrian walkway over the traffic would be beneficial to pedestrians and also be aesthetically pleasing to train riders and residents.
  - 5
    - Would like to see weather-controlled walkway over the tracks. Needs to be ADA compliant.
  - 5
    - Underpass under tracks on Washington should be widened to accommodate pedestrians, students, etc. while also allowing the DCM to utilize Kendall Park as green space
- 
- 6
    - 5th and Ellsworth is exceptionally dangerous. It needs a stop sign for pedestrian safety.
  - 6
    - Residents asked for no more additional traffic and better signage for pedestrians.
  - 6
    - Sidewalks on both sides of 5th Ave
  - 6
    - It would be nice to have sidewalks on both sides of the streets
  - 6
    - Give walkability a priority vs the traffic
  - 6
    - Bike parking is needed
  - 6
    - Walking paths. We currently have a walking lifestyle from our neighborhood. The Riverwalk has drawn people to downtown.
- 
- 7
    - Pedestrian connections would be great – improves safety.
  - 7
    - Have smarter pedestrian crossings to improve safety
  - 7
    - Pedestrian bridge at Loomis (potential for commercial sponsorship)
- 
- 8
    - Keep crossing open at Loomis. Potentially add additional crossings.
  - 8
    - Creating a more comfortable walk way that is moved farther away from the roadway would encourage walkers. It doesn't feel safe because it is so close to the cars.
  - 8
    - Widen the sidewalk under the Washington St. bridge. Cars are too close.
  - 8
    - Near the Water Tower parking it is super dark and doesn't feel safe to walk late at night. The lighting should be away from the homes but along the tracks for people to be able to walk to their cars safely.
  - 8
    - Need more bicycle and motorcycle parking
  - 8
    - Add bike lanes
-

- 9 • It's appealing to have a pathway for those who walk to school and the train. Add a pedestrian bridge.
- 9 • If a pedestrian bridge was to be included in the development it should be built at Loomis and 5th
- 9 • Forcing the walking route at Loomis would be desirable, maybe miss the 5th Ave/Loomis intersection. It's already a natural path for walkers. Could be at Loomis and 5th and/or Loomis and the tracks.

Input Session	Miscellaneous Comments
1	• Put things in there that don't create added traffic.
1	• Neighbors walk to train easily
1	• You increase parking you increase traffic.
1	• Not easy to figure out traffic in and out
1	• Traffic issues flow ½ mile from downtown
1	• Alarmed that a large project will add considerable traffic to the neighborhood, as will putting
1	• While certain enhancements to existing infrastructure can be made at relatively modest cost to
2	• Something needs to be done to address the flow of traffic
2	• Boulder City, Nevada is a good example – Stop lights/cross walks are enforced
2	• Improve the traffic congestion problems, don't add to the problem
2	• How do you protect the residents during the whole process of this project? Before a shovel is turned on this, protect the residents before this process starts.
3	• Concerned about safety with additional development
3	• DOT study from several years ago that addressed traffic from Ogden Avenue to the train station. If additional traffic is sent down Washington Street it will worsen traffic. There was concern that the City wants to add apartments and large buildings along Washington Street. How will these two projects intersect and impact commuters and water. Would like to have housing for young professionals in Naperville for \$1000 a month or less.
3	• We need a better way for Uber to get in and out easily.
4	• On Sleight Street – north of Kroehler lot – kids walk to every school they will be going to. Making sure future residents still get to go to this awesome school built in 1928; if you redistrict us to another school it will be a problem.
4	• There are lot of pedestrians at all times of the day.
4	• We need to find creative way to make traffic more efficient for pedestrian safety.
4	• Priority needs to put on improving traffic and pedestrian patterns not overloading them.
4	• Ride sharing is on the rise but the traffic flow of these vehicles is not efficient.
4	• Resident is hopeful that the priority is focused on improving the traffic (pedestrian and vehicular); preventing it from overloading the neighborhoods would be a primary goal.
5	• Washington Junior High pick up and drop off traffic patterns
5	• Kids love the Columbia Street bridge to watch trains travel underneath.
6	• Traffic is from commuters and the high school.
6	• On the North side, 6th Ave and Mill St is congested. Also Ogden from Naperville North all the way through Washington/Columbia and beyond. Plank road is a feeder road and not built for actual traffic. Traffic study was taken on Plank showed higher speeds than are posted.
6	• Resident considers if one-way traffic makes the flow better or worse.
6	• The testing of the left hand turn signals has backed up traffic.
6	• Near DuPage Courthouse, it is a traffic violation to drive down the through-streets. If we go this
6	• Bringing more residents, retail, or office space will bring more traffic.

6	• People trying to get to the toll road have a limited number of north/south streets
6	• Peak times are considered 5:30-9am and 3:30-6pm
6	• College traffic/parking is another issue
6	• Neighborhood is frustrated with the current parking/traffic issues. This is an opportunity to fix it
6	• What will bringing more residents into the area do to the current traffic level
6	• What will bringing retail into the area do to the current traffic level
6	• That traffic might not be matched up to the current peak times
6	• It's not just the commuters. It is also people going from the south side to the toll road, they could go to Winfield or 59 and that is also a disaster.
6	• Traffic calming measures
6	• Consideration of whether one way streets manage traffic volumes better or worse
6	• The neighborhoods might be fine with the parking lots but are frustrated with the traffic
6	• Needs to have a good walkability to connect the existing neighborhoods.
6	• Residents value the current walkability. Ryan needs to celebrate this lifestyle as the development is considered.
7	• Resident suggests there is a middle ground between 10 stories and doing nothing. He would like to see something that improves traffic and pedestrian situation. Perhaps include bicycle
7	• Residents like the idea of improving pedestrian/bicycle connectivity to downtown and connecting greenspace (ecological corridors). Another resident says this could also be a safety issue.
7	• North/south connectivity is more important than east/west connectivity.
8	• NA
9	• The areas that are always busy with the residents don't need more residential. It would add a lot of traffic.
9	• So many kids use the Mill St. tunnel and it's an awful place to be.

## PARKING

Input Session	Existing Parking Concerns
1	<ul style="list-style-type: none"> <li>Absolute need to get commuters out of the residential area and residents out of commuter area (closer to the train) – too spread out.</li> </ul>
1	<ul style="list-style-type: none"> <li>Snow issue in parking lots in the winter time.</li> </ul>
1	<ul style="list-style-type: none"> <li>Commuter area not efficient</li> </ul>
1	<ul style="list-style-type: none"> <li>Adding parking structures adds more traffic.</li> </ul>
1	<ul style="list-style-type: none"> <li>You increase parking you increase traffic.</li> </ul>
1	<ul style="list-style-type: none"> <li>Adding over 1300 units near the Rt 59 Metra stop. Trains are already overcrowded.</li> </ul>
1	<ul style="list-style-type: none"> <li>The common wisdom is that Metra is currently at capacity with respect to the BNSF and it is both physically and financially unable to add cars or trains to the line. Increased residential development planned and existing, at the Rt. 59 station will only make the ridership situation worse and creating more on site parking at the main station seems counter productive. Moreover, additional parking only aggravates the current traffic congestion issue.</li> </ul>
2	<ul style="list-style-type: none"> <li>We need to have commuter parking. It's unacceptable to wait 11 years for a spot</li> </ul>
2	<ul style="list-style-type: none"> <li>Neighbors are selling parking spots in alleys and its becoming too crowded</li> </ul>
2	<ul style="list-style-type: none"> <li>Neighborhood street parking needs to remain restricted and enforced.</li> </ul>
2	<ul style="list-style-type: none"> <li>Don't forget there are non-daily commuters who need to park near the station. They have very limited options are often aren't even considered in any parking studies</li> </ul>
2	<ul style="list-style-type: none"> <li>Using open space as a parking area is appalling</li> </ul>
3	<ul style="list-style-type: none"> <li>Resident is concerned about parking if we add condos to the development.</li> </ul>
3	<ul style="list-style-type: none"> <li>What is the overall genesis for the redevelopment of these lots due to the need for commuter parking? There is a 7 year wait list for parking, this is one of the busiest lots on the Metra line and parking is the number one need. Large parking structure will cause</li> </ul>
3	<ul style="list-style-type: none"> <li>First use should be for commuter parking, 7 year wait list is too long. This is the highest and best use of the property, as 4,000 residents utilize the parking lot every day. Current commuter parking is inadequate, especially daily parking. Daily parking fills up by 6:45 am every day while other people are getting dropped off which causes two trips and more congestion.</li> </ul>
3	<ul style="list-style-type: none"> <li>Nothing other than adding parking.</li> </ul>
4	<ul style="list-style-type: none"> <li>Kroehler lot is in the middle of residential neighborhood. This is not the place for anything</li> </ul>
4	<ul style="list-style-type: none"> <li>5-deck parking garage is the worst idea one resident has heard. It would cause unbelievable backups. It would add 10-15 minutes on each end to a person's commute.</li> </ul>
5	<ul style="list-style-type: none"> <li>Commuter parking on Spring street in conflict with drop offs</li> </ul>
5	<ul style="list-style-type: none"> <li>Resident would like to commute by train occasionally but there is no flexible use parking.</li> </ul>
5	<ul style="list-style-type: none"> <li>Unused parking passes are a problem</li> </ul>
5	<ul style="list-style-type: none"> <li>City needs to better communicate that the Route 59 Metra Station has available parking stalls today. This can serve many residents in southern Naperville.</li> </ul>
6	<ul style="list-style-type: none"> <li>Resident does not see a positive solution to get more parking on this site</li> </ul>

- 6 • It's incredibly frustrating to wait 12 years for a parking permit. Parking is adding a lot of undue stress to the commute. We need more additional parking in the development.
- 6 • Resident feels parking can't be added without affecting the neighborhood.
- 6 • Added stress to the commuters by not finding any parking
- 6 • Commuters are getting tickets
- 6 • If they don't get to the station early there is not any parking to find
- 6 • The long waiting list is not okay
- 6 • Residents in the area are frustrated with having to be dropped off at the station
- 6 • It could be difficult enough to maintain the current level of parking spaces
- 6 • On street parking means you can't see to turn out of the streets, hard seeing over the
- 6 • Currently residential side streets, you will get a ticket for parking there over 2 hours.
- 7 • If you make it too easy to get in and out of the parking it could have a negative impact on
- 8 • Commuters are the number one priority and parking needs to be fixed first before anything
- 8 • Residents don't want to see parking decks. It effects the character of the neighborhood.
- 8 • If the number of commuter parking does not change and you add 300 apartments it would
- 8 • Against the idea to put a temporary parking facility at Kendall Park during construction as
- 9 • There are a lot of spaces that aren't currently utilized.
- 9 • Parking prices haven't been adjusted to reflect demand.

Input Session	Design/Functional Considerations
1	• Monitor speed in the parking lot
1	• Look at shuttle timing versus commuter parking.
1	• Tuck away parking properly
1	• More covered parking
1	• Parking concern can be parking structures built, safe ways to get out onto the street, maybe widen parking garage area, accommodate more parking.
1	• Look at creative parking.
1	• Don't build parking, and then force people to use public transportation.
1	• Underground space an option.
1	• Prefers if something happens right by train; nothing north of 5th.
1	• Removal of Loomis Street and Brainard space street parking. This should be immediate before development.
1	• Helpful for multiple parking structures to have ability to feed into the arteries to where they are going to go to diffuse.
1	• People have annual parking reservations; cure is daily parking.
1	• Kendall Park and Kroehler Park into parking
1	• Suggests an app to book spot, maybe SpotHero; could reserve for one day or five days.
1	• Make parking closer to train to block sound
1	• Multiple parking lot areas outside of neighborhoods
1	• Create parking without traffic going through residential areas.
1	• Parking structure with coffee shop above the parking
1	• Moving parking to Kendall Park



- 1
  - Leave Kendall Park alone...people bought across from it for the same reason that the people who bought by the train station bought there, they don't want to see their neighborhood changed either. Parking needs to go to the exterior of the development - the far east and west ends and remove all parking lots in the middle so that commuters can get to the North/South/East arteries (Washington/Columbia/Plank) quicker.
- 1
  - All residents to choose their parking spot based on the direction they enter and leave the area
- 1
  - Providing adequate parking for rail commuters and ease of access should be a priority for the project. The most efficient use of space would require a parking deck with sufficient space for at least as many parking spaces as there are currently. Locating this structure so that access efficiently directs the mainly southern flow of commuters and does not impede on the surrounding neighborhood should be a priority and the logical spot would seem to be adjacent to the rail tracks directly south and north, with access from Washington Street and 5th Avenue. Provisions should be made for bus traffic for those commuters who use the bus to reach the station. The City should explore the creation of remote lots and or driving increased usage of the bus line as the primary way to get commuters to the train station. Parking rates should be raised substantially to offset the cost of the parking deck and to encourage bus ridership. The development of additional bike lanes, bike parking and offering incentives to those who choose to bike or walk to the train instead of drive and park should be explored.

- 2
  - Would be better stated as "commuter would prefer to use parks as temporary parking for commuters during construction rather than lose spaces"
- 2
  - Parking below ground with tunnel to connect to the other side of the tracks
- 2
  - No parking on 5th Ave
- 2
  - Increased commuter parking capacity
- 2
  - Match parking lots to those who come from different areas in the city. Alleviates the frantic drivers
- 2
  - Do not use any existing Naperville Parks for temporary parking during construction. The construction should be planned so that the existing parcels handle any temporarily displaced public parking. For example, if the former public works facility is to be razed, that space could be used for temporary parking.
- 2
  - Build underground parking that has multiple entrances/exits and serves to help reduce surface traffic problems of automobiles entering/exiting parking lots. For example, look at Grant Park parking facilities in Chicago.
- 2
  - Commuter parking needs to be increased well beyond 1500 spaces. This seems really tight and especially bad for those who want to park occasionally to take a train, but are not renting a commuter space. Commuter parking should be centralized, not scattered amongst too many facilities.
- 2
  - Change parking so that you don't have to walk through a parking lot to access the front of a store. Move parking to the back or side. (Boring, OR)
- 2
  - Alleviate the shortage daily and non-daily commuter parking in the area
- 2
  - Would like to see parking
- 2
  - Do study to see where the commuters are coming from then structure the parking based on this information



- 3 • Concerned about all parkers coming out of one lot. At least they are spread out now. Would prefer distributed parking.
  - 3 • Resident would not like a big parking structure. More parking will increase traffic. Push parking underground like Maggie Daley Center
  - 3 • More parking for commuters would help alleviate traffic due to drop-offs (2 trips per commuter drop off/pick up)
  - 3 • Keep parking by Washington
  - 3 • Take away parking on side streets - 5th, 6th and Spring due to safety issues.
  - 3 • Design parking structures with multiple areas of egress. Another resident is concerned about waiting times to back out of parking in a multi-level garage
- 
- 4 • Concerned about all parkers coming out of one lot. At least they are spread out now. Would prefer distributed parking.
  - 4 • Remove on-street parking
  - 4 • Provide remote parking (old Kmart lot as a suggestion)
  - 4 • Cut off 5th avenue parking by 4pm. You have to step into traffic on 5th in order to cross.
  - 4 • City should look into the permit parking utilization as is. People are holding permits but not using the space.
  - 4 • Parking lots to stay parking lots
- 
- 5 • Parking could be solved by a multi-story structure (as long as it doesn't affect the lives of those who live closest to the development)
  - 5 • Similarly, eliminate parking on 5th Avenue by placing stalls in parking structures
  - 5 • Parking along 5th avenue exacerbates safety issues on 5th Avenue; parking along 5th avenue should be eliminated
  - 5 • Parking horizontal sprawl is a concern; consolidation of parking would help.
  - 5 • Daily fee parking stalls are severely limited; ability to register for spots ahead of schedule would be beneficial.
  - 5 • Design parking garages for future adaptive reuse when traffic patterns and uses change.
  - 5 • Place access points for structured parking directly onto Washington Avenue
- 
- 6 • We need more parking – underground is best.
  - 6 • Cost of parking passes at the train needs to be raised. Maybe raising the price will encourage more people to ride the bus
  - 6 • If we add spaces for retail, commuters will use those as well, even at the risk of getting a ticket
  - 6 • Contemplate at least one parking garage
  - 6 • Building a parking garage below level is more expensive
  - 6 • Maybe the garages should be separated between North and South
  - 6 • Could have spots reserved in either of the garages
  - 6 • Resident brings up the point that commuters want more parking but don't want a garage. What is the solution? The reality is that Naperville will probably have to build at least one garage.
  - 6 • Perhaps put one garage on the south side and one on the north. Commuters would use the garage based on the direction they travel.
  - 6 • Parking is needed for land use, hopefully underground
  - 6 • Cost of parking passes at the train should be raised

- 6 • Move parking off of Washington and widen the street in that area. This will keep people out of the neighborhoods.
- 6 • Making the parking right off of Washington might be best. Could widen the streets to benefit the parking traffic. Would keep people out of the neighborhoods
- 6 • Buried parking garages with parks on top
- 6 • Buried parking garages with green spaces on top and no new residents (several agreed) and maybe a coffee stop
- 6 • Resident is concerned about the time to get out of a garage, should one be built. This will only aggravate commuters further and increase the speeding through the neighborhoods.

- 7 • If you remove parking from Kroehler lot, it will alleviate some of the safety issues for pedestrians.
- 7 • Take parking off of 5th, keep it two lanes of traffic and add islands.
- 7 • Increase parking on the museum lot but keep in mind that Washington school students
- 7 • Could some parking be put underground?
- 7 • Have multiple locations for parking exits to Washington
- 7 • Put parking on the south side of the tracks
- 7 • Daily fee spots (can't park there until after 9) are empty. Improve operation of the parking permit process.
- 7 • Underground parking and greenspace at Kroehler lot.
- 7 • Train parking is currently not "for profit", perhaps this should change.

- 8 • Need enough parking that is efficient to get in and out of for the next 15 years. An additional 500 spaces are needed and they can't go into a parking structure. 59th station was supposed to have commercial space but businesses have failed over the years.
- 8 • Resident says he sees multiple structures throughout the space to fix the parking issues. Look at lots near Washington (Parkview and Children's Museum lot)
- 8 • The current station doesn't seem like the best use for the neighborhood, on premium land. What are all the options, a parking lot doesn't seem logical for expensive land.
- 8 • Parking spaces need to be provided for what is required for condos/townhouses. If there are two bedrooms, there should be at least two parking spots. There is no room in the

- 9 • Parking and provided busing back and forth. Have demand based pricing in that lot. That drives commuting decisions.
- 9 • Additional parking is needed.
- 9 • Change the price of parking based on the day/time of the week – demand based parking price structure.
- 9 • Think 10 years out – may have driverless cars which creates less demand for parking.
- 9 • Maybe no parking on 5th Ave at all, just like there should be no parking on Washington
- 9 • Removing some spots from the corners can help.

Input Session	Miscellaneous Comments
---------------	------------------------

- |   |                                                               |
|---|---------------------------------------------------------------|
| 1 | • We will never be able to satisfy the demand for parking     |
| 1 | • Black market on parking spots.                              |
| 1 | • Solve the train parking first; parking restraints are good. |

- 1 • Parking costs: need to revisit. City should charge more money for parking
  - 1 • Change yearly parking reservation to daily parking fees
  - 1 • Suggest parking to east and west near Washington & Plank.
  - 1 • The Metra station creates both traffic and parking needs. The City provides parking for approximately 1500 cars currently. In addition to the 1500, there is a long-term waiting list for an additional 2500 parking spaces. During peak usage times, 1500 cars travel to and from the parking facilities, many more are
  - 1 • Commuters may want cheap parking that is convenient and provides fast and easy access
- 
- 2 • Concerned about parking
  - 2 • If you solved the commuter parking problem by providing adequate parking, the perhaps nearby residents could get the street parking back because it wouldn't need to be limited to 4 hours
  - 2 • Maybe parking decks can be built off site and shuttle people to the train instead of parking right next to the transit center.
- 
- 3 • City has expressed that this development is an opportunity to address parking
  - 3 • If parking cost increases could that offset the cost of putting underground parking in.
  - 3 • What is missing? Parking
- 
- 4 • There is currently 1543 parking spots.
- 
- 5 • Move away from street-level parking on Washington in downtown by expanding parking elsewhere
  - 5 • Must account for and include existing commuter stalls per RFQ
  - 5 • Telecommuting will change the traffic patterns and parking needs
- 
- 6 • Side streets have 2-hour parking
  - 6 • The area around North Central College is congested as well. No one living on Brainard or Loomis can park because you have the college students parking there
  - 6 • Parking is "not easy on the eyes."
  - 6 • Taxpayers have to be frustrated by finding a parking spot
  - 6 • There are 1000 monthly and 500 daily spots
  - 6 • What is the solution between building a parking structure and adding more surface lots?
  - 6 • Naperville sells more passes than spots, so the lots are full.
  - 6 • How many people are on the 5th avenue parking waitlist?
- 
- 7 • Detailed study of the parking needs to be done.
  - 7 • Some residents go to Rt. 59 simply because they can't get parking at 5th Ave.
- 
- 8 • Resident questioned how many people are on the parking waitlist.
  - 8 • Resident suggests that the City and Metra may not want to add parking.
  - 8 • 1000 units are about to be built near the 59st station.
- 
- 9 • Parking concepts: parking is of utmost importance.
  - 9 • Economics drive decisions; people might take an Uber and leave their car parked at home.
  - 9 • Resident mentions that Uber is \$4.50 and would pay for this over parking.

- 9
  - If you build residential the need for additional parking for the train will probably not be there.
- 9
  - Parking is harder there too. Cars go where there's space to wait. Issue of space and signage.

## STORM WATER

Input Session	Existing Storm Water Concerns
1	<ul style="list-style-type: none"> <li>• Mill Street flooding in two sections</li> </ul>
1	<ul style="list-style-type: none"> <li>• Water flows under Huffman St. like a river</li> </ul>
1	<ul style="list-style-type: none"> <li>• Like the traffic peak demand issue, storm water management is also a concern. The general lay of the land in this part of town is a gradual slope south toward the river. Much of the neighborhood directly to the north of the subject property up to Ogden Avenue is relatively flat without sufficient pitch to clear rainwater during heavier storms. Compounding the problem is the relatively high clay content of the soil in this area, slowing its' absorption ability. Over time, this area has experienced the tear down of original homes and replacement with homes of a larger footprint resulting in a reduction of open ground to absorb rainfall. Additionally, there has been the gradual fill-in of swales between houses that also inhibits flooding. During peak rainfalls the ground water overwhelms the existing storm sewer system's capacity and flooding occurs. During dry or lighter rain events the system seems adequate to handle the run-off.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Streets and yards are flooding too easily</li> </ul>
1	<ul style="list-style-type: none"> <li>• Underpass floods easily and disrupts traffic</li> </ul>
1	<ul style="list-style-type: none"> <li>• Complicating this situation is the fact that certain infrastructure components: roadways, commuter parking and storm water management are currently at their respective capacity limits, at least during peak usage periods.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Neighbors are having to sand bag</li> </ul>
2	<ul style="list-style-type: none"> <li>• Adding too much residential is going to have a huge impact on storm water</li> </ul>
3	<ul style="list-style-type: none"> <li>• High density puts demands on water infrastructure. Flooding is a major concern.</li> </ul>
3	<ul style="list-style-type: none"> <li>• The immediate neighborhood will get crushed with heavy storm water issues.</li> </ul>
3	<ul style="list-style-type: none"> <li>• 5-6 residents have had flooding issues. Northeast and northwest neighborhoods.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Resident has to clean leaves out of sewer and gutters weekly. This is giant issue.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Same problem on Western, Main, Eagle, 8th – real problem in this area; this is the opportunity to fix it. Hard to fix that area without digging up pipes and taking people out of their houses.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Residents can't get flood insurance because they are not technically in a flood zone.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Resident lives in a new home; building a new sewer line to a parkway; footprint is bigger. Big trees on Loomis crush those old pipes; water detained on street found the lowest point to enter into the sanitary pipes that were broken and backed up. Need investment on the city's part to connect those main lines with new pipes to isolate storm sewer from sewage.</li> </ul>
4	<ul style="list-style-type: none"> <li>• 17 years in house; neighborhood built in 40/50's; sit at the low point on Slight Street; every time it rains the street fills up. Water will sit and then all the water goes away. The whole street fills up; ducks come and swim in the streets. With the development, it will stop up the water more than it is already. Should rip up the streets and put in bigger storm pipes. Tremendous issue – we call the city to put out blockades to prevent driving through flooded streets but they just bring a sign.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Don't make it worse.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Corner of 6th/Loomis – before the City owned it, there were big lawns and bushes; couldn't see the cars. Wasn't a flooding problem; lot of teardowns on resident's block; bigger homes – water runs different now.</li> </ul>

5	<ul style="list-style-type: none"> <li>• Flooding on 600 N. Main Street has become progressively worse over the past years. Detention would be beneficial.</li> </ul>
6	<ul style="list-style-type: none"> <li>• In the Bennington community they flood with any heavy rain, backed up storm drains and that adds to traffic flow problems especially on Columbia.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Even with storm water help it's not fixed, is impacting neighborhoods south of Chicago. Huffman and Benton. South of Chicago on Julian. There are flooding issues.</li> </ul>
6	<ul style="list-style-type: none"> <li>• On 8th between Brainard and Loomis also has issues. Webster routinely floods as well.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Pilgrim Addition also has flooding</li> </ul>
6	<ul style="list-style-type: none"> <li>• Current storm water pipes aren't fit for current usage</li> </ul>
6	<ul style="list-style-type: none"> <li>• Ellsworth between 6th and 7th is also bad.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Just south of the tracks don't have water issues. Concerned this development will bring water issues.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Columbia, Estates park was flooded with the last rain</li> </ul>
6	<ul style="list-style-type: none"> <li>• Flooding issues even at the top of the hill</li> </ul>
6	<ul style="list-style-type: none"> <li>• Any greenspace that was east on 5th is not being developed. It could compound the issue.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Flooding is a major issue, especially at the low points on streets.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Flooding is a major issue, especially at the low points on streets.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Neighbor at 705 N. Slate has flooding issues. Sewer system can't handle the current capacity. Any heavy rains they cannot leave their driveway.</li> </ul>
8	<ul style="list-style-type: none"> <li>• 8th Avenue was flooded in the recent storms and could be accessed.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Pilgrim has similar flooding issues.</li> </ul>
8	<ul style="list-style-type: none"> <li>• When the engineers in the past have looked at flooding, they have looked at cheaper alternatives and can create issues where issues didn't exist in the past. At School and Wright it now floods where it didn't in the past.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Brainard floods after any heavy rainfall (resident lives between 6th &amp; 7th)</li> </ul>
Input Session	Design Considerations
1	<ul style="list-style-type: none"> <li>• Development may affect that need for larger pipes if necessary, retention pond or vault.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Discussion on permeable pavers and more greenspace.</li> </ul>
1	<ul style="list-style-type: none"> <li>• If developing the subject property creates more ground water run-off, it will only exacerbate the flooding issues directly to the north. While much of the subject area is already paved, any new</li> </ul>
1	<ul style="list-style-type: none"> <li>• Improved storm water management</li> </ul>
1	<ul style="list-style-type: none"> <li>• Larger storm sewer is needed</li> </ul>
1	<ul style="list-style-type: none"> <li>• Detention pond or vault is needed at Kroehler Lot as storm water pipes go down Loomis, right by it.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Infrastructure needs to be updated</li> </ul>
1	<ul style="list-style-type: none"> <li>• Storm water vault needed at 5th and Washington to help address Brained and Ellsworth flooding</li> </ul>
2	<ul style="list-style-type: none"> <li>• Need to widen the drain pipes/update infrastructure. Pipes are too old/small</li> </ul>
2	<ul style="list-style-type: none"> <li>• We need to figure out a way to make a multi-use detention pond out of Naperville North field. Drop park down 6' and add soccer field that would be usable 90% of the year.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Onsite storm water management</li> </ul>
3	<ul style="list-style-type: none"> <li>• Resident was under the impression that there is an engineering algorithm that would require a retention pond or vault.</li> </ul>

3	<ul style="list-style-type: none"> <li>Consider permeable pavers to help with flooding.</li> </ul>
3	<ul style="list-style-type: none"> <li>Infrastructure is old, if add to the area need to improve and upgrade the storm water system. In 2015, a storm water study was completed that showed the underground drainage needs to be enlarged.</li> </ul>
4	<ul style="list-style-type: none"> <li>This is the opportunity for the city to fix the flood water issue. Basements were flooded last</li> </ul>
4	<ul style="list-style-type: none"> <li>Infrastructure needs to be updated to handle the increased density since system was built.</li> </ul>
4	<ul style="list-style-type: none"> <li>Resident would like more permeable services. Flood issues arose when Kroehler lot was built.</li> </ul>
4	<ul style="list-style-type: none"> <li>Shift the water back up to a detention pond or vault</li> </ul>
4	<ul style="list-style-type: none"> <li>Add pervious pavers to any additional parking lots</li> </ul>
4	<ul style="list-style-type: none"> <li>Lack of greenspace for water to be absorbed. Streets are the areas for water to back up into; keep out of the houses; shift to back up to the retention areas.</li> </ul>
4	<ul style="list-style-type: none"> <li>We shouldn't settle for not making it worse. We have the land, political will and revenue as part of this development to fix the issue</li> </ul>
5	<ul style="list-style-type: none"> <li>Kroehler lot should be redeveloped to include greenspace, storm water detention, but also up to 50% townhomes or similar</li> </ul>
6	<ul style="list-style-type: none"> <li>System is under capacity and gets backed up. The development cannot make it worse. Need to add detentions or underground vaults to handle water.</li> </ul>
7 & 9	<ul style="list-style-type: none"> <li>NA</li> </ul>
8	<ul style="list-style-type: none"> <li>City should take the opportunity to improve the flood water situation.</li> </ul>
8	<ul style="list-style-type: none"> <li>Storm water basins in the Kroehler lot would help the communities flooding issues.</li> </ul>
Input Session	Miscellaneous Comments
1	<ul style="list-style-type: none"> <li>Flooding two years ago on museum, seems wasteful. (privately funded)</li> </ul>
1	<ul style="list-style-type: none"> <li>Rain flows downhill, larger homes increasing footprint; further grading.</li> </ul>
2	<ul style="list-style-type: none"> <li>Help storm water problems from surrounding areas</li> </ul>
2	<ul style="list-style-type: none"> <li>Ground can't handle any additional moisture</li> </ul>
3	<ul style="list-style-type: none"> <li>A portion of the money needs to be used to improve infrastructure. Pipes were built for 1952.</li> </ul>
3	<ul style="list-style-type: none"> <li>Most of the flooding is north of the tracks. Participants were asked to send specific data about flooding events to Ryan so that they can map out flooding issues to help better understand the problem.</li> </ul>
4	<ul style="list-style-type: none"> <li>Main thing to figure out needs in terms of storm water and flooding</li> </ul>
4	<ul style="list-style-type: none"> <li>Water from surrounding neighborhoods ends up in the neighborhood on the north side of 5th Ave Issues may have stemmed from building of Jewel on Ogden.</li> </ul>
4	<ul style="list-style-type: none"> <li>Ryan encourages residents to send us emails and photos regarding their. flooding issues. Ryan will map these issues.</li> </ul>
4	<ul style="list-style-type: none"> <li>Resident would like someone other than city engineer to provide rain water survey.</li> </ul>
4	<ul style="list-style-type: none"> <li>Ryan will work with city staff to obtain flooding history.</li> </ul>
4	<ul style="list-style-type: none"> <li>This is the chance to solve the storm water issue.</li> </ul>
4	<ul style="list-style-type: none"> <li>Water pressure is decreasing. Service lines are 1/2 to 3/4" and the new tear downs are putting in 1" to 1-1/2" service lines</li> </ul>
5, 7 & 8	<ul style="list-style-type: none"> <li>NA</li> </ul>

- 6 • Current water pressure for some residents is bad
- 9 • The city needs to chip in and deal with the storm water issue.



## TRAIN, BUS & TRANSIT

Input Session	Metra
1	<ul style="list-style-type: none"> <li>Metra does not want to add parking because of space; maxed out on number of cars per train. Developments on Rt. 59 will affect.</li> </ul>
2	<ul style="list-style-type: none"> <li>Should do studies regarding what the train station looks like during rush hours.</li> </ul>
3	<ul style="list-style-type: none"> <li>Rt 59 station and Naperville station are two of the busiest Metra stations. A train study will need</li> </ul>
3	<ul style="list-style-type: none"> <li>Rt 59 and Naperville Metra lines should be on separate train lines</li> </ul>
3	<ul style="list-style-type: none"> <li>If you constrict the river of money (train) the city may lose money. Don't restrict commuter access.</li> </ul>
3	<ul style="list-style-type: none"> <li>The BNSF is a key factor in why people move to Naperville. Train takes 32 minutes.</li> </ul>
3	<ul style="list-style-type: none"> <li>Metra's ridership is going down for the Burlington line as a whole.</li> </ul>
4	<ul style="list-style-type: none"> <li>Burlington Northern – running Amtrak/Metra down through the center of Naperville. What are the plans in the next decade of two? Light rail? 10% increase in commuter numbers. Trying to</li> </ul>
4	<ul style="list-style-type: none"> <li>The BNSF is the real issue. What are their plans in the next 10-20 years? How much do they anticipate ridership is going up? Metra will be a stakeholder in the process.</li> </ul>
5	<ul style="list-style-type: none"> <li>Residents come to Naperville from the City for better schools, to raise families, but encounter a 10 year wait for commuter parking. Driving to the Loop should not be required for Naperville residents. Pace &amp; Metra schedules need to be investigated.</li> </ul>
6	<ul style="list-style-type: none"> <li>Consider another Metra stop in Naperville. 5th Ave and 59 are the two busiest Metra stops.</li> </ul>
6	<ul style="list-style-type: none"> <li>Could there be another stop added to the train station</li> </ul>
6	<ul style="list-style-type: none"> <li>Naperville and Rt 59 are the two busiest stops currently</li> </ul>
6	<ul style="list-style-type: none"> <li>Does the actual Metra station stop have to stay there?</li> </ul>
6	<ul style="list-style-type: none"> <li>Can the station be shifted closer to Washington? Could develop closer to that instead of in the residential</li> </ul>
6	<ul style="list-style-type: none"> <li>Additional residents to the area will only put a greater burden on the Metra system. Something needs to be worked out with Metra to increase space on the trains.</li> </ul>
6	<ul style="list-style-type: none"> <li>Taking into consideration that adding more people to the area will overtax the Metra, either other stops, or express trains from only the 5th Ave Development, skipping 59 station.</li> </ul>
7	<ul style="list-style-type: none"> <li>Trains are packed. Jim confirmed Metra is engaged in this process.</li> </ul>
7	<ul style="list-style-type: none"> <li>Metra is in a financial trouble so added service is going to be a problem.</li> </ul>
8	<ul style="list-style-type: none"> <li>Are there any restrictions from Metra on parking based on the train capacity.</li> </ul>
8	<ul style="list-style-type: none"> <li>Resident does not feel Metra will add cars or trains due to funding issues.</li> </ul>
8	<ul style="list-style-type: none"> <li>Local platforms will not accommodate more than 11 cars.</li> </ul>
8	<ul style="list-style-type: none"> <li>Commuter issues have not changed since the 1980's people were sitting on the train steps even back then. The train is already full when it pulls into the Naperville station and adding a station will only worsen that. The train station should be moved out of the residential area near the Growing Place.</li> </ul>
8	<ul style="list-style-type: none"> <li>Adding a station will only add to the congestion on the train. Potentially move the station east down fifth avenue where there is more open space. Take step back and look at the space available.</li> </ul>
8	<ul style="list-style-type: none"> <li>City staff, when asked, clarified that that city has been in discussion with Metra.</li> </ul>

- 8 • Metra is open to more parking near the station and are open to other uses to improve their commuter experience.
- 8 • Can't truly make plan if Metra isn't on board and committed to plan.
- 8 • Resident feels adding any residential is not an option due to train capacity issues.
- 8 • Cannot compare this station to 59 station.

- 9 • One of the main constraints on parking is Metra capacity but we could use a little more parking. It's the residents understanding that Metra cannot add more cars because the platform is too short for more cars.
- 9 • Resident believes we are stuck with the Metra situation as it is.

Input Session	Pace/Kiss 'n Ride/Ride Sharing
1	<ul style="list-style-type: none"> <li>• Why don't people take the bus? Any incentives to take the bus?</li> </ul>
2	<ul style="list-style-type: none"> <li>• Consider putting the Pace Bus pickup/drop-off areas underground.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Provide tram or shuttle to get to/from train</li> </ul>
2	<ul style="list-style-type: none"> <li>• Ride share or a cab would be efficient.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Few people ride the PACE buses because it takes 40 minutes to get to the train station</li> </ul>
2	<ul style="list-style-type: none"> <li>• PACE does not run often enough to be reliable or time efficient. There is no incentive for people to linger in the area if they have to catch a bus timed to a rush hour train. Look at having park &amp; ride areas throughout the city that could connect to PACE routes. Perhaps shopping centers would be amenable to providing a limited number of spaces for such purposes. Perhaps some</li> </ul>
3	<ul style="list-style-type: none"> <li>• Many of the trains in the morning are not serviced by pace. A rapid shuttle service from offsite parking may work. Need to have predictable, high-usage shuttle service including multiple shuttles.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Been observing the rise of Uber &amp; Lyft; everything is jumbled – pay attention to that and design for it. Perhaps more space for drop off and differentiate them – Pace buses, Uber, Lyft, etc.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Pace buses and cabs are using residential side streets</li> </ul>
4	<ul style="list-style-type: none"> <li>• Provide a proper bus depot to alleviate the car issues.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Enhanced bus depot to reduce the cars and still get people to the train station.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Great opportunity for partnerships such as a transportation hub (Uber, Lyft, Pace, etc.)</li> </ul>
5	<ul style="list-style-type: none"> <li>• Include Uber and ride-sharing services in considerations, for pick up and drop off.</li> </ul>
5	<ul style="list-style-type: none"> <li>• 75% of Pace buses go south – leave Pace buses on the south side of the tracks.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Park and Ride traffic flow is very important</li> </ul>
5	<ul style="list-style-type: none"> <li>• Must address the multi-modal condition of the development per RFQ</li> </ul>
6	<ul style="list-style-type: none"> <li>• The current Pace bus timing don't match up with the train times</li> </ul>
6	<ul style="list-style-type: none"> <li>• Pace buses are empty due to inefficiency. 25-30 minute trip from the south side. It's a waste of time.</li> </ul>
7	<ul style="list-style-type: none"> <li>• 10% of commuters are currently taking the bus</li> </ul>
8	<ul style="list-style-type: none"> <li>• Are there other improvements such as Pace commuter lots to help circulate people without bringing more people who need to park at the lot.</li> </ul>
8	<ul style="list-style-type: none"> <li>• How can you get more buses in and out of the train station faster - or provide incentives to those who ride a bike.</li> </ul>
8	<ul style="list-style-type: none"> <li>• One of the biggest complainants of the train station is that they can't unload the buses fast enough and they back up traffic down the street. They need a transit center for buses to unload away from traffic.</li> </ul>

- 9 • People only use PACE when the weather is bad and they can't walk or ride their bikes
- 9 • Kiss and Ride is currently functioning. Don't know if it's functioning well. It's an existing system. The north side kiss and ride is harder to use.

Input Session	Commuter Experience
1	• Gear development to commuters only. We don't need extra people in the area.
1	• Commuters are not going to stop and shop.
2	• Have a more efficient way to drop off someone at the train station.
3	• Issues finding seats on the train on a daily basis. Train is maxed out on cars due to station restrictions.
3	• Village of LaGrange had similar issues and added Stone Avenue station to help ease congestion. This is an example to research as a potential improvement needed. Other towns have more stations as well, such as Downers Grove and Hinsdale.
4	• Support commuters
4	• Commuters are priority. Handle parking and everything builds from that.
4	• Access for commuters is important. BNSF is maxed out already. Adding more parking may impact train ridership so much that it effects the commuter experience for those who paid the premium to live close to the train.
5	• Pick up and drop off in one spot will cause a bottle neck. Resident feels we need multiple spots
5	• Time is the #1 priority for commuters. If you mess with the time it takes for commuters to get in and out they won't be happy
6	• Want efficiency for commuters, to get to the train, not having to funnel commuters into retail or dark tunnels
6	• Make commuter experience more efficient. Doesn't want to walk through retail to get to the train
6	• As a commuter, there is no interest to stick around the train station.
6	• Too crowded around the station
7	• NA
8	• Waiting on the train platform or dealing with the delays on BNSF is already a pain. Adding more to the area will only compound the issue. Need to think about adding more cars or trains. 5th
8	• A large portion of commuters are not parking – how are they getting there? Is there a better way to get people to the train station?
8	• Trains are filled every day, with no places to sit it is standing room only. Commuter experience needs to be addressed, moved here for the train station but if it gets to the point that can't take the train it will become an issue.
8	• Trains are standing room only at least 30% of the time.
8	• Commuter experience cannot be effected negatively.
9	• Commuter centric

Input Session	Miscellaneous Comments
1, 2 & 4	• NA
3	• The great number of commuters is spread out over three hours
3	• Another resident is concerned about adding a station will add to congestion on the train.
3	• Concern that city council does not have a commuter on it. City is ignoring that constituency.

- 3
  - Look at long term commuting perspective. How will telecommuting effect future of commuting?
- 5
  - access to transportation to the city
- 5
  - Amsterdam train system referenced as an example – use a tram to access shuttle to an offsite lot, similar to the airport.
- 5
  - City rated intersections throughout the City – 4 were rated LOS F around the train station
- 5
  - City staff presented a proposal to put pick up/drop off in Parkview lot 4-5 years ago.
- 5
  - A significant amount of data is already available.
- 5
  - City and Ryan needs to be more forward thinking with the plan, such as driverless cars. Looking at population of Illinois and how is it changing to develop this site with longevity.
- 6
  - There seems to be a crime element on Ogden, they get off of the train and go through the neighborhood
- 7
  - Provide more mass transit options with more efficient traffic flow – buses pickup on south side then park on the south side.
- 7
  - Uber is going to be increasingly used by commuters. Cost is comparable to parking for those within a mile.
- 8
  - Online will put more pressure on the train line.
- 9
  - Seniors might not want to live by the train.
- 9
  - Added the concept of transit working space.

## DESIGN

Input Session	Experience/Function
1	<ul style="list-style-type: none"> <li>Minimizing the impact both in terms of traffic and visually is important to the community.</li> </ul>
1	<ul style="list-style-type: none"> <li>Put businesses on the bottom of the parking structure</li> </ul>
1	<ul style="list-style-type: none"> <li>Make walkway to parking structure covered</li> </ul>
1	<ul style="list-style-type: none"> <li>Covered and heated walkways for commuters</li> </ul>
1	<ul style="list-style-type: none"> <li>One error of the Omnia proposal was in coming to the council fully formed. Was designed for the real estate box it filled, rather than for the neighborhood. Ryan Cos. should embrace Kroehler building as a completed part of their project. Let that building impact the design of</li> </ul>
1	<ul style="list-style-type: none"> <li>Make transit depot more efficient</li> </ul>
2	<ul style="list-style-type: none"> <li>Addresses all ADA concerns</li> </ul>
2	<ul style="list-style-type: none"> <li>Consider accessibility when developing the plan</li> </ul>
2	<ul style="list-style-type: none"> <li>Don't clutter up the walkways with excessive small "amenities", and excessive or bulky</li> </ul>
2	<ul style="list-style-type: none"> <li>Take advantage of the fact that the development is near the train. Try to draw people out from the city.</li> </ul>
3	<ul style="list-style-type: none"> <li>Need to look at shadow study. Concerns buildings will block sunlight.</li> </ul>
3	<ul style="list-style-type: none"> <li>Addresses all ADA concerns</li> </ul>
3	<ul style="list-style-type: none"> <li>Concern about setback, the Kroehler building is an example of a good setback. An example of something not desired was the building at 4th as it is too close, too large and is elevated higher. Park across the street from the parking lot was questioned whether it will be considered for</li> </ul>
4	<ul style="list-style-type: none"> <li>Environment – covered all the aspects; talk about how tall things are; keep in mind the environment involves aftermath, i.e. sound, lighting, design elements – lit from the inside. Could impact the neighborhood.</li> </ul>
4	<ul style="list-style-type: none"> <li>Some sort of gateway on Washington to provide an entrance to the area. Additional signage would also be helpful (way-finding) – especially for commuters</li> </ul>
5	<ul style="list-style-type: none"> <li>LEED certification would address many resident concerns; storm water treatment, permeable pavers, energy savings.</li> </ul>
5	<ul style="list-style-type: none"> <li>5th Avenue Station is a challenge as it bisects the city-owned parcels</li> </ul>
5	<ul style="list-style-type: none"> <li>Parkview lot would also be good place for kiss n' ride, buses, ride-shares, etc. This would help traffic flow with commuter and school traffic</li> </ul>
6	<ul style="list-style-type: none"> <li>Addresses all ADA concerns</li> </ul>
6	<ul style="list-style-type: none"> <li>How does the design function, can it function in a more forward looking way</li> </ul>
6	<ul style="list-style-type: none"> <li>When the parking deck goes in, water source and electricity on the floors for cleaning.</li> </ul>
6	<ul style="list-style-type: none"> <li>Residents like it dark at night, and no noise in the evenings, and no drunks stumbling out of bars</li> </ul>
6	<ul style="list-style-type: none"> <li>Like the quiet residential neighborhood</li> </ul>
6	<ul style="list-style-type: none"> <li>Want it to still feel like a residential community</li> </ul>
6	<ul style="list-style-type: none"> <li>Don't have restaurants with outdoor seating next to the tracks</li> </ul>
6	<ul style="list-style-type: none"> <li>Naperville as a city could make a statement for the environment with this development, i.e. solar panels. Be more forward-thinking</li> </ul>
6	<ul style="list-style-type: none"> <li>If you do have a restaurant with outdoor seating, maybe don't have it right on the tracks.</li> </ul>
7	<ul style="list-style-type: none"> <li>Move density away from neighborhood, closer to the tracks.</li> </ul>
7	<ul style="list-style-type: none"> <li>Maintain the livability – walk to downtown, walk to train, etc.</li> </ul>

7	• Do not put drop-off hub near neighborhood so buses are idling on the residential streets
7	• Add bus depot to Children's Museum lot
8	• Transit Oriented Development, only need one parking place per home instead of two because people will take the train. This doesn't necessarily work, it didn't work at Route 59 with that development.
8	• Put parking decks along the train and then build homes outside of that to provide a buffer to the neighborhood
8	• Enhance the walkability of the neighborhood
8	• Can there be a theme developed to tie it in with the history of the area and the Kroehler building so people don't forget that this was one of the biggest furniture manufacturing places in country?
8	• There should be connectivity to the neighborhood so it doesn't stand out, it needs to fit the
8	• Needs a warm place for commuters to wait for their train, currently there isn't a place on the one side of tracks.
8	• Anything being built would need to be closer to Washington away from the homes
8	• Quantifying what creates a sense of place.
8	• Separate access point for residents in the building versus
9	• Should feel organic and tie into the existing environment.
9	• Needs to compliment the surrounding historic district.
9	• Shouldn't be a destination, should support the current residents
9	• Resident doesn't feel the property needs to be LEED – it will only increase cost and doesn't add much value. The energy codes are sufficient these days.
Input Session	Aesthetics/Design Quality
1	• Pleasing design complimentary with the architectural styles seen in the neighborhood
1	• Add vintage lighting.
1	• Use Kroehler Building's brick as one of many materials used in new structures.
1	• Exterior lighting for the new structures should be appropriate and not invasive to the neighboring residential areas.
2	• Quality and aesthetic appearance is important.
2	• Is aesthetically pleasurable
2	• Don't want to look out their house windows and see a wall of building.
3	• Keep current historical aesthetic to flow with the rest of the neighborhood.
4	• Complements, but does not compete with downtown Naperville or Ogden Ave.
4	• Is aesthetically pleasurable
5	• Include landscaping, making it look residential
5	• Is aesthetically pleasurable
5	• Some of other Ryan projects are beautiful; 5th Ave has significant existing constraints
6	• The South side is the historic district and it is a beautiful neighborhood to walk through, it would be sad to see buildings come up that clash with that feel. Keep the historic feel and look.
6	• Keep the residential community feel
6	• The tunnel under Washington is grungy, element of celebrating the lifestyle of the current neighborhood.

7	<ul style="list-style-type: none"> <li>What is built it should be architecturally pleasing. Compliment the neighborhood with a historical feel. Resident referenced local historical homes and the Kroehler building.</li> </ul>
7	<ul style="list-style-type: none"> <li>Another resident likes the mix of the historical elements (like Kroehler) with something more modern.</li> </ul>
7	<ul style="list-style-type: none"> <li>Design should be timeless.</li> </ul>
7	<ul style="list-style-type: none"> <li>The train is the lifeblood of the community and the design should represent this.</li> </ul>
7	<ul style="list-style-type: none"> <li>Would like to see a higher widow ratio on street fronts (no tinted mirror glass).</li> </ul>
7	<ul style="list-style-type: none"> <li>The Kroehler building adds character to the neighborhood and you need to respect the fact that it's a historical, protected building</li> </ul>
7	<ul style="list-style-type: none"> <li>Resident would like to see something thoughtful and modest in scale – not a downtown. The Park Addition neighborhood will not embrace what was presented in the original watercolor</li> </ul>
7	<ul style="list-style-type: none"> <li>Add plazas, fountains and/or courtyard near the residential areas</li> </ul>
8	<ul style="list-style-type: none"> <li>Be careful of the materials used to match the neighborhood.</li> </ul>
8	<ul style="list-style-type: none"> <li>Designing something to fit in with the history of the Kroehler building and designing anything new to match would help create a cohesive look.</li> </ul>
	<ul style="list-style-type: none"> <li>Needs a “neighborhood look” not a “downtown look”. Soften the transition into the neighborhood</li> </ul>
9	<ul style="list-style-type: none"> <li>Resident was horrified by the design of the watercolor. It reminded her of something along Rt 59. Design was similar to a Rodondo Beach development. It has no charm or class.</li> </ul>
9	<ul style="list-style-type: none"> <li>It needs to fit in with the Kroehler building. It needs to feel more “homey” and not sterile.</li> </ul>
9	<ul style="list-style-type: none"> <li>Want the redevelopment to be beautiful</li> </ul>
9	<ul style="list-style-type: none"> <li>No food court look</li> </ul>
Input Session	Comparable Project/Location
1	<ul style="list-style-type: none"> <li>Incorporate timeless design. Look at North Central College</li> </ul>
1	<ul style="list-style-type: none"> <li>Pearl District in San Antonio as an example</li> </ul>
1	<ul style="list-style-type: none"> <li>North Central architecture part of neighborhood needs a classic design.</li> </ul>
2, 4 & 8	<ul style="list-style-type: none"> <li>NA</li> </ul>
3	<ul style="list-style-type: none"> <li>Giordano's building was the right location but bad design. Interiors small and sub-par. The property is privately owned.</li> </ul>
3	<ul style="list-style-type: none"> <li>Someone offered that designing this area with a central theme like at Cantigny Park would be attractive. This area could focus on trains or the history of the buildings as a nice aesthetic.</li> </ul>
3	<ul style="list-style-type: none"> <li>104 E. 11th Avenue, behind Ace Hardware, new condos are going up and if there has to be more condos as part of this development consider these as an option for design.</li> </ul>
5	<ul style="list-style-type: none"> <li>Virginia Beach has many LEED certified school; storm water detention, native plantings, and wonderful interiors</li> </ul>
6	<ul style="list-style-type: none"> <li>Geneva near the train station there is relatively new development, it bridges into the older part of town with lower height buildings. Open plazas. Different buildings, a bridge to the historic neighborhoods.</li> </ul>
6	<ul style="list-style-type: none"> <li>Hinsdale stop has the large open area up to the library.</li> </ul>
6	<ul style="list-style-type: none"> <li>Look at Geneva near the train station. Buildings are only three stories with open plazas. Each building is slightly different so it doesn't look cookie cutter. Bridge from train to plaza area</li> </ul>

- 7 • Architecture and space matters, when Water Street was developed it was narrowed by 9 feet. It has a different feel from Jefferson. At Main Street Promenade there is a large set back that creates a nice feel. Anything should be pushed back so there is more than just the 5 feet sidewalk to allow people to congregate.
  - 7 • Look at Main St. Promenade – more space from retail to street.
  - 7 • The downtown area near City Hall is not inviting for people to walk and hang out at.
  - 7 • Look to downtown Naperville for style – its new but still feels old. Apartment building on Ellsworth is not appealing. Sticks out like a sore thumb.
  - 7 • The new building in Wheaton has first floor parking and doesn't open up to the neighborhood
- 
- 9 • Look at North Central properties including the new Science Center.
  - 9 • Downtown Alexandria
  - 9 • Don't want the look of the large scale retail on Rt 59

Input Session	Connection to Downtown
---------------	------------------------

- |       |                                                                                                                                                                                                                 |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1     | • Concerned with the way the city intends to connect it to downtown. Need an easier flow.                                                                                                                       |
| 1     | • Better pedestrian routes to schools and downtown                                                                                                                                                              |
| 1     | • Don't want another "downtown" created at 5th Ave.                                                                                                                                                             |
| 1     | • Resident west of Washington: big concern don't want to become an island; a safe way from this development to the downtown (cow tunnel) or another method of widening; concern of                              |
| 1     | • Connect the downtown; connect parking towers; climate controlled - (Halsted street deli only lasted a year) this idea to get to next level. Parking and then connect; vans to connect to other parts of city. |
| 1     | • Feels like the city is changing their neighborhood. If they wanted to live downtown they would've bought a home downtown.                                                                                     |
| 1     | • Don't need two downtowns, businesses only for those who take the train;                                                                                                                                       |
| 1     | • Doesn't want to see the downtown coming to this neighborhood. City is meeting residential area and should be scaled.                                                                                          |
| 1     | • Above ground walkway linking to downtown, climate control above the train tracks                                                                                                                              |
| 1     | • Build a skyway (above ground walkway through buildings)                                                                                                                                                       |
| 2     | • Don't build something that competes with Ogden and downtown but provides connectivity and complements it                                                                                                      |
| 2     | • Focuses on bridging 5th Ave as a transportation hub and mixed use area between the downtown and uptown.                                                                                                       |
| 3 & 8 | • N/A                                                                                                                                                                                                           |
| 4     | • Don't compete with downtown Naperville                                                                                                                                                                        |
| 4     | • Community cohesion is important. We don't want to walled off from downtown.                                                                                                                                   |
| 4     | • Neighborhood on west side of Washington is too isolated - would like better access to downtown                                                                                                                |
| 4     | • Everyone northeast of Washington walks to town; down Loomis. We feel connected to the schools, college and town. Municipal buildings are short so visually you can see the trees and walking is pleasant      |
| 5     | • Empty-nesters and millennials have the same basic needs – within walking distance to entertainment amenities                                                                                                  |
| 5     | • One resident would like to see a connection between train station and downtown Naperville. This resident would like to see a bigger proposal which includes more land to make this connection                 |



- 6 • Can't be an extension of downtown. Uses need to be supplemental to the residential area surrounding the station.

- 7 • Do not build another downtown. Alternatively, another resident would like to see another downtown development near the train

- 9 • Could the space we better used to augment what is not currently downtown – apartments for young professionals or seniors, daycare. Should not compete with downtown.

Input Session	Miscellaneous Comments
1	• Balance the infrastructure without overwhelming
1	• Resident comments on getting costs. Will require balancing needs with wants.
2 & 7	• NA
3	• Improvements do need to be made to the area but the scale is the concern.
4	• When a resident saw the proposed water color it made them feel that the city wasn't going to fix any of the current issues in the neighborhood.
4	• Love the development but not the initial proposal
5	• City guidelines designate the design of the buildings in the development area
6	• LEED buildings would make a good statement from Naperville as a city
6	• Windmills or solar panels for charging stations
6	• Downtown Naperville has a distinct feel already, adding or building on top of that will take away from that feel.
6	• Downtown Naperville already has a distinct feel already.
8	• Naperville has a nice history and with tear downs you lose sight of that.
8	• Character of the neighborhood
8	• Use the idea of a renovated Kroehler building as a template for any other buildings in the area.
8	• The Water Tower sticks out in this area and does not flow into the area now. This maybe the most difficult design use.
8	• If Nichols library could be disassembled and moved, could it be moved to the Northside of the tracks. Could it be used as the train station? That would add to the historic character.
8	• Water feature
8	• From Loomis to Washington the right of way is narrow and limits what can be done.
9	• Ryan has an opportunity to make a good profit but also to have an award winning design that could be desirable
9	• Resident does not believe this will be a destination and will only compliment the surrounding neighborhood.
9	• Use instead of design is what would make downtown Naperville and this area compete.
9	• Bordering on historic district
9	• If you put too many ugly buildings then residents won't be able to sell their houses
9	• Building Public Works is LEED, it's a beautiful building. The classification means something.

## CHILDREN'S MUSEUM

Input Session	DCM Remain in Place
1	<ul style="list-style-type: none"> <li>Museum, leave where it is; has established a name for itself, advertisement for Naperville, easily assessable from train, Building takes up just a part of the lot, good location for traffic disbursement.</li> </ul>
2, 3, 4, 6, 7 & 8	<ul style="list-style-type: none"> <li>NA</li> </ul>
5	<ul style="list-style-type: none"> <li>Resident would like the museum to stay where it is. Children's Museum had hard times during the recession and the city provided public funds to keep the museum. Moving the museum "tosses that away". Museum pays city a market based rent. (resident later corrected that the museum does not actually pay rent. City is subsidizing it) Museum was just rehabbed. They are throwing it away if they move. Museum doesn't does not contribute to peak hour traffic problems. People come out to Naperville on the train specifically for the museum.</li> </ul>
9	<ul style="list-style-type: none"> <li>Might not prefer the museum moved to the new development. Keep it where it's at or move to a different area.</li> </ul>
Input Session	DCM Relocated Within Development
1	<ul style="list-style-type: none"> <li>Move museum down 5th Avenue – they have parking problems during peak periods</li> </ul>
1	<ul style="list-style-type: none"> <li>Move Children's Museum to water tower building or Kroehler building. Concerned about tax dollars to move it. People commute from other areas by train to the museum</li> </ul>
1	<ul style="list-style-type: none"> <li>Park across the street from Kroehler building is a natural tie in if the Museum moves there</li> </ul>
2, 4, 8 & 9	<ul style="list-style-type: none"> <li>NA</li> </ul>
3	<ul style="list-style-type: none"> <li>Children's Museum should be moved away from the parking area and focus traffic to Washington Street where there is fewer housing.</li> </ul>
3	<ul style="list-style-type: none"> <li>Move Children's museum away from Washington.</li> </ul>
5	<ul style="list-style-type: none"> <li>Having the DCM at the water tower site is a good idea according to one resident</li> </ul>
5	<ul style="list-style-type: none"> <li>Resident suggested moving the Children's Museum to the public works building.</li> </ul>
6	<ul style="list-style-type: none"> <li>Could move the CM to the Water Tower space, and it would open up the current lot for something else.</li> </ul>
6	<ul style="list-style-type: none"> <li>Resident doesn't like the museum where it is and feels it would be better in the water tower building.</li> </ul>
6	<ul style="list-style-type: none"> <li>Shift the station closer to retail (possibly closer to Washington)</li> </ul>
7	<ul style="list-style-type: none"> <li>Resident would like to see the museum move the water tower lot and be modernized.</li> </ul>
Input Session	DCM Relocated to a New Location (Outside Development Area)
1	<ul style="list-style-type: none"> <li>Move the Children's Museum to old city center lot saving money.</li> </ul>
2	<ul style="list-style-type: none"> <li>Take the children's museum out of the neighborhood</li> </ul>
3, 4, 5, 7, 8 & 9	<ul style="list-style-type: none"> <li>NA</li> </ul>

6	<ul style="list-style-type: none"> <li>• Move to Ogden avenue to give more spots for parking</li> </ul>
Input Session	DCM Relocated to a New Location (Within the Development Area)
1	<ul style="list-style-type: none"> <li>• Move museum then use for parking deck.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Omnia proposal, performing arts center to be included in the Children's Museum site.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Consider connecting the Children's Museum to a Naperville Park so that children and families can have an outdoor as well as indoor experience. In its current location, perhaps a tunnel could be made to connect it to Kendall Park.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Would not like the children's museum to move outside of this neighborhood. People take the train to the children's museum. Good amenity for the Junior High.</li> </ul>
4 & 8	<ul style="list-style-type: none"> <li>• NA</li> </ul>
5	<ul style="list-style-type: none"> <li>• The museum would like to have outdoor classes so we need an easier way to get to Kendall Park</li> </ul>
5	<ul style="list-style-type: none"> <li>• Resident states that City's fund is paying DCM's rent, and that City had to pay for flood damage as DCM did not have renter's insurance, and DCM rented space in Fox Valley. Concerned that DCM is a financial drain on the City</li> </ul>
6	<ul style="list-style-type: none"> <li>• Residents like the Children's Museum</li> </ul>
6	<ul style="list-style-type: none"> <li>• Is there still a relationship between the CM and Washington Middle School? Students used to volunteer at the CM.</li> </ul>
6	<ul style="list-style-type: none"> <li>• With good walking paths maybe you could still move the middle school kids to the museum to volunteer.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Can the CM afford to move?</li> </ul>
6	<ul style="list-style-type: none"> <li>• Better walking paths from the schools to the museum if its moved</li> </ul>
6	<ul style="list-style-type: none"> <li>• Moving the Children's Museum could benefit the parking situation by making the museum site a parking garage/ramp</li> </ul>
6	<ul style="list-style-type: none"> <li>• The lot with the children's museum and the Burlington lot have more potential for development than the other parcels nearer to the neighborhood. More intensive uses closer to Washington</li> </ul>
6	<ul style="list-style-type: none"> <li>• Needs to remain accessible to other communities</li> </ul>
6	<ul style="list-style-type: none"> <li>• The current CM space could have a flagship retail space on it, could draw in other businesses.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Keep it within the neighborhood. Several residents agreed.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Washington Jr. High kids do volunteer at the museum so it should stay close to the school so they can walk there.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Use the Children's Museum as the centerpiece</li> </ul>
9	<ul style="list-style-type: none"> <li>• Children's Museum needs to stay in the area</li> </ul>
9	<ul style="list-style-type: none"> <li>• Residents use it with their children; it's a great asset to Naperville. It's a good neighbor.</li> </ul>

## FINANCIAL

Input Session	Miscellaneous Comments
1	<ul style="list-style-type: none"> <li>Concern for infrastructure cost for the next several years</li> </ul>
1	<ul style="list-style-type: none"> <li>Figuring mix greenspace weighing cost of infrastructure and economic factor revenue to create</li> </ul>
1	<ul style="list-style-type: none"> <li>Mix green space, with cost of infrastructure and economic factors to create for reasonable investment.</li> </ul>
1	<ul style="list-style-type: none"> <li>The revenue potential to the City also differs between the categories. The tax revenue stream from Multifamily Residential (property tax and so forth) will be different than from a parking garage.</li> </ul>
1	<ul style="list-style-type: none"> <li>The developer needs to earn back its' investment and a market return as well. The margin it can earn on the sale and or management of apartments and condominiums is different from the margin on the leasing and or management of retail space.</li> </ul>
1	<ul style="list-style-type: none"> <li>Area residents may be most concerned with "quality of life" considerations and amenities that will enhance the value of their homes,</li> </ul>
1	<ul style="list-style-type: none"> <li>The City may desire a mix that maximizes the tax revenue and minimizes any incremental infrastructure costs, the developer may pursue a solution that maximizes the financial return on it's investment.</li> </ul>
2	<ul style="list-style-type: none"> <li>Economically viable, flexible and phased in to accommodate changes in economics and community needs</li> </ul>
2	<ul style="list-style-type: none"> <li>Any plan for redevelopment should be economically viable - Kroehler re-development failed as</li> </ul>
3	<ul style="list-style-type: none"> <li>Consider when economic downturns hit residents are still stuck with the development bill.</li> </ul>
3	<ul style="list-style-type: none"> <li>Concerned about how it will impact the property taxes and assessed values. Property values need to be protected.</li> </ul>
3	<ul style="list-style-type: none"> <li>Need to use current market research to ensure that what is built is appropriate for the need due to the financial crisis of Illinois and people leaving the state.</li> </ul>
3	<ul style="list-style-type: none"> <li>City needs to be fiscally responsible.</li> </ul>
3	<ul style="list-style-type: none"> <li>Will impact property taxes and assed values.</li> </ul>
4	<ul style="list-style-type: none"> <li>Area that is concerning to me is the overall finance; have this non-revenue land; I believe we are talking about gross revenue. But is net revenue in the scope we are going to talk about?</li> </ul>
5	<ul style="list-style-type: none"> <li>Who will own this land in the future? This will be determined after a concept has been determined. The city could sell some or all of it to Ryan or someone else. Nothing has been determined yet. The goal is to determine the use as a comprehensive development first.</li> </ul>
5	<ul style="list-style-type: none"> <li>Resident is concerned about how the city is going to pay for this. Worried the city is not going to be transparent about the finances for this development. Too many TIF districts currently.</li> </ul>
5	<ul style="list-style-type: none"> <li>Metric should be how much community benefit a plan generates, not how much tax income.</li> </ul>
5	<ul style="list-style-type: none"> <li>Transparency</li> </ul>
6	<ul style="list-style-type: none"> <li>Is the city trying to add more revenue to the area to help?</li> </ul>
6	<ul style="list-style-type: none"> <li>Another resident suggested that retirees want to get out of Naperville to stop paying the Naperville taxes</li> </ul>

- 7
    - Resident is concerned about a downturn in the economy and the effect on this development
  - 7
    - Developing this space appropriately will help cover a budget deficit.
  - 7
    - Who is taking the lead role of the city to understand the cost of the Kroehler building? Could it be acquired to become a part of this development and become part of the master plan?
  - 7
    - Keep focus on the long term financial viability of whatever is built
  - 7
    - Optimize land use and ROI to the city to avoid raising taxes. Office or residential development is helpful.
- 
- 8
    - Would like something that is tax revenue generating
- 
- 9
    - There are better uses for that money.
  - 9
    - Other resident has concerns that the development will negatively impact her property values. Rentals after 10 years look awful and a daycare may not be legal.

## OTHER ISSUES

Input Session	Ideas, Concerns, Suggestions Raised But Not Directly Related to the 5th Ave Properties
1	<ul style="list-style-type: none"> <li>• Use the former Kmart for parking with transfers to the train station</li> </ul>
1	<ul style="list-style-type: none"> <li>• Open Cow Tunnel</li> </ul>
2	<ul style="list-style-type: none"> <li>• Open cow tunnel to have passageway to get from the north to the south</li> </ul>
2	<ul style="list-style-type: none"> <li>• This could also alleviate the need/desire to open the Cow Tunnel that is just to the west of the</li> </ul>
2	<ul style="list-style-type: none"> <li>• Concerns about opening cow tunnel because it would create pedestrian traffic in some front</li> </ul>
3	<ul style="list-style-type: none"> <li>• A third station should be built at Weyerhaeuser lumber house property.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Maybe the City needs to address compliance (hand out tickets to get people's attention) as well as people turning on right when pedestrians are present but people don't follow the signs</li> </ul>
4	<ul style="list-style-type: none"> <li>• 7th and Ellsworth Storm water Flooding</li> </ul>
4	<ul style="list-style-type: none"> <li>• School Overcrowding</li> </ul>
4	<ul style="list-style-type: none"> <li>• Cow Tunnel</li> </ul>
4	<ul style="list-style-type: none"> <li>• Empty and Unused Permit Parking Stalls</li> </ul>
5	<ul style="list-style-type: none"> <li>• Parking lots owned by 5th Ave Station north of 5th Ave need to be included in an overall vision</li> </ul>
5	<ul style="list-style-type: none"> <li>• Remove parking on 5<sup>th</sup> avenue. Parking should be consolidated to help traffic flow</li> </ul>
5	<ul style="list-style-type: none"> <li>• Resident would like to open the cow tunnel. Another resident spoke on behalf of the home owners association to keep the tunnel closed because it is on private property.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Aurora River Condo Concept</li> </ul>
5	<ul style="list-style-type: none"> <li>• Relocate Library</li> </ul>
5	<ul style="list-style-type: none"> <li>• Analysis of Impediment</li> </ul>
5	<ul style="list-style-type: none"> <li>• Cow Tunnel</li> </ul>
5	<ul style="list-style-type: none"> <li>• Electric Tram for Commuters</li> </ul>
6	<ul style="list-style-type: none"> <li>• Consider a remote lot with a shuttle on the north end of the city</li> </ul>
6	<ul style="list-style-type: none"> <li>• Lots might not be that much nicer looking</li> </ul>
6	<ul style="list-style-type: none"> <li>• Shuttle/remote lots are located in South Naperville. Commuters might not use that because it adds 15-20 minutes to their commute every day</li> </ul>
7	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
8	<ul style="list-style-type: none"> <li>• The cow tunnel would provide safety for students and make the area accessible. Would need a ramp to go up to the platform then go across Washington to the cow tunnel.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Add a third station between 5th Ave and 59th St.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Hayward CA, the city owned a 1.5 lot, sold it to Joe Montana. It was a parking lot</li> </ul>
9	<ul style="list-style-type: none"> <li>• The cow tunnel goes under BNSF, it goes right onto 5th Ave Station property. It's private property. Not even sure if public access could be granted. Could be 1.5 mil to 2 mil to open the</li> </ul>
9	<ul style="list-style-type: none"> <li>• Maybe a new cow tunnel at Mill St</li> </ul>





# MEETING RECAP

## 5<sup>TH</sup> AVE GROUP INPUT MEETING 1

**MEETING DATE:** October 26<sup>th</sup> 2017

**MEETING LOCATION:** Naperville Municipal Center, Lower Level Meeting Room B, 400 S Eagle St. Naperville, IL

### **STAFF ATTENDEES:**

Karyn Romano – Metro Strategies (Facilitator)  
Jim McDonald - Ryan Companies  
Curt Pascoe - Ryan Companies  
Kyle Schott – Ryan Companies  
Clare Scott – Ryan Companies  
Becky Diehl - Ryan Companies  
Angel Douglas Stiemert - Ryan Companies  
Amy Emery - City of Naperville  
Marcie Schatz – City of Naperville  
Tammy Wierciak – Metro Strategies

### **LAND USE**

- Area does not need to be developed.
- Not opposed to slightly larger structure to help with train noise.
- Concerned about density due to traffic concerns
- Concerned with the way the city intends to connect it to downtown. Need an easier flow.
- Open Cow Tunnel
- 6-8 stories is acceptable if it is combined with retail/parking/senior living or moving YMCA there
- Better pedestrian routes to schools and downtown
- Include space for Harry's café & coffee and space to work before the train arrives
- Don't want another "downtown" created at 5th Ave.
- Gear development to commuters only. We don't need extra people in the area.
- No more families due to school over-crowding
- Concern for infrastructure cost for the next several years
- Reprioritize all Naperville projects
- Move museum down 5th Avenue – they have parking problems during peak periods
- More neighborhood friendly options – Specialty shops, coffee, gym
- Museum, leave where it is; has established a name for itself, advertisement for Naperville, easily assessable from train, Building takes up just a part of the lot, good location for traffic disbursement.
- Build overpass near Children's museum
- More exciting, functioning well, aesthetics may be, Kroehler building holds noise down.
- Visual aesthetics appeal
- Move the Children's Museum to old city center lot saving money.
- Use the former Kmart for parking with transfers to the train station.



- Resident west of Washington: big concern don't want to become an island; a safe way from this development to the downtown (cow tunnel) or another method of widening; concern of sidewalks (Naper School) a way to do that safely (residential islands).
- Balance the infrastructure without overwhelming. Figuring mix greenspace weighing cost of infrastructure and economic factor revenue to create for reasonable investment.
- Connect the downtown; connect parking towers; climate controlled - (Halsted street deli only lasted a year) this idea to get to next level. Parking and then connect; Vanes to connect to other parts of city.
- Resident requested the city provide information on all current developments.
- Concerns about additional residents/cars already coming into the area with this development.
- Residents do not want anything higher than Kroehler building.
- Feels like the city is changing their neighborhood. If they wanted to live downtown they would've bought a home downtown.
- Still have space for farmers markets and other events during off-hours
- Higher buildings closer to the train station.
- Don't need two downtowns, businesses only for those who take the train; senior housing given as a suggestion as Ellsworth Elementary is jam packed.
- Doesn't feel they 'need' anything. Kroehler building height is as high and taper down closer to neighborhood. Larger buildings should remain closer to the train tracks.
- Using property; no tall building; no more than 5-6 stories;
- doesn't want to see the downtown coming to this neighborhood. City is meeting residential area and should be scaled.
- Plank & Ogden units: estimated people, traffic, does Naperville have development projections?
- Traffic, aesthetics, density immediate effect (large commercial, retail creates more density)
- Don't build so high that it interrupts sunlight
- A co-working space, commuter space, community space, gym with a better business model than YMCA.
- Put things in there that don't create added traffic.
- YMCA and senior housing work.
- No condos, no retail, no office
- Absolute need to get commuters out of the residential area and residents out of commuter area (closer to the train) – too spread out.
- Opposed to housing of all kinds.
- If we pursue senior housing your limiting yourself to retail for seniors
- Move Children's Museum to water tower building or Kroehler building. Concerned about tax dollars to move it. People commute from other areas by train to the museum
- Limit development to 4 stories by train tracks and 3 north of 5th. Partly to keep project in scale to neighborhood and partly to minimize impact of additional traffic.
- Overall, retail is better placed in the empty storefronts on Ogden. Some exceptions would be understandable.
- Resident questioned: Do you know which problem(s) the Naperville City Council was trying to solve by initiating this Project? What motivated the Council to decide that certain properties, identified as "5th Ave. Development Project" properties, needed to be changed?

## PARKING

- Snow issue in parking lots in the winter time.
- Resident would like no garage more than 3 stories tall
- Commuters are not going to stop and shop. They want to get home to their family.
- We will never be able to satisfy the demand for parking
- Commuter area not efficient
- Manage traffic; suggests better specific area.
- Monitor speed in the parking

- Move museum then use for parking deck.
- Look at shuttle timing versus commuter parking.
- Tuck away parking properly
- Safer traffic patterns to stop speeders
- Put businesses on the bottom of the parking structure
- More covered parking
- Parking concern can be parking structures built, safe ways to get out onto the street, maybe widen parking garage area, accommodate more parking.
- Parking, managing commuters and no needs (safer, efficiency of parking)
- Look at creative parking.
- Don't build parking, and then force people to use public transportation.
- Commuter parking more than 3 stories not welcome; how are we going to get out in a certain amount of time?
- Underground space an option.
- Why don't people take the bus? Any incentives to take the bus?
- Adding parking structures adds more traffic.
- Prefers if something happens right by train; nothing north of 5th.
- Possible barrier in the road
- Removal of Loomis Street and Brainard space street parking. This should be immediate before development.
- If doing it for Senior Housing just need to service that audience.
- You increase parking you increase traffic.
- Helpful for multiple parking structures to have ability to feed into the arteries to where they are going to go to diffuse.
- Make transit depot more efficient.
- People have annual parking reservations; cure is daily parking.
- Black market on parking spots.
- Traffic lanes are adding to this problem.
- Metra does not want to add parking because of space; maxed out on number of cars per train. Developments on Rt. 59 will affect.
- Solve the train parking first; parking restraints are good.
- Neighbors walk to train easily.
- Kendall Park and Kroehler Park into parking.
- Make walkway to parking structure covered
- Suggests an app to book spot, maybe SpotHero; could reserve for one day or five days. Helps commuters avoid speeding to get a spot.
- Make parking closer to train to block sound
- Parking costs: need to revisit. City should charge more money for parking
- Suggest parking to east and west near Washington & Plank.
- Create parking without traffic going through residential areas.
- Change yearly parking reservation to daily parking fees
- Adding over 1300 units near the Rt 59 Metra stop. Trains are already overcrowded.
- We'd rather see things we could use rather than parking – neighborhood friendly store.
- Covered and heated walkways for commuters
- Multiple parking lot areas outside of neighborhoods
- Parking structure with coffee shop above the parking
- Moving parking to Kendall Park
- Put 3-story residential on north side of any parking deck by train station to blend it into neighborhood better.
- Leave Kendall Park alone...people bought across from it for the same reason that the people who bought by the train station bought there, they don't want to see their neighborhood changed either. Parking needs to go to the exterior of the development - the far east and west ends and



remove all parking lots in the middle so that commuters can get to the North/South/East arteries (Washington/Columbia/Plank) quicker.

### **TRAFFIC/PEDESTRIAN CONCERNS**

- Too many entrances and exists on 5th avenue.
- Expand 5th Ave to four lanes (remove parking)
- Add street lights
- Direct cars out without going through the neighborhoods
- Time the lights better at high-traffic times (school and rush hour)
- All residents to choose their parking spot based on the direction they enter and leave the area
- Modernize the transit center – Ride sharing center
- We'll need to widen the Washington Street underpass.
- Force people to use public transportation
- Adding residents to the area will require the city to improve pedestrian access along Washington. The bridge will need to be widened.
- Many pedestrian issues along 5th Ave
- Sidewalks aren't continuous
- Add pedestrian and bicycle lanes in lieu of side walks
- Lack of left turn lanes; take 50 cars off of 5th Avenue.
- Forced to walk in the street.
- You increase parking you increase traffic.
- Disperse with a street light to channel and direct them out.
- Loomis and Brainard timing lights needs to be looked at; 15 minute period suggestion to ease.
- Kids on bikes, pedestrian walking in street around snow piles.
- Not easy to figure out traffic in and out
- Ease the pressure on Washington/Plank/Ogden in rush hour, smooth traffic flow, and covered areas.
- Traffic issues flow ½ mile from downtown.
- Above ground walkway linking to downtown, climate control above the train tracks
- Build a skyway (above ground walkway through buildings)
- Better pedestrian routes to schools and downtown
- Alarmed that a large project will add considerable traffic to the neighborhood, as will putting Children's Museum by Water Tower.
- Don't want neighborhood streets to become access roads to a new development, negatively impacting neighborhood character.
- Consider dead ending north-south streets at 5th Ave., from Center to Sleight, to restrict pass-thru traffic.
- Add curb extensions and/or speed humps (less jarring than speed bump) on at least Loomis at all intersections to combat speeding.
- Residents want safe pedestrian access to Ellsworth, Naper and Washington Jr High for the kids that already live and walk there. And by adding a development, you just make the problem worse, so correct that before you add more pedestrians.
- If you find that the interior streets are used to avoid traffic on the main arteries, put in speed bumps throughout the neighborhood

### **GREEN SPACE**

- Incorporate park atmosphere
- Kendall Park and Kroehler
- Greenspace is a need.
- Mix green space, with cost of infrastructure and economic factors to create for reasonable investment.



- Underutilizing east end of Kendall Park - prime area along Washington. Suggests greenspace not utilized on south.
- East end of Kendall Park is not used.
- Washington bridge walkway consideration; Washington Middle School students crossing Washington Street.
- Park across the street from Kroehler building is a natural tie in if the Museum moves there

## **STORM WATER**

- Mill Street flooding in two sections
- Flooding two years ago on museum, seems wasteful. (privately funded)
- Development may affect that need for larger pipes if necessary, retention pond or vault.
- Rain flows downhill, larger homes increasing footprint; further grading.
- Water flows under Huffman St. like a river
- Discussion on permeable pavers and more greenspace.
- Larger storm sewer is needed
- Detention pond or vault is needed at Kroehler Lot as storm water pipes go down Loomis, right by it.
- Streets and yards are flooding too easily
- Infrastructure needs to be updated
- Underpass floods easily and disrupts traffic
- Storm water vault needed at 5th and Washington to help address Brained and Ellsworth flooding

## **DESIGN**

- Incorporate timeless design. Look at North Central College
- Pearl District in San Antonio as an example
- North Central architecture part of neighborhood needs a classic design.
- Resident comments on getting costs. Will require balancing needs with wants.
- Add vintage lighting.
- One error of the Omnia proposal was in coming to the council fully formed. Was designed for the real estate box it filled, rather than for the neighborhood. Ryan Cos. should embrace Kroehler bldg as a completed part of their project. Let that building impact the design of Ryan's work. Not to duplicate it, but to make it and Ryan's work feel part of one family.
- Use Kroehler Building's brick as one of many materials used in new structures.

Additional comments/feedback provided by an attendee following the meeting:

### *Overview:*

The City of Naperville has a rare opportunity to redevelop its' property along the 5th Avenue corridor surrounding the Metra train station. The area serves a variety of constituencies including residents, commuters, prospective new business operators, and institutions. Balancing the needs and desires of these groups while enhancing overall value and usability is challenging. Fundamental to all of this activity is the opportunity to increase the revenue generation potential of the property for the benefit of the taxpayers of the City. The purpose of this paper is to explore the critical issues surrounding the opportunity and offer some suggestions for consideration by the planning and municipal authorities.

### *Infrastructure Constraints:*

The current use of the property is the result of organic development that has occurred without the benefit of a plan. The current configuration has fit itself into the constraints of the infrastructure as it has existed with minor improvements over time. The basic road, rail, sewer, electric and communications infrastructure is largely in place and has the capacity to support the current level of density and usage. While certain enhancements to existing infrastructure can be made at relatively modest cost to increase the efficiency of traffic and management of storm water, etc.; substantial infrastructure enhancement will



be required to support any substantial increase of density or increase in the intensity of usage in this area. Complicating this situation is the fact that certain infrastructure components: roadways, commuter parking and storm water management are currently at their respective capacity limits, at least during peak usage periods.

*Peak Demand Issues:*

The Metra station creates both traffic and parking needs. The City provides parking for approximately 1500 cars currently. In addition to the 1500, there is a long-term waiting list for an additional 2500 parking spaces. During peak usage times, 1500 cars travel to and from the parking facilities, many more are dropped off and busses are in and out during those transit periods. The roadways surrounding the station are congested as are the feeder roads leading to and through the area. The road system is currently at capacity during these times. Increasing the amount of parking spaces alone will only exacerbate the traffic congestion issue. For the majority of the day, the current road system appears more than adequate to handle the existing traffic load. Because the station is located at the northern end of the City, much of the traffic flowing to and from the station originates from the south and north south roads feel the effect of the congestion in particular. (This situation is aggravated as well by traffic heading north to the I-88 entrances.) Additional density in the subject area will only add to this congestion.

Like the traffic peak demand issue, storm water management is also a concern. The general lay of the land in this part of town is a gradual slope south toward the river. Much of the neighborhood directly to the north of the subject property up to Ogden Avenue is relatively flat without sufficient pitch to clear rainwater during heavier storms. Compounding the problem is the relatively high clay content of the soil in this area, slowing its' absorption ability. Over time, this area has experienced the tear down of original homes and replacement with homes of a larger footprint resulting in a reduction of open ground to absorb rainfall. Additionally, there has been the gradual fill-in of swales between houses that also inhibits flooding. During peak rainfalls the ground water overwhelms the existing storm sewer system's capacity and flooding occurs. During dry or lighter rain events the system seems adequate to handle the run-off. If developing the subject property creates more ground water run-off, it will only exacerbate the flooding issues directly to the north. While much of the subject area is already paved, any new construction should consider open space and the use of permeable materials to allow storm water to absorb so as to improve the current situation.

*Categories and Load / Revenue:*

There are several potential categories of use for the subject property.

- Multifamily Residential
- Office
- Retail
- Parking
- Green-space
- Institutional

Each of these individual categories will create a distinctive pattern or signature with respect to the load it imposes on infrastructure. A high-density multifamily residential use will impose a much larger load on infrastructure than Green-space. The revenue potential to the City also differs between the categories. The tax revenue stream from Multifamily Residential (property tax and so forth) will be different than from a parking garage.

The developer needs to earn back its' investment and a market return as well. The margin it can earn on the sale and or management of apartments and condominiums is different from the margin on the leasing and or management of retail space.

Determining the optimum mix of use given the needs and desires of the various stakeholder groups is a challenging task. Area residents may be most concerned with "quality of life" considerations and amenities that will enhance the value of their homes, commuters may want cheap parking that is convenient and provides fast and easy access, the City may desire a mix that maximizes the tax revenue



and minimizes any incremental infrastructure costs, the developer may pursue a solution that maximizes the financial return on its investment.

Market conditions also bear greatly on the allocation on terms of categories. The demand for residential, office, and retail space in particular, have a significant bearing on value and weight in the mix. Sub categories within each category also factor in. The demand for high-end luxury condos maybe low due to the supply on the market but the demand for low priced units may be high due to scarcity of that price point offering. There is currently a glut of vacant retail space on the market, and a history of retail failing at 5th Ave. Station which advises against the construction of additional retail space in this project.

#### *Commuter Considerations:*

Providing adequate parking for rail commuters and ease of access should be a priority for the project. The most efficient use of space would require a parking deck with sufficient space for at least as many parking spaces as there are currently. Locating this structure so that access efficiently directs the mainly southern flow of commuters and does not impede on the surrounding neighborhood should be a priority and the logical spot would seem to be adjacent to the rail tracks directly south and north, with access from Washington Street and 5th Avenue. Provisions should be made for bus traffic for those commuters who use the bus to reach the station. The City should explore the creation of remote lots and or driving increased usage of the bus line as the primary way to get commuters to the train station. Parking rates should be raised substantially to offset the cost of the parking deck and to encourage bus ridership. The development of additional bike lanes, bike parking and offering incentives to those who choose to bike or walk to the train instead of drive and park should be explored.

The common wisdom is that Metra is currently at capacity with respect to the BNSF and it is both physically and financially unable to add cars or trains to the line. Increased residential development planned and existing, at the Rt. 59 station will only make the ridership situation worse and creating more on site parking at the main station seems counter productive. Moreover, additional parking only aggravates the current traffic congestion issue.

#### *Neighborhood Considerations:*

Residents are interested in enhancing the quality of their lives and increasing the value of their homes. Generally speaking that would translate into:

- Less traffic congestion
- Improved storm water management
- Improved walkability and safety for pedestrians, especially school children.
- Eliminating the use of neighborhood streets as a flow-through route to the subject property
- Maximum building heights consistent with residential structures
- Pleasing design complimentary with the architectural styles seen in the neighborhood

The needs of the Metra station in terms of access and parking are a given and by and large the residents are accepting of that. Minimizing the impact both in terms of traffic and visually would be important to the community.

Residents also value the convenience of have some retail service businesses situated in the subject development. The following types of businesses have been mentioned:

- Small grocery / specialty food
- Coffee shop / diner
- Movie theater
- Dry cleaner
- Hair Salon / barber shop
- Family restaurant
- Boutiques
- Art Galleries / interior design





- Smaller performance space
- Book shop / News stand
- Gym / Dance studio
- Medical / Dental / pharmacy

Smaller format retail space is preferred. The residents are not interested in bars, nightclubs, “big-box” format, or anything that would place a high load on area roadways, particularly during peak commuter hours. Adequate access for deliveries to these businesses should be provided and not encroach on the neighborhood. Care should be taken with respect to preserving a streetscape that is pleasing and provides a smooth visual transition between the neighborhood and the subject property. Exterior lighting for the new structures should be appropriate and not invasive to the neighboring residential areas.

Green-Space and broad walkways connecting to area schools and institutions are important to the residents as well. Bike lanes and covered bike stands should be a part of the plan. Increased biking and pedestrian access connecting the subject property to the downtown is desired as well. Providing bridges over the Metra tracks and opening the “cow tunnel” again would help facilitate this access.

*Conclusion:*

The 5th Avenue Project has the potential to be a world-class example of what can be done with a mature infill project. There are many challenges and many competing stakeholder groups but creative solutions are possible. In other instances things develop organically over time and competing interests and market forces combine to produce unique living environments, rich in cultural commercial and residential amenities. Naperville has a notable history that it values and a successful development will be sensitive to its historic look and feel. Avoiding the urge to drop in a faux-urban district and instead building improvements in scale and style consistent with the balance of the older part of town will wear better over time. Hopefully the project will be done in a way that allows it to develop its’ own character over time, produce the financial returns to the City and Developer that are necessary, correct some long suffering infrastructure problems and enhance the value of surrounding existing neighborhoods and the quality of everyone’s life.

Green space  
Don't block sunlight  
Use transit use for transit  
& residential/residential use  
Parking too spread out  
Put commuters closer to train  
Parking 3 stories  
Focus on commuters/traffic  
Coworking space  
Gym  
Move park to neighborhood ~~develop~~ land

Coffee shop/grocery shop  
neighborhood friendly stores  
Part of Kroehler as park  
Covered/heated walkways  
Businesses in front of parking garages  
w/ green space  
More parking out  
Development not add traffic  
Take part of Kent Park / under-  
forest and ~~develop~~  
Force people to use Pace / limit parking

Right mix/balance/econ. sense  
Elevated walkway/connect downtown  
Business not connected  
commuter retail  
Senior housing  
No higher than Kroehler  
Taller building toward tracks  
Current eye soo  
Tall over 5/6 stories/in scale w/ res. comm.  
YMCA

Better ped. access/Washington St Bridge  
Kids walk to school-important  
Middle school-cross Washington/overpass  
5th & Loomis  
Sidewalks not continuous  
Moving museum @ Loomis  
Costly to move museum/just fixed  
Children's museum better fit for neighborhood  
parking could be issue  
larger storm sewers/ditch pond

Dentention needed  
600 block Ellsworth/Brainard  
5th Ave  
Vault w/ pump station  
green space will help drains  
green infrastructure  
ped/bike lanes / multi-use path  
Washington under overpass floods  
Water tower location res. or ymca  
similar to museum use

amenities over tracks  
classic design/timeless  
Pearl District San Ant.  
Consider costs / in comparison of other  
use area for community events on  
off hours  
Design for area not box

How much parking needed?  
Ease pressure-traffic  
covered parking  
transit options  
Dry cleaning/commuters  
No needs + 1  
Buildings good/Not destiny  
How to connect to downtown  
6 to 8 / 20 too high  
Visually pleasing/mix  
Don't create residential islands

5th Ave 4 lanes w/ stop light  
@ Loomis  
Traffic AM / PM train traffic  
on street parking causes vis. probl  
Commuters more direct access in/out  
Push to Washington  
Pace using res. streets  
senior housing/senior services  
different parking structures/multipl.  
Modern trans. hub  
Talk to Metra

Parking lot 10/26  
cow tunnel  
other current developments  
Parking policy/Ap  
City transit plan





# MEETING RECAP

## 5<sup>TH</sup> AVE GROUP INPUT MEETING 2

**MEETING DATE:** October 27<sup>th</sup> 2017

**MEETING LOCATION:** Naperville Municipal Center, Lower Level Lunch Room, 400 S Eagle St.  
Naperville, IL

### **STAFF ATTENDEES:**

Jim McDonald - Ryan Companies (Facilitator)  
Curt Pascoe - Ryan Companies  
Becky Diehl - Ryan Companies  
Angel Douglas Stiemert - Ryan Companies  
Amy Emery - City of Naperville  
Doug Krieger – City of Naperville  
Tammy Wierciak – Metro Strategies

### **LAND USE**

- Would like to see parking
- There has been a lot of larger development in Naperville in the last year (Water Street). Balance land use other than the current retail options.
- Omnia proposal, performing arts center to be included in the Children's Museum site.
- Take the children's museum out of the neighborhood
- National Geographic happiness article – lower density, more green spaces, a place where visitors like to come influences happiness
- Quality and aesthetic appearance is important. Don't want to look out their house windows and see a wall of building.
- Maintain integrity of the neighborhood, not negatively impact the quality of life for everyone
- Build nothing taller than Kroehler building
- Concerned about parking and height issues with just about anything that is built
- Build something of use to the community, such as YMCA
- Would like to be more residential with row houses - Bryant Park in NYC or North Pier
- Any plan for redevelopment should be economically viable - Kroehler re-development failed as retail and restaurant space
- Building at Benton and Webster sat vacant for 10 years
- Don't build something that competes with Ogden and downtown but provides connectivity and complements it
- "If we wanted to live in a high-density area, we'd live in the city"
- East Bank Club is missing (community club), rooftop pool, place for people to gather
- More gathering spaces for community events such as the farmers market
- Would like to see a small market or grocery store (may not be sustainable per history)



- Tough area for retail - The market is usually smaller than people think it is. Naperville is already saturated and there are many vacant spaces
- Concerns about shaking, smell and noise if residential spaces are built near the train
- We don't need additional residential. Residential building means more pedestrians and its very dangerous to walk in the neighborhood.
- Take advantage of the fact that the development is near the train. Try to draw people out from the city.
- Resident would like affordable housing for seniors and young professionals who want to stay in the neighborhood. Senior housing in downtown Naperville failed and was sold to North Central.
- Consider accessibility when developing the plan
- Cafés and restaurants that look out onto a park
- This needs to part of the entire Naperville master plan
- 4-story is the max height, taller buildings may be acceptable if it's off 5th avenue. No taller than the Kroehler Building.
- Monitor occupancy of development on the east side of Burlington Square. That development lacks green space for residents. Any re-development should not place depend on existing parks outside of the development for recreational space or green space
- Retail options for commuters is not viable. Commuters just want to go home.
- Build a new tunnel from Children's Museum to Kendall Park.
- Naperville thrived previously because we had jobs here. The reason there are more commuters is because the jobs have gone to the city. Find a large company to be a part of the plan to bring jobs.
- Look into Nashville as good example for urban neighborhood developments
- We are seeing many more people moving back to Naperville. Resident believes residential development would do well in this area.
- Use this opportunity to amend some of the current issues and strengthen the neighborhoods
- Currently the neighborhood is very quiet at night, would like to not lose that.
- Keep the height of the buildings low, don't ruin the views.
- Don't see senior living moving there, the trains would bother them.
- Development on Ogden is/will impact the area as throughways. Stop trying to pack in density in the neighborhood.
- Don't need storefronts but maybe some coffee shops, cafes and restaurants.
- The watercolor plan was too dense; the buildings were too tall in the initial drawing.
- Public Works building could be an ideal space for row houses.
- Provide for community space such as can be used for the farmer's market. Currently, the farmer's marker exists by closing off a parking lot on Saturdays. It would be great if the area including some sort of community space that could support not only the farmers market, but other such open air venues.
- Consider putting the Pace Bus pickup/drop-off areas underground.
- Develop a sound master plan that:
  - a) increases green space on the parcels for both reflective and recreational use
  - b) alleviates the shortage daily and non-daily commuter parking in the area
  - c) helps storm water problems from surrounding areas
  - d) reduces automobile traffic congestion
  - e) improves pedestrian and bicycle access to and through the area



- f) improves automobile, pedestrian, and bicycle safety
- g) is aesthetically pleasurable
- h) addresses all ADA concerns
- i) keeps building height and bulk at or below the requirements for downtown Naperville development
- j) complements, but does not compete with downtown Naperville or Ogden Ave.
- k) focuses on bridging 5th Ave as a transportation hub and mixed use area between the downtown and uptown.
- l) is economically viable, flexible and phased in to accommodate changes in economics and community needs

## **PARKING**

- Would be better stated as “commuter would prefer to use parks as temporary parking for commuters during construction rather than lose spaces
- We need to have commuter parking. It's unacceptable to wait 11 years for a spot
- Parking below ground with tunnel to connect to the other side of the tracks
- Something needs to be done to address the flow of traffic
- Provide tram or shuttle to get to/from train
- Neighbors are selling parking spots in alleys and it's becoming too crowded
- No parking on 5th Ave
- Neighborhood street parking needs to remain restricted and enforced.
- If you solved the commuter parking problem by providing adequate parking, the perhaps nearby residents could get the street parking back because it wouldn't need to be limited to 4 hours
- Increased commuter parking capacity
- Don't forget there are non-daily commuters who need to park near the station. They have very limited options and are often not even considered in any parking studies
- Parking is a concern; a big apartment building might not help/solve that problem.
- Using open space as a parking area is appalling.
- Maybe parking decks can be built off site and shuttle people to the train instead of parking right next to the transit center.
- Match parking lots to those who come from different areas in the city. Alleviates the frantic drivers
- Ride share or a cab would be efficient.
- Fix the flow into the train station.
- Do not use any existing Naperville Parks for temporary parking during construction. The construction should be planned so that the existing parcels handle any temporarily displaced public parking. For example, if the former public works facility is to be razed, that space could be used for temporary parking.
- Build underground parking that has multiple entrances/exits and serves to help reduce surface traffic problems of automobiles entering/exiting parking lots. For example, look at Grant Park parking facilities in Chicago.
- Commuter parking needs to be increased well beyond 1500 spaces. This seems really tight and especially bad for those who want to park occasionally to take a train, but are not renting a commuter space. Commuter parking should be centralized, not scattered amongst too many facilities.



## **TRAFFIC/PEDESTRIAN CONCERNS**

- Boulder City, Nevada is a good example – Stop lights/cross walks are enforced
- Walkability to downtown is a concern. It's a safety issue.
- The disability world is impacted. Walking to downtown Naperville is scary. Cars have bent in the guard rails on Washington because they're not paying attention. Very unsafe at 5th and Washington intersection and safely walking through.
- Safer way to kids on east side of Washington to get to the park on west side
- Open cow tunnel to have passageway to get from the north to the south
- Kids have to ride their bikes during rush hour to go to school. They need a safer way to get to/from school.
- Widen sidewalks on each side of the Washington tunnel and provide bike lanes
- Change parking so that you don't have to walk through a parking lot to access the front of a store. Move parking to the back or side. (Boring, OR)
- Too many neighborhoods are used as through-streets
- People are so frantic and annoyed in the morning due to the traffic in the area. The flow is inefficient.
- Don't funnel cars through narrow routes in future plans.
- Can we improve bus flow to take away the need for parking spaces
- 5th avenue to be four lanes of traffic (no parking on the street)
- If you widen 5th Ave and add more traffic then pedestrians will be in danger.
- Do study to see where the commuters are coming from then structure the parking based on this information.
- Few people ride the PACE buses because it takes 40 minutes to get to the train station
- Have a more efficient way to drop off someone at the train station.
- You take your life in your hands when it's dark out and the crosswalk isn't safe. People don't stop.
- Lit up crosswalks could improve safety.
- The busses and the commuters are cutting through alleys. Maybe the alleys need to be closed or made one way.
- Should do studies regarding what the train station looks like during rush hours.
- Provide both good pedestrian and bicycle access. Don't clutter up the walkways with excessive small "amenities", and excessive or bulky hardscaping. Think about focal points. Don't focus just on Washington St, but also downtown gateways such as Ogden to Columbia to 5th Ave and Center St to Central Park.
- Improve the traffic congestion problems, don't add to the problem. Adding new residential and business areas is fine as long as the plan can easily absorb the increased traffic. For example, both North and 5th Ave are routes that provide access to Washington St and avoid congestion in downtown Naperville. If those street are made less accessible to through traffic, then trough traffic will be increased on other side streets.

## **GREEN SPACE**

- Park with stations to work out (free)
- Green spaces should not be next to the tracks, no one will want to walk their dog there



- Would like to see some of the parking lots made into a park, there's no soccer field or baseball diamond near those neighborhoods. Kids are going way too far to get to those. Kids are currently playing in the parking lots because they don't have a park near them.
- Maintain existing green spaces
- Add greenspaces to limit density and traffic
- Kendall and Kroehler parks are the only area the North side has for recreation.
- Need a safer way for kids to get there.
- Trees are missing from the area.
- The permeable area should be increased rather than reduced. The parcels now have extremely little green space. The increase in open space should be a general community asset, not merely another local neighborhood park. Look at what made the Riverwalk so successful and develop in a similar manner a portion of the area that will attract residents and visitors. This will help relieve some of the pressure from various special interests over loading the Riverwalk. Sustainable native landscaping should be deployed. High quality trees should be preserved and ample open space allowed to provide for large high quality trees to grow. More than just parkway trees and container trees are highly desirable - consult with the Morton Arboretum, the Conservation Foundation and the Pizzo Group.

#### **STORM WATER**

- We need to figure out a way to make a multi-use detention pond out of Naperville North field. Drop park down 6' and add soccer field that would be usable 90% of the year.
- Need to widen the drain pipes/update infrastructure. Pipes are too old/small
- Neighbors are having to sand bag
- Onsite storm water management
- Ground can't handle any additional moisture
- Adding too much residential is going to have a huge impact on storm water

#### **OTHER**

- Concerns about opening cow tunnel because it would create pedestrian traffic in some front yards. Could also be a security issue.
- How do you protect the residents during the whole process of this project? Before a shovel is turned on this, protect the residents before this process starts.
- Consider connecting the Children's Museum to a Naperville Park so that children and families can have an outdoor as well as indoor experience. In its current location, perhaps a tunnel could be made to connect it to Kendall Park. This could also alleviate the need/desire to open the Cow Tunnel that is just to the west of the museum.
- Last time there was a 5th development, it failed as a retail area. Understand why it failed before and conduct studies to ensure the whatever future plan will encompass it will not suffer the same fate.
- Be extremely cognizant of the existing residential areas and their needs/desires. Be extremely cognizant of existing commuter needs/desires. Be extremely cognizant of all existing Naperville residents needs/desires. Be extremely cognizant existing Naperville business owners needs/desires. All of these parties concerns should have a higher priority than other outside interests. Use this opportunity to amend some of the current issues and strengthen the neighborhoods, commuters, Naperville residents, and Naperville business owners in general.



- PACE does not run often enough to be reliable or time efficient. There is no incentive for people to linger in the area if they have to catch a bus timed to a rush hour train. Look at having park & ride areas throughout the city that could connect to PACE routes. Perhaps shopping centers would be amenable to providing a limited number of spaces for such purposes. Perhaps some sort of shuttle bus or busses could operate between the park & ride areas and the Metra station.

## FLIP BOARD IMAGES

No 8 story buildings  
Neighborhood Retail - not "Banana Republic"  
No 5 story buildings  
Monitor success of Burlington condos/apartments  
Increase commuter parking  
Underground parking for commuters  
Traffic flow - "frank" snarls, traffic calming  
Rt 59 parking garages + traffic backups  
Commuter transit to urban lots  
Roads uses and traffic concerns from density  
Improve bus service/flow  
Cov # tunnel traffic south of tracks - move it east  
Nashville developments =  
Improve alternative access to residents  
Wider Washington sidewalks @ underpasses  
No parking on 5th Ave - but ped. crossings  
Don't widen 5th Ave to 4 lanes

Streets in neighborhood need to maintain parking restrictions  
Assign commuter stalls/lots by address to limit traffic  
Increase parking capacity for non-daily commuters  
Workshop or other office - bring jobs back to Nashville  
Commuter drop-off area separate from daily commuters  
Suburban office coming back  
Millennials moving back & want walkability  
Fred Meyer in Borky, OK - pedestrian access on street  
Stormwater flooding  
on-site stormwater management - green roofs, rain gardens, etc.

greenspaces away from tracks  
Negatives of train - smells, noise, vibration  
Soccer fields/baseball diamonds/workout stations  
Improve Kendall Park & connectivity across Washington  
Kids cross Washington for Junior high  
Cov tunnel/pedestrian safety  
Don't overbuild the market - no vacant spaces  
Boulder City, NV - pedestrian safety  
5th Ave & Ellsworth crosswalk  
Use train for reverse commuters - office/etc.  
Senior housing  
"attractive" housing - reasonable pricing  
Don't use Kendall for long-term parking - street parking  
Pedestrian safety - when underpasses, BMO exits  
Handicapped accessibility & housing

parking  
balance w/ ex. uses  
performing arts center @ Children's Museum  
walkability -> happiness & visitors  
Maintain greenspaces \*  
Kroehler building height ok or less  
uses that benefit the residents  
"North Pier" residential  
economically viable uses  
synergistic w/ downtown & Ogdens don't compete  
Promenade of Belmont - negative example  
East Bank Club - gym & gathering spaces  
Former Market -> community gathering spaces  
Small market/grocer \*

PARKING LOT 10/27  
Cow tunnel  
Safe crossings  
Ogden developments & cut through traffic  
Ogden/Ellsworth signal a concern  
Pace bus ridership  
residents renting parking stalls in alleys  
parking enforcement on streets  
attract big commuters back to Nashville to ease traffic  
Park @ 6th & Mill into detention at soccer fields





# MEETING RECAP

## 5<sup>TH</sup> AVE GROUP INPUT MEETING 3

**MEETING DATE:** November 1, 2017

**MEETING LOCATION:** Naperville Municipal Center, Lower Level Lunch Room, 400 S Eagle St.  
Naperville, IL

**STAFF ATTENDEES:**

Curt Pascoe - Ryan Companies (Facilitator)  
Becky Diehl - Ryan Companies  
Angel Douglas Stiemert - Ryan Companies  
Marcie Schatz – City of Naperville  
Tammy Wierciak – Metro Strategies

**LAND USE**

- Resident/commuter who lives two blocks from train station is concerned about the appropriate land use. Does not want a large scale development in the neighborhood – needs to be respectful to the history of the neighborhood.
- A third station should be built at Weyerhaeuser lumber house property.
- Density is a concern as well as height. It will dramatically change the character of the neighborhood.
- Several residents moved out of the city to get away from the density. Keep the quiet, “suburban” neighborhood
- Would like to see the land used for all age groups. Would like to see the YMCA moved to area near the water tower with indoor and outdoor pools.
- The Naperville station is the only stop on the Burlington line that stops in a neighborhood, not a downtown. Is there another town that was built after 1800's that has a good transportation center that can be used as a good example for this town?
- Concerned about the uses for the space. There will be an economic downtown at some point and retail spaces will go vacant. Do not include shopping.
- 5th avenue has been a retail revolving door
- One resident felt they don't need more restaurants and bars. Other residents would like a nice family restaurant.
- Do not build an “entertainment district”
- Small, independent stores and restaurants with a neighborhood feel
- There is a benefit to senior housing. They “don't do rush hour”. They will shop during off-peak hours. Minimal parking is needed.
- Concern about senior housing in this area will not be able to access hospital quick enough.
- There is a growing demographic of healthy, active seniors who need housing and would like to stay in their neighborhood.
- Senior Home Sharing currently has one site on Eagle Street and would like to see Ryan donate some land to help build shared living for seniors that would include light support. There is 49% of the county's population that need affordable housing but isn't classified as low income that need housing options.
- Resident asked city representative where did the demand for this project come from?
- Resident would welcome Mom and Pop stores and restaurants. Needs to be developed responsibly.
- Look at current vacant stores downtown.



- Long term viability of retail is not good due to online shopping.
- Dry cleaner, coffee, shop, wine store, small restaurant would be OK
- All small business near the train have come and gone over time.
- 104 East 11th avenue are a good example of condos
- Concerned about safety with additional development.
- Improvements do need to be made to the area but the scale is the concern.
- The demand for development comes from outside the area. Residents are looking to move to the area.
- Giordano's building was the right location but bad design. Interiors small and sub-par. The property is privately owned.
- Senior housing cannot flourish without the right interior plan and proper amenities. This could be an opportunity for the city to subsidize the cost of living for seniors.
- YMCA facility is outdated but resident is not sure it should be in the water town location.
- Look up "tragedy of the commons"
- Would not like the children's museum to move outside of this neighborhood. People take the train to the children's museum. Good amenity for the Junior High.
- DOT study from several years ago that addressed traffic from Ogden Avenue to the train station. If additional traffic is sent down Washington Street it will worsen traffic. There was concern that the City wants to add apartments and large buildings along Washington Street. How will these two projects intersect and impact commuters and water. Would like to have housing for young professionals in Naperville for \$1000 a month or less.
- Would like to see something like the crystal garden at Navy Pier including half indoor- half outdoor event space, perhaps a part of the children's museum.
- Resident does not want large scale performing art center. There are more critical needs for this space. 10-12 residents agreed by a show of hands.
- Consider the needs of adults with disabilities when developing the area. Work with adult service agencies. Little Friends and Turning Point should be a stakeholder.
- Could be a good site for housing for adults with disabilities as well as seniors.
- Resident concerned about construction noise as well as noise from restaurants and bars in the area once it's developed.
- Concern about setback, the Kroehler building is an example of a good setback. An example of something not desired was the building at 4th as it is too close, too large and is elevated higher. Park across the street from the parking lot was questioned whether it will be considered for other uses? The park land was donated and may have limitations on how it can be used.
- Concern was expressed about finding an appropriate size land use for this area, and that whatever is built is respectful of the current neighborhood characteristic. Naperville should be pushing for a third Metra station, with more parking and to help ease the hardship for commuters. The closed lumber warehouse, at Ogden and North Aurora, would be a good location for a new Metra station.
- Use of buildings is a concern, Kroehler building has retail that faces inward and not towards the street. This allows residents to not have to see any vacant units. Putting in additional shopping and more business is not an appropriate use of this area. One resident not interested in more restaurants and bars, but some disagreed and suggested that it just needs to be appropriate for the area. An entertainment district would not work here and would be too large. Kreger's is a good example of something that would be the right size for this neighborhood.
- Children's Museum should be moved away from the parking area and focus traffic to Washington Street where there is fewer housing.

## COMMUTER ISSUES

- Rt 59 station and Naperville station are two of the busiest Metra stations. A train study will need to be done to explain how all commuters are going to exit the parking deck
- The great number of commuters is spread out over three hours
- Issues finding seats on the train on a daily basis. Train is maxed out on cars due to station restrictions.
- Another resident is concerned about adding a station will add to congestion on the train.

- Rt 59 and Naperville Metra lines should be on separate train lines
- Concern that city council does not have a commuter on it. City is ignoring that constituency.
- Look at long term commuting perspective. How will telecommuting effect future of commuting?
- If you constrict the river of money (train) the city may lose money. Don't restrict commuter access.
- The BNSF is a key factor in why people move to Naperville. Train takes 32 minutes.
- Many of the trains in the morning are not serviced by pace. A rapid shuttle service from offsite parking may work. Need to have predictable, high-usage shuttle service including multiple shuttles.
- Village of LaGrange had similar issues and added Stone Avenue station to help ease congestion. This is an example to research as a potential improvement needed. Other towns have more stations as well, such as Downers Grove and Hinsdale.
- Metra's ridership is going down for the Burlington line as a whole.

## **PARKING**

- Concerned about all parkers coming out of one lot. At least they are spread out now. Would prefer distributed parking.
- Resident is concerned about parking if we add condos to the development.
- Resident would not like a big parking structure. More parking will increase traffic. Push parking underground like Maggie Daley Center.
- More parking for commuters would help alleviate traffic due to drop-offs (2 trips per commuter drop off/pick up)
- Keep parking by Washington and move Children's museum away from Washington.
- Take away parking on side streets - 5th, 6th and Spring due to safety issues.
- Several residents feel nothing needs to be done with the space other than adding parking.
- City has expressed that this development is an opportunity to address parking and storm water issues.
- If parking cost increases could that offset the cost of putting underground parking in.
- Design parking structures with multiple areas of egress. Another resident is concerned about waiting times to back out of parking in a multi-level garage
- What is missing? Parking
- What is the overall genesis for the redevelopment of these lots due to the need for commuter parking? There is a 7 year wait list for parking, this is one of the busiest lots on the Metra line and parking is the number one need. Large parking structure will cause issues with commuters attempting to enter and leave at the same time during rush hour.
- First use should be for commuter parking, 7 year wait list is too long. This is the highest and best use of the property, as 4,000 residents utilize the parking lot every day. Current commuter parking is inadequate, especially daily parking. Daily parking fills up by 6:45 am every day while other people are getting dropped off which causes two trips and more congestion.

## **TRAFFIC/PEDESTRIAN CONCERNS**

- We need a better way for Uber to get in and out easily.
- Traffic and parking during construction period will be an issues. Don't make side streets a thoroughfare.
- Need to keep or enhance pedestrian and vehicle access to cross tracks without going to Washington. People need to get from north to side
- Cars sit in 3-4 light cycles to get out onto Washington from 5th Ave.
- Safety is a concern when crossing 5th Avenue and Ellsworth Street, adding pedestrian islands would be beneficial to improve safety. Trees and berms or a natural barrier to protect pedestrians would make the neighborhood feel more inviting. Kids cross the tracks at Loomis Street to get to school; people also drive this route, bike, etc. Being able to walk and drive this route is important to the neighborhood. Having access in and out of the neighborhood to downtown is important as people don't want to travel to Washington Street or other streets.
- Traffic headed east on 5th will cut through side streets to avoid stopping at Columbia and causes safety concerns.



- Traffic calming or street bumps would help improve traffic and safety. Expanding lanes or increasing speeds along 5th will worsen traffic and safety issues.
- Washington Street during rush hour is congested and traffic travels through the neighborhood or historic area.
- Traffic from commuters (including buses) and kids going to the high school is a pedestrian issue.

## **GREEN SPACE**

- Ellsworth resident concerned about “downtown” moving into front yard. Looking for greenspace for kids to play.
- Consult greenspace plan for the development, this area has insufficient green space.
- Love green grass view from homes. Maggie Daley Park. Would like to see more greenspace with grass, fire pits and pergolas.
- Someone offered that designing this area with a central theme like at Cantigny Park would be attractive and this area could focus on trains or the history of the buildings as a nice aesthetic.

## **STORM WATER**

- High density puts demands on water infrastructure. Flooding is a major concern.
- A portion of the money needs to be used to improve infrastructure. Pipes were built for 1952.
- The immediate neighborhood will get crushed with heavy storm water issues.
- 5-6 residents have had flooding issues. Northeast and northwest neighborhoods.
- Resident was under the impression that there is an engineering algorithm that would require a retention pond or vault.
- Consider permeable pavers to help with flooding.
- Infrastructure is old, if add to the area need to improve and upgrade the storm water system. In 2015, a storm water study was completed that showed the underground drainage needs to be enlarged.
- Most of the flooding is north of the tracks. Participants were asked to send specific data about flooding events to Ryan so that they can map out flooding issues to help better understand the problem.

## **DESIGN**

- Maximum height is 3-4 stories. Nothing taller than Kroehler building.
- Does not want 8-12 story buildings.
- Keep current historical aesthetic to flow with the rest of the neighborhood.
- Need to look at shadow study. Concerns buildings will block sunlight.
- 104 E. 11th Avenue, behind Ace Hardware, new condos are going up and if there has to be more condos as part of this development consider these as an option for design.

## **COST/TAXES**

- Consider when economic downturns hit residents are still stuck with the development bill.
- Concerned about how it will impact the property taxes and assessed values. Property values need to be protected.
- Need to use current market research to ensure that what is built is appropriate for the need due to the financial crisis of Illinois and people leaving the state.
- City needs to be fiscally responsible.
- Resident is concerned about how storm water improvements will impact property taxes and assessed values.

## **OTHER**



- City gets final say to move forward with development. Concerned that council members are elected at large. Residents don't have a specific council member to go to.
- Consider hosting WebEx for upcoming Working Group meetings.
- Schools are already packed.
- Density can cause more traffic issues, overcrowding in schools, and more commuter issues, Ellsworth School is already overcrowded.

- Too much density could strangle to commuters
- High density can strangle water/flood / storm water
- Current storm water pipes need to be improved
- Storm water draining
- Most flooding is North of tracks
- Some flooding runs out South
- Retention pond (equivalent?)
- Residents like having the Children's Museum & Block
- Impact to property taxes
- Construction traffic? - where will that go
- Resident financial impact
- TOD Study - impacts of train access - how to relate to current policies
- Xing on Lewis Street - Student traffic too
- Pedestrian connectivity important to maintain
- Secondary crossing point needed

### Experiences VS. Retail

- Potential more children's museum
- Public Works Bldg. could be parking
- West Lot's parking
- 104 E 11th Ave - Condo buildings
- Long term commuting - ~~impact~~ can change
- Long term parking between economy / downtown
- Some infrastructure needs to happen
- Cosmetic improvements need to happen
- Demand can come from people who want to live here
- Senior housing would need amenities to be appealing
- Aging house hold - need some connectivity
- Could subordinate senior housing / below market land value
- Can't park at the current YMCA. Parking is outdated

### Would not want to see / would want to see

- No large retailer
- No large parking structure
- Banner to crossing track - limit
- Large wall - do not want
- (2000 sq ft) parking structure - small
- Small neighborhood places
- Independent house / houses
- Affordable life long clean / water shop
- ADA can view from - access for play area
- Some senior housing - less traffic, do shop, active
- Life care services, ability to go to hospital
- Ryan - donate some land to senior housing - affordable residential
- IF residential maybe 1 or 2 lots
- Like being able to walk to downtown
- Parking underground
- Commuter parking is under-represented
- Eliminating drop off / pick up
- Residential would be up against the track
- Current street parking on residential streets
- tree / view / drop off

- Maximum height - 4 stories
- Density
- Changing the character of the neighborhood
- Kids / Schools
- Land use for all age groups
- YMCA
- Transportation Corridor
- How will retail survive
- Coffee shop
- 5th Ave. retail has been rising
- No bars / restaurants
- May be a family restaurant
- Careful w/ what businesses come

### Land Use - 4 stories

- Kendall Park - will it be used for parking
- Traffic egress - lack of parking and traffic use
- Commuter experience
- Parking in lot could cause problems
- No plan set yet
- Residential would need more parking
- Respectful of the current neighborhood
- Concern about Naperville becoming Dunton Chicago
- No 8-12 story buildings
- Pedestrian safety
- Commuters on residential streets
- PACE

- Modest improvements
- Balance in development
- Structure setback
- Structure on 4th is large
- missing:
  - Parking
    - Sustainable transportation
    - Sustainable development
    - recreational / healthy
    - Commuter - home / train car
    - history of the area
  - Transit / meeting space / connector
  - Porches
  - Magic Day Bar
- Need to be fiscally responsible
- Master plan - connect to Green space
- Pedestrian safety - maybe plan to be 300 ft. 5th to Columbus
- trees or lawn / median / natural / barrier
- provide green w/ purpose
- speed bumps
- Red car pass
- Web-based options for meeting

### Safety issue w/ Columbia - East traffic enters residential

- 112 for address / street
- Little Friends - school
- Superior parking
- Parking fees
- Could below ground parking happen
- Express waiting times - study
- City of Leverage - actual ship
- Traffic -
  - timing is long getting on to Lehighville 15th
  - current traffic layout
- Design - type of housing available, affordable, affordable
- 1000 / mo
  - Limited motor park - 1/2 block / 1/2 block / 1/2 block
  - Round corner
  - Non-paved clear houses on parking
  - No competing clear
  - Much red corner housing
  - Small urban elements
  - Light is a concern
  - Shadow casting on neighborhood
  - trees
  - Green
- ADA considerations - children to access
- North - construction noise / pedestrian sound

### Parking Lot

- Kendall Park - parking / construction
- Parking lot waiting list
- Metra - standing
- Metra - add more train stations
- Schools - would they need to be built
- City ignoring commuter experience
- City Council members - at large, no alternatives
- Giordano's Bldg - not used as senior housing
- YMCA - could go in to adjacent lot on Ogden
- Storm water system needs to be improved

### PARKING LOT (2)

- Impact to property taxes
- Washington Corridor to Ogden - 720 to Washington
- Property valuation
- Safety issue on Columbia - traffic use side streets
- PACE - remote parking / shuttle system
- Parking fees
- Burlington Fund - where parking fees go
- State funded
- Burlington Streets - ride ship





# MEETING RECAP

## 5<sup>TH</sup> AVE GROUP INPUT MEETING 4

**MEETING DATE:** November 3, 2017

**MEETING LOCATION:** Naperville Municipal Center, Lower Level Lunch Room, 400 S Eagle St.  
Naperville, IL

### **STAFF ATTENDEES:**

Curt Pascoe - Ryan Companies  
Kyle Schott - Ryan Companies  
Jim McDonald - Ryan Companies  
Becky Diehl - Ryan Companies  
Catherine Peters - Ryan Companies  
Linda LaCloche – City of Naperville  
Doug Krieger – City of Naperville

### **LAND USE**

- Don't compete with downtown Naperville
- Support commuters, seniors, affordable housing & the environment
- Community cohesion is important. We don't want to be walled off from downtown.
- Neighborhood on west side of Washington is too isolated - would like better access to downtown.
- Resident feels he has no unmet need for this location.
- Kroehler lot is in the middle of residential neighborhood. This is not the place for anything but parking or greenspace.
- Would like a couple restaurants in 5th avenue – coffee, place to pick up snacks, etc.
- We don't want another downtown.
- Boutique retail or a small place to grab a glass of wine while waiting for the train would be nice
- Schools are crowded; can't imagine having more housing – where are the kids going to go?  
Where to put the schools?
- Most retail needs are met, but winter farmers market is missing.
- No big box retail
- Not enough of a market to support business in 5th Ave.
- Everyone northeast of Washington walks to town; down Loomis. We feel connected to the schools, college and town. Municipal buildings are short so visually you can see the trees and walking is pleasant.
- River square near Bar Louis is 50% empty due to high rent. Worried this development will have a similar fate.
- Resident assumes greenspace is off the table. City to go through this twice now is a big expense.
- Need a theater - not a movie theatre. Not massive theater like the United Center but a small community theatre like in Joliet.
- Could be an opportunity for a constructive partnership with Nichols library
- This community needs cultural amenities. Resident believes they are 100's of families who would support a theater. Children's Museum may good be a site for this.
- Let us not forget that the land in questions belongs to the people. We need to think about the bigger picture. Residents need to be cognizant of the project as a whole.
- This is an opportunity for the city to fix multiple issues and Ryan to showcase creativity and become a model development.

- Resident loves the idea of shops like Downers Grove – specialty grocery shop with small dining area. Scale the retail appropriately. Need better connectivity to these shops for longevity.
- Ability for office share
- Don't want high density – don't think the schools as they are currently set up could handle
- On Sleight Street – north of Kroehler lot – kids walk to every school they will be going to. Making sure future residents still get to go to this awesome school built in 1928; if you redistrict us to another school it will be a problem.
- Opportunity for some housing, i.e. senior or low housing.
- Burlington Northern – running Amtrak/Metra down through the center of Naperville. What are the plans in the next decade or two? Light rail? 10% increase in commuter numbers. Trying to look at bigger picture.
- Would love an amazing restaurant or coffee shop; six shops in downtown alone but I have to walk there.
- Liked the lemon tree in the café – Downers Grove – total use for shops; should be scaled appropriately. Main thing to figure out needs in terms of storm water and flooding and connectivity for kids to safely get to school.
- Additional Comment from Participant #1: On the subject of past failed restaurants and/or empty retail space meaning we shouldn't add that to this development, I think that thinking is unfair. The last restaurant was an old concept in a dated non restaurant friendly space (no outside windows, lobby entrance, old building, etc.) this is a unique location (train access) and will be a custom new build. It probably can't and shouldn't support a host of stores and restaurants but it would be a great desirable successful location for one restaurant.

## COMMUTER ISSUES

- The BNSF is the real issue. What are their plans in the next 10-20 years? How much do they anticipate ridership is going up? Metra will be a stakeholder in the process.
- Commuters are priority. Handle parking and everything builds from that.
- Regional Transit Authority says 4000 people travel from the 5th Ave. station each morning. There are only 1500 parking spots. By 6:30 daily parking is full.
- Some sort of gateway on Washington to provide an entrance to the area. Additional signage would also be helpful (way-finding) – especially for commuters
- Access for commuters is important. BNSF is maxed out already. Adding more parking may impact train ridership so much that it effects the commuter experience for those who paid the premium to live close to the train.

## PARKING

- Remove on-street parking
- 5-deck parking garage is the worst idea one resident has heard. It would cause unbelievable backups. It would add 10-15 minutes on each end to a person's commute.
- There is currently 1543 parking spots.
- Provide remote parking (old Kmart lot as a suggestion)
- Cut off 5th avenue parking by 4pm. You have to step into traffic on 5th in order to cross.
- City should look into the permit marking utilization as is. People are holding permits but not using the space.
- Parking lots to stay parking lots.

## TRAFFIC/PEDESTRIAN CONCERNS

- Adding more development will only hurt traffic
- You take your life in your hands walking down Washington or Mill St.
- School student: Could we have a citizen overpass on Sleight Street? School is on Sleight Street but have to go all around on Loomis and back up; it would be nice to have an overpass to go straight to the school.
- There are lot of pedestrians at all times of the day.

- Been observing the rise of Uber & Lyft; everything is jumbled – pay attention to that and design for it. Perhaps more space for drop off and differentiate them – Pace buses, Uber, Lyft, etc.
- Pace buses and cabs are using residential side streets.
- We need to find creative way to make traffic more efficient for pedestrian safety.
- Resident doesn't want to funnel traffic through the neighborhood. Washington and 5th need to remain the main thoroughfare
- Only one pedestrian crossing and Loomis. At minimum there should be at least one crossing at each gate.
- Need passage way to walk with kids that is separate from commuters
- Provide a proper bus depot to alleviate the car issues.
- Maybe the City needs to address compliance (hand out tickets to get people's attention) as well as people turning on right when pedestrians are present but people don't follow the signs. Enhanced bus depot to reduce the cars and still get people to the train station.
- Priority needs to put on improving traffic and pedestrian patterns not overloading them.
- Ride sharing is on the rise but the traffic flow of these vehicles is not efficient.
- It would be nice to have wider sidewalks throughout the area (5ft). However, this development could increase pedestrian traffic and then 8-10' wide sidewalks would be more appropriate.
- Wider sidewalks would be good for bicycles
- School child was killed at 5th and Washington
- Have smarter crossings for pedestrians that don't affect traffic.
- Need better pedestrian control. See Appleton, WI at college. Ground has lights when a pedestrian is in the area.
- Brainard and 5th is a hub for kiss and ride or ride sharing. No one stops at this corner. It needs to be a 4-way stop.
- Cars on Washington – take both "parking" sides out then you have two lanes of traffic. Hard to turn from Sleight onto Fifth because you can't see; you have to get out into traffic. I have to go down Sixth to Loomis to the stop sign to head back up Fifth to go up to Columbia. Causing traffic and safety issues.
- Chicago and Brainard has designated pedestrian crossing. The city removed one crosswalk at this corner and put one half way down the block. Cut out people on the east side of the intersection.
- Visual boundaries for pedestrians would be helpful.
- Try one-way streets during certain times of day.
- Bottle neck shifts from Washington to Mill and it backs up traffic multiple blocks on 6th street during high-traffic times.
- Great opportunity for partnerships such as a transportation hub (Uber, Lyft, Pace, etc)
- Resident is hopeful that the priority is focused on improving the traffic (pedestrian and vehicular); preventing it from overloading the neighborhoods would be a primary goal.
- Connectivity across Washington is non-existent.
- Fifth and Loomis they walk diagonal or in a circle; at the tracks there are random crossings of pedestrians.
- Ellsworth/5th crossing needs control.

## GREEN SPACE

- Not a lot of greenspace there now; it's getting it jettisoned to the lot. Affected by traffic, hoping we don't start funneling everyone through the neighborhoods; open up more through streets.
- Would like more open grass space for games.
- Do not build parking lot in Kendell park
- Rooftop gardens
- Consider green space use for all seasons
- Kendell park is too far. Residents on the east side of Washington will not send their kids there.
- No official sporting fields. Practice times are the same as the high-traffic commuter times generally.





- Need bigger park with more amenities for middle schoolers (i.e. basketball or volleyball). See Nike Park.
- Green space should be at Kroehler lot.
- Kroehler lot needs to be greenspace or single family homes.
- The little park that is available around Ogden, Washington and Columbia is not big enough.
- Park: because of the trees, there is not enough space for the kids to play.
- Using wonderful landscaping within a concrete environment; native plantings; pay attention to Prairie State – maintenance is easier; absorb storm water.
- Streetscape in general could use improvement

## STORM WATER

- This is the opportunity for the city to fix the flood water issue. Basements were flooded last storm; Kroehler lot could be used to help – put in vaults and culverts and store water.
- Resident has to clean leaves out of sewer and gutters weekly. This is giant issue.
- Water from surrounding neighborhoods ends up in the neighborhood on the north side of 5th ave. Issues may have stemmed from building of Jewel on Ogden.
- Same problem on Western, Main, Eagle, 8th – real problem in this area; this is the opportunity to fix it. Hard to fix that area without digging up pipes and taking people out of their houses.
- Ryan encourages residents to send us emails and photos regarding their flooding issues. Ryan will map these issues.
- Resident would like someone other than city engineer to provide rain water survey.
- Infrastructure needs to be updated to handle the increased density since system was built.
- Ryan will work with city staff to obtain flooding history.
- This is the chance to solve the storm water issue.
- Residents can't get flood insurance because they are not technically in a flood zone.
- Resident would like more permeable services. Flood issues arose when Kroehler lot was built.
- Shift the water back up to a detention pond or vault
- Resident lives in a new home; building a new sewer line to a parkway; footprint is bigger. Big trees on Loomis crush those old pipes; water detained on street found the lowest point to enter into the sanitary pipes that were broken and backed up. Need investment on the city's part to connect those main lines with new pipes to isolate storm sewer from sewage.
- Water pressure is decreasing. Service lines are 1/2 to 3/4" and the new tear downs are putting in 1" to 1-1/2" service lines
- Add pervious pavers to any additional parking lots
- Lack of greenspace for water to be absorbed. Streets are the areas for water to back up into; keep out of the houses; shift to back up to the retention areas.
- 17 years in house; neighborhood built in 40/50's; sit at the low point on Slight Street; every time it rains the street fills up and the overflow route. Water will sit and then all the water goes away. The whole street fills up; ducks come and swim in the streets. With the development, it will stop up the water more than it is already. Should rip up the streets and put in bigger storm pipes. Tremendous issue – we call the city to put out blockades to prevent driving through flooded streets but they just bring a sign.
- Don't make it worse.
- Corner of 6th/Loomis – before the City owned it, there were big lawns and bushes; couldn't see the cars. Wasn't a flooding problem; lot of teardowns on resident's block; bigger homes – water runs different now.
- Additional Comment from Participant #1: we shouldn't settle for not making it worse. We have the land, political will and revenue as part of this development to fix the issue.

## DESIGN

- 2009 5th ave study said 50' was the maximum height
- Environment – covered all the aspects; talk about how things are; keep in mind the environment involves aftermath, i.e. sound, lighting, design elements – lit from the inside. Could impact the neighborhood.



- When a resident saw the proposed water color it made them feel that the city wasn't going to fix any of the current issues in the neighborhood.
- Love the development but not the initial proposal.

#### **COST/TAXES/REVENUE**

- Area that is concerning to me is the overall finance; have this non-revenue land; I believe we are talking about gross revenue. But is net revenue in the scope we are going to talk about?
- Who will pay for the greenspace? Concerned about cost of the project to the citizens.

#### **OTHER**

- Quantify current issues before anything can be done in the future
- Resident wants those residents in the area directly adjacent (and commuters) to the parcels need to have their detailed concerns heard
- Another resident appreciate the process to let everyone have their ideas heard
- The current land has an industrial zoning. The people who lived in Kroehler worked there.
- Freshwater question – will the water tower stay? Yes was the answer per Jim M.; has to stay in the general area but has to be rehabbed.
- When will a survey be sent? Timing – I heard that the plan to start construction is next fall. Is this correct? Doesn't give me a sense that we are NOT in a hurry.
- Will the working group get info from the City and the history and timeline or do we need to resend the data? Jim M – no we will work with the city.
- Jim M: Height/land use will have to be measured – we want to get data out and we will create a survey to measure.
- Map – suggestion to outline properties in yellow to see them better.
- Capture emphasis on each issue; from feedback from people that attended earlier sessions said they felt there was a lack of emphasis on specific issues. 2 agreed with this statement

Additional comments from Participant #2:

As you stated in your email, if the purpose of the sessions are purely to “capture of all of the comments made during the session”, then your notes and associated images reflect a data dump of the session. There may be an off comment here or there that may have been missed or could be slightly edited, but not sure of the value of that at this point. As someone with significant background and experience in gathering customer insight (or community insight in this case), I had higher expectations for what these sessions and corresponding synthesis would be.

In my professional life, I tell my teams every day that they should be careful of the words they use because words have meaning. In your email, you explicitly state that these sessions are “not to be used to work towards a consensus or solution at this stage.”. To be very clear, no one suggested or was trying to drive towards consensus. What was discussed at the session outset and was revisited over the course of the session was indicating preferences, group feelings, or weights.

Definition of consensus. (from Merriam-Webster)

1 a :general agreement :unanimity;. b :the judgment arrived at by most of those concerned

2 :group solidarity in sentiment and belief

Synonyms include accord, concurrence, concurrency, agreement, and unanimity.

We are not trying to get the group to agree on anything, reach an accord, or make a judgement. Rather, we are asking Ryan to give appropriate weight or at least highlight items that are of importance to more than 1 member of any particular session. I shared similar feedback with the City Council and here is an illustrative story I shared:

If I were to suggest that I think the entire 5th Avenue Development should be a Chicago Bears theme park, that would get noted as a bullet point (as ridiculous as that sounds).

If I then had 1 person in each group also state the same, this theme would show up in every recap.



Now, if Ryan does not indicate that no one else was in agreement, we might end up with a Chicago Bears working group.

However, when someone made the comment that no development (meaning, no building structures) should happen on Kroehler Lot, almost every head nodded. This also shows up as a single bullet point, but there was a very strong preference to either leave Kroehler Lot as is, or turn it into a park with potential storm water retention below ground. If that note does not show up in every meeting, then there may be the appearance that a Bears theme park is more important than greenspace on Kroehler Lot, which is clearly not accurate.

During the session I attended and in your note, Ryan has pushed back and said this is not the time to drive consensus. No one is trying to drive consensus. Consensus and preference are 2 very different things. Consensus may come later via working groups, surveys, etc., but if we cannot and are not willing to show preference, then the community input is not being captured correctly. You are, in essence, giving undue weight to the thoughts of 1 and underweighting an idea supported by many.

The other area that we should be mindful of meaning and provide context when using them are “unmet needs” vs. “wants”. Again, words have meanings and we should be careful not to attribute “wants” as “unmet needs.” My son wants more Ninjago toys, but those are not needs. The notes provided do a good job of not stating certain things as needs vs. wants, but many of the items lack the context of the comments and taken at face value, could be used as support that residents want a good deal of retail. I’ll explain with an example:

There are a few bullet points around wanting something like Downer’s Grove, the Lemon Tree café, amazing restaurant or coffee shop, specialty grocery, etc. Taken literally, one could draw the conclusion that there is a want for a significant retail presence. Thankfully, there are also corresponding bullets that state residents do not want big box retail, another downtown, or that there are no unmet needs.. My point is this, I would encourage Ryan to delineate and help define for people what the difference is between a need and a want and ask your questions accordingly.

For me personally, I would love a wonderful restaurant with an outdoor patio or roof-top. I would love a great coffee shop and place to grab breakfast. Who wouldn’t? However, I have zero unmet needs. Naperville has an abundance of amenities and retail stores already with a significant number of open retail spaces downtown and along Ogden. Do I really need another coffee shop? No. Would it be great to have one? Sure. The important part of gathering some of this information will be balancing that with context and trade-offs. It is probably too early to do that, but will be important in the future as I likely would not be willing to support tall buildings, massive parking garages, or something else just to get that coffee shop or restaurant.

I do understand the position you are in and complexity of the ask. I think you are doing a great job being as open and amenable to the community as you can, I would just look for Ryan to consolidate feedback when these sessions are over to provide that context, show appropriate preferences and weighting, and give the City and Community a clear summary of themes, key take-aways and high-level conclusions of the groups.

- daily stalls full by 6:30 AM → more commuter parking
- remove 5th Ave on-street parking
- 5th Ave Study - 2009 - 50' limit
- more greenspace →
- no movie theater - community theatre
- Swoop led for Nichols Library
- "gateway" into downtown on Washington. Signage, wayfinding, streetscaping
- Metro don't do → directing & signage
- citizen overpass on State St → getting to school w/o crossing Loomis
- commuter traffic & kids going to school
- overpass @ Washington for St. High pedestrians
- performance center needed - none in DuPage County, Children's Museum site?
- cultural benefits/uses
- no single commuter deck - delays, traffic backups in ramp
- more commuter parking needed
- local residents concerned about Metro capacity
- Washington underpass crowded, too slow, Mill St. floods.
- pedestrian connectivity between all 4 Quadrants
- 5th & Loomis jaywalking
- dedicated pedestrian crossings
- close / one-way on Ellsworth. Road not wide enough for traffic
- Don't strip Loomis, don't connect State to Over

- greenspace on Kroehler Lot - single-family too
- Loomis crossing pedestrian gates → both sides, not just 1
- ped. walkway on State St
- enhanced bus depot
- limit ped. crossings → rope, fence, etc
- improve LOS and flows traffic/peds on main routes
- turn 5th into more lanes (no street parking) at peak hours
- street parking limits visibility turning onto 5th
- Ridesharing /umbilical w/ Pace buses. More, separate spaces for Uber, etc.
- bike routes - DuPage River Trail connection
- Kroehler Park is undersized - more open space
- no parking in Kendall Park
- wider sidewalks > 5' wide. 8-10' wide
- green roofs & native plantings
- how to pay for greenspace?
- all-season space
- existing parks don't meet community needs
- no way across Washington for pedestrians - overpass not safe. 5' walk max.
- Bayside Ball (Nike Park example). Ice rinks
- traffic calming on Loomis → Pace Bus traffic
- blinking pedestrian signals
- Appleton, WI college crossing. Lights in pavement for example
- Drivers can't see pedestrians

- net new use of development vs. existing
- don't compete w/ downtown, support neighborhood, services, community
- NE Quadrant wants to be part of downtown, not Ogden
- don't close Loomis
- NW Quad needs better community cohesion
- no unmet needs or uses
- no density on Kroehler lot - single-family or greenspace
- Restaurants in 5th Ave Station were nice
- stormwater detention to address ex. flooding
- underground detention (Water St. example)
- not another downtown → make a cafe, coffee, etc.
- limited density - school overcrowding @ Ellsworth
- no redistricting
- Senior or low-income housing → less students
- winter farmer's market
- walking to downtown → safety & experience
- no destination / big box retail
- not enough critical mass → restaurants failed before
- River Square 50% empty → concern about vacancy

- jaywalking on Loomis between tracks & 5th
- 5th & Ellsworth ped. crossing on 5th
- Brainerd & Chicago ex. → powers on one side of street. College example
- increases traffic, because add'l changes → mid-block crosswalk
- School kids blowing stop signs on 6th St
- Sleight St. flooding - overland flows through lawns @ 7th
- Webster, Main, Eagle, 8th
- fix flooding as part of development. Only chance to solve it.
- on the water tower move?
- not in a flood zone, can't get flood insurance
- water supply & infrastructure
- better existing conditions & issues
- sustainability & BMPs
- Downer's Grove Lemon Tree w/ cafe
- many the uses & issues w/ solutions
- post-construction sound/noise levels
- transportation Hub @ Children's Museum - Uber & Lyft
- Office-Shop programs (like downtown Chicago)

## Parking Lot

- 7th & Ellsworth Stormwater Flooding
- School overcrowding - Ellsworth Elem, Jr. High
- long-term BNSF plans - Amtrak, Metro, ridership forecasts
- BNSF capacity, Metro capacity
- Low tunnel
- City enforcement of traffic & pedestrian laws
- remote parking @ K-Mart & bus to station
- empty, unused monthly permit stalls
- 6th & Mill - pedestrian & vehicular traffic
- Streets need bigger storm pipes - flooding after Jewel
- new, larger homes changing flow patterns
- combined sewers & backups from street
- 4" Water lines & lack of pressure west of Washington



# MEETING RECAP

## 5<sup>TH</sup> AVE GROUP INPUT MEETING 5

**MEETING DATE:** November 8, 2017

**MEETING LOCATION:** Naperville Municipal Center, Lower Level Meeting Room B, 400 S Eagle St. Naperville, IL

### **STAFF ATTENDEES:**

Karyn Romano – Metro Strategies (Facilitator)  
Jim McDonald – Ryan Companies  
Curt Pascoe - Ryan Companies  
Kyle Schott - Ryan Companies  
Becky Diehl - Ryan Companies  
Allison Laff – City of Naperville

- Resident requested more information and parameters around the timeline for this process.
- Resident would like more information on the top 3 City Council goals of the project; defined by Council not by residents.
- Another resident feels the city is not being open and transparent about their goals for this area. Jim M suggested anyone can reach out to city council to ask anything they may wish.
- Resident believes that overwhelming consensus of previous input sessions states that nothing should be done.

### **LAND USE**

- Public Works building is empty, something needs to be done.
- Parking lots owned by 5th Ave Station north of 5th Ave need to be included in an overall vision
- Some of other Ryan projects are beautiful; 5th Ave has significant existing constraints
- Washington Ave needs to be expanded; capacity is already limited
- 5th Avenue is only 4 blocks long; capacity and traffic is a concern
- 5th Avenue Station is a challenge as it bisects the city-owned parcels
- Empty nesters have limited housing options. Need non-single-family options that are central to Naperville.
- Resident expects high demand for millennial housing; but an active luxury/high-end 55+ age-restricted independent housing project would be well received while limiting impacts on schools and Metra. Several residents agreed.
- Allows residents who have spent decades in town remain in town when a single-family home is no longer needed.
- 2 BR condos; Main Place condo development referenced as a failed project.
- Resident noted concerns about quality of product at Main Place; more like college dorms than luxury living
- Aurora river complex as an example of an integrated 55+ community.
- Need young professional affordable housing otherwise they'll leave the community. They like the cultural of Chicago. The cost of living is cheaper in the city versus Naperville.





- Empty-nesters and millennials have the same basic needs – within walking distance to entertainment amenities, access to transportation to the city.
- City to clarify attainable housing versus affordable.
- May be room for both attainable and affordable housing in the development
- Affordable housing has been a goal of Naperville for the last 15 years. The city needs to work it into this development.
- \$300-400k homes are not affordable to millennials nor many 55+; there is plenty of housing stock at \$500k+.
- Parking could be solved by a multi-story structure (as long as it doesn't affect the lives of those who live closest to the development)
- Fire Station in downtown is now a pizza place. As the city considered moving the library? Perhaps we move the library to the 5<sup>th</sup> avenue area and redevelop the current site of the library.
- One resident would like to see a connection between train station and downtown Naperville. This resident would like to see a bigger proposal which includes more land to make this connection.
- Move away from street-level parking on Washington in downtown by expanding parking elsewhere
- Similarly, eliminate parking on 5th Avenue by placing stalls in parking structures
- Parkview lot would also be good place for kiss n' ride, buses, ride-shares, etc. This would help traffic flow with commuter and school traffic.
- Many buildings east of Parkview lot are currently vacant
- Resident looks at west side and north side as two different developments. He would like to see something that would interest families such as high-end houses or townhouses and a park on the north side.
- Neighborhood is a great place to raise kids; the "feel" of Parkview and DCM lots are very different than the Kroehler lot. Kroehler should be redeveloped into the interest and benefit of families.
- Half of Kroehler Park is unused as currently designed.
- Analysis of Impediment; Naperville has missed a lot of benchmarks since 2008.
- Young families, veterans, disabled community do not have an affordable place currently for Naperville
- Glen Ellyn and Downers Grove are great examples of nice downtowns on the BNSF line.
- Concern about bringing in young families will overcrowd at Ellsworth and Washington Junior High; family-friendly housing may not be a benefit to the school system.
- Housing will give the city the biggest bang for the buck in property taxes – townhomes & condos in particular.
- City guidelines designate the design of the buildings in the development area.
- Double the width of the Washington underpass.
- 4,400 hours of civilian time were put into the 2009 5th Avenue Study; resident requests a comparison to the 2009 5th Ave study and allowed heights/land uses.
- Resident does not want to see height that doesn't fit in with the neighborhood. No higher than Koehler building.
- Must address the multi-modal condition of the development per RFQ
- City should look at redevelopment beyond the 5th avenue parcel to include additional lands to the north and south
- Resident is excited to see this area redeveloped in a smart way
- Who will own this land in the future? This will be determined after a concept has been determined. The city could sell some or all of it to Ryan or someone else. Nothing has been determined yet. The goal is to determine the use as a comprehensive development first.



- Small restaurants, specialty shops would be a benefit. Kroehler building as a reference, but noted they did fail. Amenities to keep commuters in the area longer. A small market or grocer would also be beneficial.
- Resident noted Trader Joe's or similar walkable to the train, to capture commuters before they leave in their vehicles. Boutique shops would also help; a rent point lower than downtown Naperville to assist mom and pop shops.
- Housing should be included for both 55+ and young professionals to avoid both demographics leaving Naperville.
- Resident would like to see a daycare. Could work with schools for before-school or after-school care.
- A wide variety of uses are required. Office, gym, grocer, daycare. Provide uses that meet the needs of the neighbors and commuters. Could alleviate some of traffic issues during rush hour.
- Shared work space for telecommuting, hot desk concept
- World-class Performing Arts Center would be a good use. Without natural amenities (mountains, etc.) the arts can be a draw for Naperville & DuPage County. Caramel, Indiana is a good example of a downtown performing arts center. 2400-2700 seats for Broadway shows, etc. Add a secondary theater, and also use as event space such as weddings, etc. Would require approximately 3 acres, such as the DCM land. Wentz is a concert stage; Pfeiffer (?) is old and not ADA accessible.
- Graduate classes in the office space for commuters. Provide satellite campus space for multiple colleges.

## **TRAFFIC/PEDESTRIANS**

- Washington Junior High pick up and drop off traffic patterns
- Commuter parking on Spring street in conflict with drop offs
- Resident would like to open the cow tunnel. Another resident spoke on behalf of the home owners association to keep the tunnel closed because it is on private property.
- No good way for school children to cross the tracks. Washington is intimidating. Need better, (separate from Washington) walkways to the schools.
- Walkways need to have better signage, wider and better protected with trees or barricades.
- Smarter walkways across the streets need to have better markings.
- Underpass under tracks on Washington should be widened to accommodate pedestrians, students, etc. while also allowing the DCM to utilize Kendall Park as green space.
- City is aware of current infrastructure issues. They need to be fixed first.
- Railroad crossing on Loomis is incredibly dangerous. Small children, college students, residents and commuters need to cross here. City needs to look into a way to make this intersection safer.
- Need safer pedestrian and bicycle routes throughout the area, wider, better signage, separation & protection from cars leaving the street.
- Sidewalk crossings need better street markings, reflective & flashing signs
- Wind and snow protection during winter months is needed to encourage pedestrian traffic – tunnels and covered walkways
- Kids cross Washington Street at unsafe times and locations from Washington Junior High
- Residents come to Naperville from the City for better schools, to raise families, but encounter a 10 year wait for commuter parking. Driving to the Loop should not be required for Naperville residents. Pace & Metra schedules need to be investigated.



- Resident on Brainard says that pedestrians and wearing black and running through the street. It's a major pedestrian hazard.
- Routes change depending on the time of day and the season
- Less concern about weekend traffic
- Walking and driving around 5<sup>th</sup> avenue is dangerous. Remove parking on 5<sup>th</sup> avenue. Parking should be consolidated to help traffic flow.
- Loomis & 5th is a major conflict point between pedestrians and vehicular traffic
- Pedestrian walkway over the traffic would be beneficial to pedestrians and also be aesthetically pleasing to train riders and residents.
- Kids love the Columbia Street bridge to watch trains travel underneath.
- Would like to see weather-controlled walkway over the tracks. Needs to be ADA compliant.
- Amsterdam train system referenced as an example – use a tram to access shuttle to an offsite lot, similar to the airport.
- City rated intersections throughout the City – 4 were rated LOS F around the train station
- Traffic control is needed; adding lanes to 5th Avenue by eliminating street parking is not a good idea as it will encourage faster speeds.
- Use additional space for parkway, wider sidewalks, or other traffic calming methods.
- Don't turn 5th Avenue into Washington downtown (during rush hour periods)
- Adding housing on 5<sup>th</sup> avenue will add to the traffic issues.
- Place access points for structured parking directly onto Washington Avenue
- Coordinate traffic lights & timing with arrival of trains
- Include Uber and ride-sharing services in considerations, for pick up and drop off.
- Pick up and drop off in one spot will cause a bottle neck. Resident feels we need multiple spots for parking and pick up/drop off
- 75% of Pace buses go south – leave Pace buses on the south side of the tracks.
- City staff presented a proposal to put pick up/drop off in Parkview lot 4-5 years ago.
- A significant amount of data is already available.
- City and Ryan needs to be more forward thinking with the plan, such as driverless cars. Looking at population of Illinois and how is it changing to develop this site with longevity.
- Park and Ride traffic flow is very important
- Time is the #1 priority for commuters. If you mess with the time it takes for commuters to get in and out they won't be happy.
- Added stop lights and Spring and Jefferson has made it more dangerous. Traffic studies need to be done.

## DESIGN

- Include landscaping, making it look residential.

## CHILDREN'S MUSEUM

- Having the DCM at the water tower site is a good idea according to one resident
- Resident suggested moving the Children's Museum to the public works building.
- Resident would like the museum to stay way it is. Children's Museum had hard times during the recession and the city provided public funds to keep the museum. Moving the museum "tosses that away". Museum pays city a market based rent. (resident later corrected that the museum does not actually pay rent. City is subsidizing it) Museum was just rehabbed. They are throwing it





away if they move. Museum doesn't does not contribute to peak hour traffic problems. People come out to Naperville on the train specifically for the museum.

- The museum would like to have outdoor classes so we need an easier way to get to Kendall Park
- Resident states that City's fund is paying DCM's rent, and that City had to pay for flood damage as DCM did not have renter's insurance, and DCM rented space in Fox Valley. Concerned that DCM is a financial drain on the City.

## **STORM WATER**

- Flooding on 600 N. Main Street has become progressively worse over the past years. Detention would be beneficial.
- Kroehler lot should be redeveloped to include greenspace, storm water detention, but also up to 50% townhomes or similar.

## **ENVIRONMENT**

- LEED certification would address many resident concerns; storm water treatment, permeable pavers, energy savings.
- Virginia Beach has many LEED certified school; storm water detention, native plantings, and wonderful interiors

## **GREENSPACE**

- Encourage outdoor active uses during all months; ice rink, dog parks, green roofs with tennis courts
- See outdoor activity of all ages
- Beaver Creek, Colorado as a positive example. Skating rink as part of a community area, and town center. Can get hot chocolate, etc. around it. Multi-purpose community space.

## **PARKING**

- Resident would like to commute by train occasionally but there is no flexible use parking.
- Unused parking passes are a problem
- City needs to better communicate that the Route 59 Metra Station has available parking stalls today. This can serve many residents in southern Naperville.
- Parking along 5th avenue exacerbates safety issues on 5th Avenue; parking along 5th avenue should be eliminated
- Parking horizontal sprawl is a concern; consolidation of parking would help.
- Daily fee parking stalls are severely limited; ability to register for spots ahead of schedule would be beneficial.
- Must account for and include existing commuter stalls per RFQ
- Design parking garages for future adaptive reuse when traffic patterns and uses change.
- Telecommuting will change the traffic patterns and parking needs.

## **FINANCES**

- Resident is concerned about how the city is going to pay for this. Worried the city is not going to be transparent about the finances for this development. Too many TIF districts currently.
- Metric should be how much community benefit a plan generates, not how much tax income.

Page 1 of 8

- ADJACENT PROPERTIES CREATE LIMITS →
- PARKING IS A SIGNIFICANT PROBLEM.
- 55+ (AGE) RESIDENTIAL OPTIONS  
↳ NO IMPACT ON SCHOOLS / LESS IMPACT ON TRAFFIC
- HIGH DEMAND FOR YOUNG PROF.
- INDEPENDENT HOUSING FOR SENIORS  
↳ CONDOS  
↳ HIGH QUALITY / LUXURY
- MUST ATTRACT YOUNG PROFESSIONALS
- ATTAINABLE VS AFFORDABLE
- NO NEED FOR CONDO / TOWNHOME
- VARIETY OF HOUSING NEEDED

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- LIBRARY OPTION
- CONNECTION BETWEEN TRAIN STATION & DOWNTOWN
- NICE LANDSCAPING WITHIN DEV. & ALONG PARKWAYS
- EXPANDED PARKING STRUCTURES TO LOCATE / REPLACE PARKING ON WASHINGTON ST & 5TH AVE  
↳ DANGEROUS
- PARKVIEW LOT COULD ACCOMMODATE MULTI-MODEL
- KROEHLER LOT - SHOULD BE USED TO ACCOMMODATE FAMILIES  
1/2 HIGH END HOMES / 1/2 GREEN SPACE

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- DCM TO PUBLIC WORKS
- IMPROVE JEFFERSON PARK
- USES THAT MET BENCHMARKS OF A+ STUDY. → AFFORD HOUSING  
↳ CITY OR NATE
- PERMIABLE PARKING / LEED STANDARDS
- SKATING RINK / DOG PARK  
GREEN ROOFS  
↳ ENCOURAGE PEOPLE TO BE OUTSIDE
- WIDEN WASH. STREET UNDER PASS.
- LEAVE DCM NEAR TRAIN STATION → OR IN CURRENT LOCATION
- ZERO CONCERN FOR DCM.

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- ZERO CONCERN FOR DCM.
- COMPARE TO PREVIOUS 5TH AVE STUDY.
- KROEHLER HEIGHT LIMIT
- PEDESTRIAN SAFETY & TRACKS & WASHINGTON IS PROBLEMATIC  
↳ WALKWAYS.
- WIDEN SIDEWALKS / PARKWAYS
- IMPROVE SIGNAGE & WAY-FINDING
- NATURAL / MAN-MADE BARRIERS.
- TRACKS & LOOMIS IS DANGEROUS  
↳ IMPROVE SAFETY IS KEY PRIORITY

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- WEATHER CONTROLLED WALKWAYS, TUNNELS, ETC → OVER TRACKS
- IMPROVE PEDESTRIAN CROSSINGS AT PEAK TRAFFIC
- CONSOLIDATE PARKING INTO A COUPLE LOCATIONS.
- UPPER → STAMFORD NEIGHBORHOOD GROCER.
- PREVIOUS STUDIES INDICATE MULTIPLE PAINTED INTERSECTIONS NEEDED 5TH AVE
- PARKING ACCESS / EXPRESS W/ DECKS ON WASHINGTON ONLY
- TIME SIGNALIZATION W/ TRAIN ARRIVAL.

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- MULTIPLE PARKING DECKS
- KEEP PARKING SEPARATE
- IMPROVE BUS CIRCULATION
- SMART REDEVELOPMENT OF 5TH & SURROUNDING AREA
- ENFORCEMENT OF LAWS  
↳ TRAFFIC / PED.
- BE "FORWARD-THINKING"  
↳ DRIVER-LESS CARS  
↳ UTILIZE RYAN EXPERIENCE
- COMMUTERS DO NOT WANT TO WASTE TIME

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- IMPROVE / LIMIT "CUT THRU" TRAFFIC
- RESTAURANTS / SPECIALTY SHOPS.
- TRAFFIC STUDY
- DAY CARE
- FLOODING HAS BECOME PROGRESSIVELY WORSE.
- PARKING TO ACCOMMODATE NON-DAILY COMMUTERS.
- HOW WILL THIS BE FINANCED?  
↳ TRANSPARENCY.  
↳ TIF CONCERNS.
- BEAVER CREEK, CO DOWNTOWN
- VAL, CO
- NEIGHBORHOODS COMING TOGETHER

Page 8 of 8

- OFFICE SPACE  
↳ NCC COULD → REVERSE COMMUTE OCCUPY SPACE  
↳ SATELLITE OFFICE  
↳ SHARED OFFICE
- SHOULD INCLUDE A VARIETY OF USES
- HIGHWAY CLUB WOULD BE GREAT  
2400-2500 SQ FT
- WORLD CLASS PERFORMING ARTS CENTER. → CHANNEL IN → CONCERT STAGE / PERFORMANCE SPACES RELIGIOUS
- CREATE AMENITIES.
- WHAT MOST BENEFITS NOT HIGHEST REV.

PARKING LOT Page 1 of 1

- CONCERN OVER TRANSPARENCY
- 5TH AVE STATION LOTS MUST BE INCLUDED
- DOWNTOWN CONNECTIVITY
- AURORA RIVER CONDO CONCEPT
- RELOCATE / RESERVE LIBRARY
- PROPOSAL TO CONNECT / IMPROVE SPACE BETWEEN 5TH & DOWNTOWN
- STREET PARKING ON WASHINGTON IS USEFUL
- ANALYSIS OF IMPEDIMENT

Page 2 of 2

- CONCERNS OVER FUNDING OF DCM.
- COW TUNNEL / NARROWING STATION.
- COMPREHENSIVE STUDY TO IMPROVE ACCESS / USE OF TRAIN STATION FOR ALL
- AVAILABLE PARKING AT RT 59 PARKING → ENCOURAGE BETTER USE
- ELECTRIC TRAIN FOR COMMUTERS



# MEETING RECAP

## 5<sup>TH</sup> AVE GROUP INPUT MEETING 6

**MEETING DATE:** November 9, 2017

**MEETING LOCATION:** Naperville Municipal Center, Lower Level Lunch Room, 400 S Eagle St.  
Naperville, IL

**STAFF ATTENDEES:**

Karyn Romano – Metro Strategies (Facilitator)  
Angel Douglas Stiemert – Ryan Companies  
Becky Diehl - Ryan Companies  
Michael DiSanto— City of Naperville

Resident would like to know why the city is looking to move forward at this point in time.

**TRAFFIC**

- The two lane streets are not made for the congestion during the peak commuter times. Residents can't turn left out of Wright Street during those hours.
- People/commuters turn through the residential streets to get to the train station faster - or to get out of the station faster.
- Traffic is from commuters and the high school.
- On the North side, 6th Ave and Mill St is congested. Also Ogden from Naperville North all the way through Washington/Columbia and beyond. Plank road is a feeder road and not built for actual traffic. Traffic study was taken on Plank showed higher speeds than are posted.
- Columbia and North and North and Chicago are bad traffic areas
- Kids are walking to school and getting on buses is a safety issue.
- 5th and Ellsworth is exceptionally dangerous. It needs a stop sign for pedestrian safety.
- Residents asked for no more additional traffic and better signage for pedestrians.
- Add speed bumps
- Resident considers if one-way traffic makes the flow better or worse.
- Traffic on Washington to downtown Naperville is far too congested. 20 minute commute to downtown from the train station.
- 5th and Washington is a 90 second light to make a left turn. Traffic backs up 10-15 minutes. This causes cars to divert through the neighborhoods around North Central College
- The testing of the left hand turn signals has backed up traffic.
- City needs to re-sync the lights on Washington all the way through Naperville.
- Resident is concerned about the time to get out of a garage, should one be built. This will only aggravate commuters further and increase the speeding through the neighborhoods.
- Pace buses are empty due to inefficiency. 25-30 minute trip from the south side. It's a waste of time.
- The reason people don't go to the 59 station is because of the traffic, particularly during the holiday season.
- Resident does not see a positive solution to get more parking on this site.
- Consider another Metra stop in Naperville. 5th Ave and 59 are the two busiest Metra stops.



- Near DuPage Courthouse, it is a traffic violation to drive down the through-streets. If we go this route we need enforcement.
- Bringing more residents, retail, or office space will bring more traffic.
- If the streets are already this congested, cutting off side streets will only make it worse.
- People trying to get to the toll road have a limited number of north/south streets
- You can't see to turn out onto 5th avenue due to cars parked on the road.
- Side streets have 2-hour parking.
- Peak times are considered 5:30-9am and 3:30-6pm
- College traffic/parking is another issue
- Even during the day Washington and Ogden are busy streets. Resident is concerned Washington will turn into 59.
- We need more parking – underground is best.
- Cost of parking passes at the train needs to be raised. Maybe raising the price will encourage more people to ride the bus.
- Neighborhood is frustrated with the current parking/traffic issues. This is an opportunity to fix it and make this area something special.
- Pulling out onto 5th from Brainard is difficult any time of day.
- Make commuter experience more efficient. Doesn't want to walk through retail to get to the train.
- The area around North Central College is congested as well. No one living on Brainard or Loomis can park because you have the college students parking there.
- Peak times equate to bumper to bumper traffic. During the middle of the day traffic is still heavy but it flows. Adding more people to the area will exacerbate to not only the commuting peak times but also just daily traffic.
- What will bringing more residents into the area do to the current traffic level
- What will bringing retail into the area do to the current traffic level
- That traffic might not be matched up to the current peak times
- It's not just the commuters. It is also people going from the south side to the toll road, they could go to Winfield or 59 and that is also a disaster
- The streets are more impacted with school times starting and then school pickup around 3:30
- Difficult to turn left on the street in front of the Children's Museum
- Signage and flashing lights, maybe some speed bumps, or a stop sign would help.
- Traffic calming measures
- Consideration of whether one way streets manage traffic volumes better or worse
- Kids getting on buses and walking to school are in danger.
- The intersection of 5th & Ellsworth, there is no stop sign, the crosswalk is not clear. It's a very dangerous crosswalk. 5th & Loomis are also affected.
- Sidewalks on both sides of 5th Ave

## PARKING

- It's incredibly frustrating to wait 12 years for a parking permit. Parking is adding a lot of undue stress to the commute. We need more additional parking in the development.
- Resident feels parking can't be added without affecting the neighborhood.
- If we add spaces for retail, commuters will use those as well, even at the risk of getting a ticket
- Consider a remote lot with a shuttle on the north end of the city
- Parking is "not easy on the eyes."
- Lots might not be that much nicer looking
- Taxpayers have to be frustrated by finding a parking spot
- Added stress to the commuters by not finding any parking
- Commuters are getting tickets
- If they don't get to the station early there is not any parking to find
- The long waiting list is not okay





- There are 1000 monthly and 500 daily spots
- Residents in the area are frustrated with having to be dropped off at the station.
- Shuttle/remote lots are located in South Naperville. Commuters might not use that because it adds 15-20 minutes to their commute every day
- The current Pace bus timing don't match up with the train times
- What is the solution between building a parking structure and adding more surface lots?
- Contemplate at least one parking garage
- Building a parking garage below level is more expensive
- There are height concerns with parking garages
- Maybe the garages should be separated between North and South
- Could have spots reserved in either of the garages
- Could assist with traffic flow
- Resident brings up the point that commuters want more parking but don't want a garage. What is the solution? The reality is that Naperville will probably have to build at least one garage.
- Perhaps put one garage on the south side and one on the north. Commuters would use the garage based on the direction they travel.
- Naperville sells more passes than spots, so the lots are full.
- How many people are on the 5th avenue parking waitlist?
- It could be difficult enough to maintain the current level of parking spaces.
- Not sure if there's a positive solution
- Could there be another stop added to the train station
- Naperville and Rt 59 are the two busiest stops currently.
- On street parking means you can't see to turn out of the streets, hard seeing over the SUVs if you're in a lower car. It's every single exit.
- Currently residential side streets, you will get a ticket for parking there over 2 hours.
- Parking is needed for land use, hopefully underground
- Cost of parking passes at the train should be raised
- People aren't taking the PACE buses because parking passes are cheap
- Maybe raising the price of the parking passes might get people to use the buses instead.
- Move parking off of Washington and widen the street in that area. This will keep people out of the neighborhoods.
- Making the parking right off of Washington might be best. Could widen the streets to benefit the parking traffic. Would keep people out of the neighborhoods.

## LAND USE

- As a commuter, there is no interest to stick around the train station.
- Too crowded around the station
- Coffee shop near the station, or near the station ticket window especially in the winter time
- For people who don't have to leave the area they would like to have somewhere to grab a bite to eat, or a dry cleaner, or coffee shop.
- There used to be some restaurants on 5th Ave that were nice to visit but they are no longer there.
- There was a brewery that actually did well but they moved.
- There was a family restaurant
- They were successful when the neighborhood used them, now people go downtown
- "It's not a destination, it's a train station" Resident does not want it to be vibrant, they want it to only be a train station.
- The city might feel that there could be more senior housing but the current residents don't feel that there is that need.
- There is a need for affordable senior housing. Any one on a fixed income cannot afford to stay.
- Paul Ehrlic's theory about Zero Population Growth. Every human problem is either created or aggravated by too many humans. Land is what drives parking and traffic. If you make a bad



decision on land use it effects the other categories. The idea of putting a 6-story condo building is crazy.

- Naperville now has 150k people when back in the 1950s it was something around 12k
- A small, family run place would be appealing, done properly with the neighborhood feel. Not a chain restaurant.
- Outside eating spaces are prized
- Concern that city council had greased the wheels for Ryan to make money on the development without any resident's input.
- Past land use study said that the building height should stay as tall as the Kroehler
- Move the YMCA to the area
- Do not move the farmer's market
- There was a senior place on Washington and the market crashed so all of the seniors had to move out.
- Would a senior want to be near a vibrant crowd/bar market
- Group prospective: restaurants vs. bars-there are already bars near the neighborhoods. Maybe a nicer bar would be nice. A restaurant that has a bar would be best.
- There is an underserved community- older people who aren't ready to move into a nursing home who want to stay in Naperville. They want to stay in Naperville, not interested in moving to Florida or a warmer climate. They would love to have a place in the area to stay. Mature living, less cars, would love to be able to walk downtown, use the train to Chicago, enjoy the local environment. Walk to North Central and the cultural things they offer. A community like that, people would be wanting to move there. You wouldn't need to create another school or impact the school system. Would like to be able to continue to afford to still live in Naperville.
- The lot with the childrens museum and the Burlington lot have more potential for development than the other parcels nearer to the neighborhood. More intensive uses closer to Washington.
- Two residents is concerned about light and noise pollution (consider dimmer lamps)
- Buried parking garages with green spaces on top and no new residents (several agreed) and maybe a coffee stop
- Don't need another downtown Naperville
- Does the actual Metra station stop have to stay there?
- Can the station be shifted closer to Washington? Could develop closer to that instead of in the residential
- The neighborhoods might be fine with the parking lots but are frustrated with the traffic
- Is the city trying to add more revenue to the area to help
- This is a great opportunity to make something special there
- Some sort of gathering area
- Residents like it dark at night, and no noise in the evenings, and no drunks stumbling out of bars.
- Buried parking garages with parks on top, maybe small retail
- Like the quiet residential neighborhood
- No new residents
- Would like to have a restaurant and/or a bar
- If resident is going to be impacted he would like to benefit from it. Would like shops he can walk to and use.
- In summer time the parking lot is littered with flyers that were left on the cars
- Resident is concerned because 5th avenue isn't thriving. She may feel differently about this development if it was thriving. Another resident clarified that it might have been a landlord/building issue.
- If residents wanted to go there to shop then those shops would still be thriving
- The current 5th Ave isn't really a destination
- It's on Ryan to create a development that would become a destination, an attractive design might draw in more business



- If you consider adding residences City needs to look at how it will affect the schools. Residents don't want their kids bused to the south side schools.
- Want it to still feel like a residential community
- Nothing taller than the Krohler building (nearly all residents agreed)
- Needs to have a good walkability to connect the existing neighborhoods.
- Residents value the current walkability. Ryan needs to celebrate this lifestyle as the development is considered.
- It would be nice to have sidewalks on both sides of the streets
- Can't be an extension of downtown. Uses need to be supplemental to the residential area surrounding the station.
- Active seniors are underserved in the community. Resident wants to stay in Naperville and would like a small-place in a 55+ community. Will not contribute to parking or traffic and allows them to enjoy access to downtown, take the train, and amenities of North Central. Also won't contribute to school overcrowding.
- Another resident suggested that retirees want to get out of Naperville to stop paying the Naperville taxes
- Senior community on Main St. failed. (another resident clarified there were other issues involved)
- A higher-end bar would be nice
- A restaurant with bar would be great for the area
- If done properly, with a neighborhood feel, a restaurant could thrive
- Look at Geneva near the train station. Buildings are only three stories with open plazas. Each building is slightly different so it doesn't look cookie cutter. Bridge from train to plaza area.
- Additional residents to the area will only put a greater burden on the Metra system. Something needs to be worked out with Metra to increase space on the trains.
- Don't have restaurants with outdoor seating next to the tracks
- There is a crime element on Ogden Ave that may come in from the train
- The YMCA could be relocated to this development or add a health club. Brings in more people on the non-peak hours
- Naperville as a city could make a statement for the environment with this development, i.e. solar panels. Be more forward-thinking.
- Thinking about the size of residential in regards to affordability. Build smaller residences – 2 bedrooms.
- Need to do our best to minimize the impact on the neighborhood.
- Taking into consideration that adding more people to the area will overtax the Metra, either other stops, or express trains from only the 5th Ave Development, skipping 59 station. Seconded by another member.
- There seems to be a crime element on Ogden, they get off of the train and go through the neighborhood.
- The YMCA is in a really odd location right now. It might be an opportunity to locate it near the 5th Ave neighborhood. Might help to bring people in on off peak hours.
- Take into consideration the size of any residential added. Affordability can be impacted by being near downtown.
- Maybe keep residential to 2 bedrooms max
- The area can be improved but it would be good to minimize the impact to not only the neighboring community but the entire community.
- Want efficiency for commuters, to get to the train, not having to funnel commuters into retail or dark tunnels.
- Post-meeting comment from participant #1: I would prefer to see shielded lights that direct light where you need it and not splashing out into the neighborhood. The original shepherd's crook lights were gas lights and considerably dimmer than the ones in use now. Shielded lights are also more cost efficient since light energy isn't wasted where it isn't wanted.



#### CHILDREN'S MUSEUM

- Residents like the Children's Museum
- Is there still a relationship between the CM and Washington Middle School? Students used to volunteer at the CM.
- With good walking paths maybe you could still move the middle school kids to the museum to volunteer.
- Can the CM afford to move?
- Could move the CM to the Water Tower space, and it would open up the current lot for something else.
- The current CM space could have a flagship retail space on it, could draw in other businesses.
- Resident doesn't like the museum where it is and feels it would be better in the water tower building.
- Needs to remain accessible to other communities
- Shift the station closer to retail (possibly closer to Washington)
- Move to Ogden avenue to give more spots for parking
- Better walking paths from the schools to the museum if its moved
- Moving the Children's Museum could benefit the parking situation by making the museum site a parking garage/ramp.

#### DESIGN

- The South side is the historic district and it is a beautiful neighborhood to walk through, it would be sad to see buildings come up that clash with that feel. Keep the historic feel and look.
- Keep the residential community feel
- With a height limit, not taller than the Kroehler building
- Give walkability a priority vs the traffic
- Majority of attendees want the height to stay at or below the Kroehler building
- Downtown Naperville has a distinct feel already, adding or building on top of that will take away from that feel.
- Downtown Naperville already has a distinct feel already.
- Bike parking is needed.
- The tunnel under Washington is grungy, element of celebrating the lifestyle of the current neighborhood.
- Geneva near the train station there is relatively new development, it bridges into the older part of town with lower height buildings. Open plazas. Different buildings, a bridge to the historic neighborhoods.
- Hinsdale stop has the large open area up to the library.
- If you do have a restaurant with outdoor seating, maybe don't have it right on the tracks.
- How does the design function, can it function in a more forward looking way
- When the parking deck goes in, water source and electricity on the floors for cleaning.

#### STORM WATER

- Greenspace will help with the flooding issues
- In the Bennington community they flood with any heavy rain, backed up storm drains and that adds to traffic flow problems especially on Columbia.
- Even with storm water help it's not fixed, is impacting neighborhoods south of Chicago. Huffman and Benton. South of Chicago on Julian. There are flooding issues.
- On 8th between Brainard and Loomis also has issues. Webster routinely floods as well.
- Pilgrim Addition also has flooding
- Current storm water pipes aren't fit for current usage
- Ellsworth between 6th and 7th is also bad.





- Keep Kendall park intact and other park by the water tower intact
- Just south of the tracks don't have water issues. Concerned this development will bring water issues.
- System is under capacity and gets backed up. The development cannot make it worse. Need to add detentions or underground vaults to handle water.
- Columbia, Estates park was flooded with the last rain
- Any greenspace that was east on 5th is not being developed. It could compound the issue.
- Flooding issues even at the top of the hill
- Current water pressure for some residents is bad

#### GREENSPACE

- Keep Kendall Park intact
- Would like to see more greenspace closer to the neighborhood and parking closer to the tracks. No greenspace next to the tracks
- Shepard Crooks lights are bright, light saturation
- LEED buildings would make a good statement from Naperville as a city
- Windmills or solar panels for charging stations
- Movies in the Park
- Dog park
- Walking paths. We currently have a walking lifestyle from our neighborhood. The Riverwalk has drawn people to downtown.

Metra @ capacity

Outdoor seating not next to tracks

~~Golden Age~~ Time element

YMCA — \*Bike parking

Concern about noise

Leed certified buildings  
Solar panels (to charge cars)

Forward thinking design

Smaller size units (2 bedroom)  
Mini in units (1 bedroom)

Huffman & Benton S. of Chicago

8th / Brainard & Loomis

Ellsworth / 6th & 7th

South of tracks no water & don't want

System under capacity / development  
Cannot make worse

Underground storage

Keep both parks intact

Columbia Estates park was under water

Currently losing green space north of  
tracks w/ new development

Even at top of hill

Like children's museum where is  
 Good idea to move museum  
 Put retail where children's museum is  
 Shift metro station to Washington  
 Gathering area  
 Concerned about light pollution  
 No new residents  
 Underground parking  
 Green space  
 Dog park  
 Retail/restaurants to walk to  
 Current shops closing  
 Green space to help w/ flooding

How <sup>new</sup> residents will impact schools  
 Keep historic feel / look  
 Still feel like residential neighborhood  
 Priority to walkability  
 No taller than Kroehler building  
 Same or lower - 5 stories  
 50 ft.  
 majority  
 Celebrate neighborhood & walkability  
 Sidewalks on both sides of street  
 Not an extension of downtown / distinct  
 to neighborhood  
 More intensive uses at Washington

Couple of garages - north & south  
 More restrictions on traffic / dead end streets  
 more development - more traffic  
 5:30 AM - 9:00 AM  
 North Central College parking / streets jammed  
 coffee shop / places to eat  
 Dry cleaning  
 Affordable senior housing  
 Underground parking  
 No 6 story cond.  
 Day care  
 YMCA  
 like farmers market

Rush hour traffic  
 - too much too fast  
 5th Ave & all (Washington)  
 6th Ave, Mill St, Ogden, Washington  
 Columbia & North, North & Chicago  
 5th & Ellsworth - ped safety + Loomis  
 No more traffic  
 Signage - flashing lights - stop sign  
 traffic calming  
 1-way streets  
 Traffic signals - sync  
 Commuters - no garages  
 Not enough parking  
 Remote lot w/ shuttle  
 Pace inefficient / time

## Parking Lot

Another Metra stop

Increase \$ parking pass

Ogden Are crime element





# MEETING RECAP

## 5<sup>TH</sup> AVE GROUP INPUT MEETING 8

**MEETING DATE:** November 15, 2017

**MEETING LOCATION:** Naperville Municipal Center, Lower Level Lunch Room, 400 S Eagle St.  
Naperville, IL

**STAFF ATTENDEES:**

Clare Scott - Ryan Companies  
Angel Douglas Stiemert - Ryan Companies  
Becky Diehl - Ryan Companies  
Amy Emery – City Staff

**LAND USE**

- Prefer something that would be used versus sitting empty.
- Provided parking and traffic is resolved, resident would like to see commerce that benefits the overall community. Examples might include coffee, ice cream, breakfast place, upscale sports bar, space for kids, dry cleaner, boutique retail, small grocery, quick service family restaurant
- There are lessons to be learned from the Kroehler building. Commuters want to get out of the area and don't use the businesses in Kroehler. Some people felt that Kroehler building wasn't used because it was closed off and not visible.
- Commuter said he would only use retail that was very quick in and out – not a restaurant.
- Rte 59 station was supposed to have commercial space but businesses have failed over the years. Another resident suggests we cannot compare 5<sup>th</sup> avenue to the Rte 59 Station.
- Resident says he sees multiple structures throughout the space to fix the parking issues. Look at lots near Washington (Parkview and Children's Museum lot)
- If it's done right the development will add to the neighborhood.
- Commuters help the neighborhood because when they leave in the evening it is quite and dark, not like a downtown.
- Don't make this the second downtown.
- If there is a residential component to the development it may help to support any new commercial development unlike previous stores.
- The new residential units coming online will put more pressure on the train line.
- 1000 units are about to be built near the Rte 59 station.
- What is the strategic vision for downtown and what is missing?
- If there was a burning desire for something the neighborhood would be speaking up. Parking seems to be the only great desire. Look at actually neighborhood needs – don't just fill the space.
- There is a lack of quality multi-family housing for people to age in place near the downtown area.
- Can't truly make plan if Metra isn't on board and committed to plan.
- Resident feels adding any residential is not an option due to train capacity issues.
- Resident says there aren't any affordable housing options for 55+. She would like to see some in this area.



- Would like something that is tax revenue generating.
- Something would need to be affordable for people, price point for Naperville Station is fine for this area and that is even over in price (\$500,000 to \$700,000).
- If you are 55+ and you want to downsize but stay in Naperville there are no opportunities closer to the center of town. Need a place to enjoy the amenities of Naperville and be able to walk to the train.

## TRAFFIC

- Potentially make some of the downtown streets one way. Need to look at the best way to get people in and out of the village.
- How can you get more buses in and out of the train station faster - or provide incentives to those who ride a bike.

## COMMUTER EXPERIENCE

- Local platforms will not accommodate more than 11 cars.
- Waiting on the train platform or dealing with the delays on BNSF is already a pain. Adding more to the area will only compound the issue. Need to think about adding more cars or trains. 5<sup>th</sup> avenue is the second busiest stop in all of Metra.
- Are there other improvements such as Pace commuter lots to help circulate people without bringing more people who need to park at the lot.
- A large portion of commuters are not parking – how are they getting there? Is there a better way to get people to the train station?
- Are there any restrictions from Metra on parking based on the train capacity.
- Resident suggests that the City and Metra may not want to add parking.
- Trains are filled every day, with no places to sit it is standing room only. Commuter experience needs to be addressed, moved here for the train station but if it gets to the point that can't take the train it will become an issue.
- Add a third station between 5<sup>th</sup> ave and Rte 59
- Commuters are the number one priority and parking needs to be fixed first before anything else can be built.
- Trains are standing room only at least 30% of the time.
- Commuter experience cannot be affected negatively.
- Resident does not feel Metra will add cars or trains due to funding issues.
- Commuter issues have not changed since the 1980's people were sitting on the train steps even back then. The train is already full when it pulls into the Naperville station and adding a station will only worsen that. The train station should be moved out of the residential area near the Growing Place. The current station doesn't seem like the best use for the neighborhood, on premium land. What are all the options, a parking lot doesn't seem logical for expensive land.
- Adding a station will only add to the congestion on the train. Potentially move the station east down fifth avenue where there is more open space. Take step back and look at the space available.
- City staff, when asked, clarified that that city has been in discussion with Metra.
- Metra is open to more parking near the station and are open to other uses to improve their commuter experience.



- One of the biggest complainants of the train station is that they can't unload the buses fast enough and they back up traffic down the street. They need a transit center for buses to unload away from traffic.
- Needs a warm place for commuters to wait for their train, currently there isn't a place on the north side of tracks.

## PARKING

- Resident questioned how many people are on the parking waitlist. (Post-meeting update: 1800 people are currently on the waitlist)
- Need enough parking that is efficient to get in and out of for the next 15 years. An additional 500 spaces are needed and they can't go into a parking structure.
- Residents don't want to see parking decks. It effects the character of the neighborhood.
- If the number of commuter parking does not change and you add 300 apartments it would be a disaster for commute parking
- Need more bicycle and motorcycle parking
- The new building in Wheaton has first floor parking and doesn't open up to the neighborhood which is not liked.
- Post-meeting comment from Participant #1: If you build parking to meet all the commuter demand, you'd make the whole target area a campus of parking decks. Then you're relegating the neighborhood to an undesirable future of staring at all those decks. That would undermine the character of the neighborhood. If there's that much demand, it doesn't mean that it all has to be met at the downtown train station. A 3rd station should be looked at to meet that demand, not growing the parking capacity here. A new station doesn't have to be intended to increase ridership, given Metra's capacity issues, but to move a chunk of that traffic away from the downtown station.
- Post-meeting comment from Participant #1: Parking decks for 1500 cars, plus a couple hundred more as a nod to the waiting list, plus more to support new residential construction in this project, plus more for retail customers sounds like a lot of space dedicated to parking decks! Not a fan.

## DESIGN

- Resident would like to see nothing taller than the Kroehler building.
- Development needs to complement downtown Naperville.
- In Downers Grove and Lisle they have 7-8 story apartment building. It dramatically changed the character of the neighborhood.
- Resident worried about the amount of sunshine if tall buildings are included in the development.
- To maintain the neighborhood, any larger buildings need to put up closer to Washington.
- Be careful of the materials used to match the neighborhood.
- Anything being built would need to be closer to Washington away from the homes.
- Quantifying what creates a sense of place.
- Transit Oriented Development - only need one parking place per home instead of two because people will take the train. This doesn't necessarily work, it didn't work at Route 59 with that development. Parking spaces need to be provided for what is required for condos/townhouses. If there are two bedrooms, there should be at least two parking spots. There is no room in the neighborhood to address the issue if not built correctly from the beginning.

- Designing something to fit in with the history of the Kroehler building and designing anything new to match would help create a cohesive look.
- Needs a “neighborhood look” not a “downtown look”. Soften the transition into the neighborhood.
- In downtown Wheaton the high rise buildings have no green space, for every new building here there should be a certain percentage of green space set aside.
- Put parking decks along the train and then build homes outside of that to provide a buffer to the neighborhood.
- Architecture and space matters, when Water Street was developed it was narrowed by 9 feet. It has a different feel from Jefferson. At Main Street Promenade there is a large set back that creates a nice feel. Anything should be pushed back so there is more than just the 5 feet sidewalk to allow people to congregate.
- Look at Main St. Promenade – more space from retail to street.
- Enhance the walkability of the neighborhood.
- The downtown area near City Hall is not inviting for people to walk and hang out at.
- Can there be a theme developed to tie it in with the history of the area and the Kroehler building so people don’t forget that this was one of the biggest furniture manufacturing places in country?
- Look to downtown Naperville for style – its new but still feels old. Apartment building on Ellsworth is not appealing. Sticks out like a sore thumb.
- Naperville has a nice history and with tear downs you lose sight of that.
- There should be connectivity to the neighborhood so it doesn’t stand out, it needs to fit the character of the neighborhood, don’t want to lose the adorable little homes which a large building would do.
- Do we really need more housing?
- Don’t want housing that is so affordable that the North Central College students move in and cause noise issues.
- Use the idea of a renovated/converted Kroehler building as a template for any other buildings in the area. Imagine the Kroehler owners had built more buildings alongside the existing one, which were expanded and repurposed within just the last few years. What would those buildings look like? Look at warehouse conversions. Think thick beams, painted girders, rounded rivets, rows of 12-panel windows, loading docks converted to coffee shops. Maybe one bldg had a 2-story section in the middle removed for a large, open-air pass-thru to the train platform. That gives you a covered place for a couple storefronts and cafe seating. Maybe a number of the small windows were removed and replaced with 15-foot-tall glass walls, blending a simple modern esthetic with the retro charm that makes warehouse conversions popular.
- Downers Grove has row homes that could fit into the neighborhood.
- The Water Tower sticks out in this area and does not flow into the area now. This maybe the most difficult design use.
- Accessibility to the existing building, commuters like cutting through it but like having to go through few entry ways for shopping. There should be different access points for residents or retail then commuters.
- Separate access point for residents in the building versus retail patrons.
- If Nichols library could be disassembled and moved, could it be moved to the North side of the tracks. Could it be used as the train station? That would add to the historic character.
- Post-meeting comment from Participant #1: Look at what things Kroehler made and see if there’s a way to honor that history.



## BICYCLE/PEDESTRIAN

- Add bike lanes
- Improved bicycle routes are needed as it currently isn't safe to bike to the station.
- Pedestrian bike route is sorely overlooked. You can't ride a bike to the park from the train station.
- The width of the street needs to be more generous for walkers and students to get past the park and through the intersection. There should be more of a buffer from the roadway.
- If parking is removed down 5th Avenue so that sidewalk could be expanded or bike path.
- From Loomis to Washington the right of way is narrow and limits what can be done.
- Resident who lives on the north side of the tracks is concerned about safety of school children walking to school.
- Child was killed 10 years ago crossing Washington at 5<sup>th</sup>.
- A lot of Jr. High students cross at the platforms because they think it is safer than at the grade crossing.
- The cow tunnel would provide safety for students and make the area accessible. Would need a ramp to go up to the platform then go across Washington to the cow tunnel.
- Against the idea to put a temporary parking facility at Kendall Park during construction as it is used by the neighborhood.
- Keep crossing open at Loomis. Potentially add additional crossings.
- Washington is not a safe area for walkers both students and commuters.
- Creating a more comfortable walk way that is moved farther away from the roadway would encourage walkers. It doesn't feel safe because it is so close to the cars.
- Moving the cars out of the Kroehler lot will hopefully help the traffic issues.
- Widen the sidewalk under the Washington St. Bridge. Cars are too close.
- Near the Water Tower parking it is super dark and doesn't feel safe to walk late at night. The lighting should be away from the homes but along the tracks for people to be able to walk to their cars safely.

## STORM WATER

- Flooding is a major issue, especially at the low points on streets.
- Neighbor at 705 N. Sleigh has flooding issues. Sewer system can't handle the current capacity. Any heavy rains they cannot leave their driveway.
- City should take the opportunity to improve the flood water situation.
- 8th Avenue was flooded in the recent storms and could be accessed.
- Pilgrim has similar flooding issues.
- Storm water basins in the Kroehler lot would help the communities flooding issues.
- When the engineers in the past have looked at flooding, they have looked at cheaper alternatives and can create issues where issues didn't exist in the past. At School and Wright it now floods where it didn't in the past.

## OVERCROWDING

- Ellsworth School is at capacity and anything built cannot add to that.
- Resident expressed concerns with overcrowding at schools. Need to engage district 203. An enrollment study was just completed in the last month ([naperville203.org](http://naperville203.org))
- We live where we live because the kids can walk to elementary, junior high and high school. We don't want that to change.





## GREENSPACE

- Would like to see a dog park, more people are out walking than kids outside playing.
- Change park south of the tracks to something the community could use and draws people in. See Maggie Daley Park.
- Modern park for children that satisfies multiple age groups.
- Would like public plaza gathering place; could be between buildings
- Water feature
- Include a place to sit in greenspace
- Post-meeting comment from Participant #1: Green space doesn't need to be separate from buildings, as the current parks are. If, for example, two L-shaped buildings facing each other were built on the Lower Burlington lot to make a rectangle, a path could cut between them, leading from 5th & Ellsworth to the Washington St. bridge. That path could go thru a courtyard with trees, grass, a fountain, bench seats, etc. That gives you a more urban-style park which could also act as a gathering place. And it gives kids in Park Addition a nice pedestrian route to the Jr. High.

Participant #1 added the following post-meeting:

I've read various past comments about neighbors' requests, such as a bike lane thru the area, wider sidewalks, reopening the cow tunnel, safer access to Washington Jr High, better pedestrian routes, and Pilgrim Addition wanting better access to downtown. I was noodling how all these could be accomplished and came up with an idea.

It occurred to me that since the cow tunnel is midway between Washington and Mill streets, it doesn't integrate well into any city-wide bike or pedestrian traffic plan—it would be more of a private access route for Pilgrim Addition (the neighborhood just north of it). Even if it was within the scope of this project to open it, there's the problem of the neighbors right by it not wanting it opened. But the idea would address a number of neighbor requests if it was used by the Washington St. bridge! Right now, there is no way to add a bike lane under the bridge. Losing a car lane is a non-starter and the sidewalks are too narrow and can't be widened without expensive reconstruction of the bridge. And the sidewalks are bad for bike traffic because people coming down the stairs from the platforms walk into the path of cyclists at blind corners. On top of that, cyclists lock their bikes to the sidewalk railing, further narrowing the space.

A wide bike/pedestrian tunnel under the tracks on the west side of the bridge would solve all of these issues. To the north, it would open to a park (no neighbors to object to the privacy intrusion) and would be fed by bike paths to the north and northwest. To the south, it would gently curve over to meet the existing sidewalk. But because the sidewalk is narrow, the retaining wall on the south side of the bridge would need to be pulled back enough to allow for the path to the tunnel and a wider sidewalk. If the children's museum is to stay there, this also improves the sight lines for cars leaving the lot, in that the current view is obstructed to the left and encourages cars to nudge forward to overcome it. This idea of course means losing space from the parking lot, something that won't be such an issue if the museum gets moved.

People on the east side of Washington will need a safe way to access this tunnel without crossing Washington, which is one of the problems in getting students to the Jr. High safely (one child was killed at the 5th Ave intersection). To access the tunnel, there should be a wide bike path built on the east side of Washington between 5th Ave and the bridge, following the existing slope up to the tracks. The path would



traverse the (potentially widened) train platform over Washington and then curve around to meet the tunnel. Because cyclists should be discouraged from using the sidewalks under the bridge, I'd suggest aligning them so that it is obvious they're for pedestrians. By having them curve to meet the bike path with a couple steps, you both make it obvious it's a pedestrian route, and take away the straight-line route to them that might make distracted riders not notice that the steps are there.

Whether this tunnel is done or not, there is a need for a covered bike rack to be added by the bridge, like the one at the east end of the north platform. This would discourage cyclists from using the sidewalk railing to secure their bike, as well as fill demand that exceeds the other racks. It could be placed either in Kendall Park by Washington, or by the train platform at the northeast corner of the bridge.

## Landuse:

### Want: Dog Park

#### Better Ped/bike route

- Neighbor hood commercial that's not downtown
- Coffee - playspace
- Ice cream - dog chain
- Sports bar - boutique retail
- Small grocery - upscale sport bar

- Commuters might use services that are quick
- Items from the K. Building corridor
- E. B. Street parking

- Long-term parking
- Bike paths - extendable to other areas
- Affordable living

#### Don't want:

- No use development
- Too close to bus stop, Rt. 59
- To lose the parking structure
- Equal height to the K. building
- Do not want to look like Arlington Heights
- Large parking decks
- Negative commercial exp.
- To compete w/ downtown Naperville
- Big parking
- 7/8 story apartments
- 3rd, 10th, 12th apt. Bldg or other bldg

#### Maybe other parking lots

- This area is not the downtown like other stops
- Current commuters leave the night guard
- Commuter experience - just walking & waiting (a challenge)
- Transportation and drop off / PACE commuters
- Increase Rt. 59 from new homes
- Keep design in line w/ neighborhood
- What is missing from downtown Naperville?
- Biking to the train is impossible
- What can be added that isn't there.
- Can look at quality multi-family housing

## Historic Building Names maybe

### Special & unique

- Beautiful & special
- Downtown Washington apt building is not wanted here

### Distal parking on 1st floor

- No street scape
- No cookie cutter
- No photo
- Not blended into the neighborhood

### Unpleasant neighborhood

- No giant structure
- Nothing beyond height of what's there now
- Maybe rehousing so affordable that college kids can live there
- If 10 stories off K. building - what would that look like
- Downers from that street run home, either clearing

### Need to be integrated

- Needs to be distinctive
- Over 55 crowd - doesn't have smaller housing closer to downtown & train & not accessible

### Bus lane isn't efficient at drop off

- Accessibility to K. building is more efficient

### Difficult access points to reach to residents

- Warning building on North side of tracks
- Could the housing be moved to North side of tracks
- Width of street same - should be moving the side pass on Rt. 59 from N. Ave

### Need more space for alternative from residents

- Take parking off 5th & 1st period students

### Use pavement to create a green crossing

- Current streets aren't designed for the volume of traffic
- How can we get more buses in and out of the station
- Senior bike paths
- If the development is spotty - have to encourage to densify

## Design

- No 7/8 story apt. bldg
- 9 stories sunstone/sky views
- Maintain neighborhood feel
- Have to bring in the \$
- Concentrate toward Washington
- Keep away from current neighborhood
- TOD - transit oriented development - less parking needed
- Haven't worked well on Rt. 59
- Connection between K. building & new development
- Keep neighborhood look - trees/shadow/leaves
- Blend
- Keep green space - keep in line w/ new development
- Maybe put all parking against main tracks
- Keep housing/development close to residents stop
- More secure space for bikes/mobility/scooters
- No bike at west end
- Like main street promenade set back from street
- Walking kids to Ellis north is scary
- More inviting walking paths
- More bike lanes
- Feel of water street isn't user friendly
- Potential K. building theme & what was built by the building

## Washington & 5th Crossing is unsafe.

- Kids tend to cross platform
- Low tunnel near Washington
- Ped ramp to tunnel
- Don't put construction parking in Kendall Park
- Traffic on Loomis is unsafe to ped.
- 5th & Loomis - unsafe
- Keep a crossing open @ Loomis
- Better ped walking on Washington
- Date by water tower artists - maybe more safe (go far away from neighborhood)
- Current flooding: North Side, 8th Ave, 11th Ave, School Streets
- Current Street Summer can't handle water flow
- Could stormwater basin be added to green space
- Don't take short cut's on short water solution
- Emphasis on - is the park on the south side of the tracks used often
  - make it usable
  - Modern park for all ages (kids)
  - Cool
  - outdoor
  - Public plaza gathering space
  - Neighbors have friendly
  - Water feature
  - Green space added to Blueington det
- No school overcrowding
- appeal of kids being able to walk to all schools

## PARKING LOT

- BNSF timing
- New trains/cars
- PACE improvement
- 3rd train stop
- Can the train platform be extended
- Could Naperville station be moved
- Low turn crossing to station



# MEETING RECAP

## 5<sup>TH</sup> AVE GROUP INPUT MEETING 7

**MEETING DATE:** November 18, 2017

**MEETING LOCATION:** Alfred Rubin Riverwalk Community Center, Room 205, 305 Jackson Ave., Naperville, IL

**STAFF ATTENDEES:**

Jim McDonald - Ryan Companies  
Becky Diehl - Ryan Companies  
Jennifer Loudon – City Staff

The meeting started with residents asking for clarification on who Ryan is and how we got to this point in the process.

### LAND USE

- Resident is concerned about a downturn in the economy and the effect on this development
- Do not build another downtown. Alternatively, another resident would like to see another downtown development near the train. Developing this space appropriately will help cover a budget deficit.
- Resident would like to see something thoughtful and modest in scale – not a downtown. The Park Addition neighborhood will not embrace what was presented in the original watercolor.
- Businesses thrived 30 years ago but tanked in 5-7 years.
- Do not want a “big business” commercial area.
- Do not build something that looks like Water St. – too dense, too tall, unattractive.
- Resident suggests there is a middle ground between 10 stories and doing nothing. He would like to see something that improves traffic and pedestrian situation. Perhaps include bicycle lanes.
- Resident would like to see nothing taller than Kroehler building.
- Residents chose to live in Park Addition because they didn’t want to live in downtown Naperville.
- Make 5<sup>th</sup> Avenue area a destination.
- Would like to see a gym or daycare.
- Maintain the livability – walk to downtown, walk to train, etc.
- Downtown is empty during the day but bustling at night. Residents don’t want this at 5<sup>th</sup> avenue. No nightlife.
- Keep restaurants and bars closer to Washington and not neighborhood-facing.



- Add plazas, fountains and/or courtyard near the residential areas
- Gathering area that encourages people to be outdoors all year
- Bike parking is horrendous. Add secure bike parking.
- Be cognizant of anything we add that may entice crime.
- Add attainable senior housing (55+) complex.
- Move density away from neighborhood, closer to the tracks.
- Single family homes, possibly two-story townhomes at Kroehler park
- Office space would be good and encourage a reverse commute
- How do we make the Kroehler building more attractive to someone looking to lease office space?
- Office space would do very well in this area given in the access to the train and the walkability to downtown.
- Who is taking the lead role of the city to understand the cost of the Kroehler building? Could it be acquired to become a part of this development and become part of the master plan?
- Control future development of buildings
- Resident does not want a theater. It will only exacerbate the traffic and parking issues. Many other participants agreed.
- Keep focus on the long term financial viability of whatever is built
- Optimize land use and ROI to the city to avoid raising taxes. Office or residential development is helpful.

#### TRAFFIC/PEDESTRIAN SAFETY

- Evening commute takes 30 minutes to get to Washington and Chicago from the train
- Pedestrian connections would be great – improves safety.
- Do not put drop-off hub near neighborhood so buses are idling on the residential streets
- Add safe bicycling lanes that are clearly marked.
- Ellsworth dead ends into Kroehler. Need to be cognizant of the traffic flow and how it will affect pedestrians. Separate pedestrians from traffic.
- Provide more mass transit options with more efficient traffic flow – buses pickup on south side then park on the south side.
- If you remove parking from Kroehler lot, it will alleviate some of the safety issues for pedestrians.
- Take parking off of 5<sup>th</sup>, keep it two lanes of traffic and add islands.
- Have clear paths for cars and pedestrians.
- Add speed bumps
- Have smarter pedestrian crossings to improve safety
- Attracting families will cause Ellsworth to be severely overcrowding and will cause the school district to redistrict. All families with young children will be affected by this.
- We need to look at how other Naperville projects are going to compound and what the effects are.



- Add a second turn lane on Washington
- Could you add a second exit to Washington from the lot on the north side of the tracks?
- Direct access egress onto Washington from decks
- Add bus depot to Children's Museum lot
- Residents like the idea of improving pedestrian/bicycle connectivity to downtown and connecting greenspace (ecological corridors). Another resident says this could also be a safety issue.
- North/south connectivity is more important than east/west connectivity.
- Current Washington underpass is not appealing and dangerous.
- Bike commuting in Naperville could use a huge improvement.
- Washington is currently an imposing boundary.
- Resident is not going to send their kids to school through a tunnel no matter how well-lit it is.
- Pedestrian bridge at Loomis (potential for commercial sponsorship)

#### PARKING

- Could some parking be put underground?
- If you make it too easy to get in and out of the parking it could have a negative impact on traffic for the neighborhood.
- Have multiple locations for parking exits to Washington
- Put parking on the south side of the tracks
- Daily fee spots (can't park there until after 9) are empty. Improve operation of the parking permit process.
- Underground parking and greenspace at Kroehler lot.
- Train parking is currently not "for profit", perhaps this should change.
- Detailed study of the parking needs to be done.
- Some residents go to Rt. 59 simply because they can't get parking at 5<sup>th</sup> Ave.

#### DESIGN

- What is built it should be architecturally pleasing. Compliment the neighborhood with a historical feel. Resident referenced local historical homes and the Kroehler building.
- Another resident likes the mix of the historical elements (like Kroehler) with something more modern.
- Design should be timeless.
- The train is the lifeblood of the community and the design should represent this.
- Would like to see a higher widow ratio on street fronts (no tinted mirror glass).
- Do not build all buildings the same height.
- New condos south of the train (on Ellsworth) are much too tall and wide for the area. East side of the building has exterior exits. This building is an example of a transitional use development.





- Taller buildings should go up against the tracks, shorter buildings closer to the neighborhoods
- May need to add height to support any added retail. 7-8 stories is ok with this resident.
- The Kroehler building adds character to the neighborhood and you need to respect the fact that it's a historical, protected building.
- Consider renderings for 41 W. Jefferson (combo retail and residential) - MetroCRE.com

#### COMMUTER EXPERIENCE

- Trains are packed. Jim confirmed Metra is engaged in this process.
- Metra is in a financial trouble so added service is going to be a problem.
- Uber is going to be increasingly used by commuters. Cost is comparable to parking for those within a mile.
- 10% of commuters are currently taking the bus

#### CHILDRENS MUSEUM

- Resident would like to see the museum move the water tower lot and be modernized.
- Keep it within the neighborhood. Several residents agreed.
- Washington Jr. High kids do volunteer at the museum so it should stay close to the school so they can walk there.
- Increase parking on the museum lot but keep in mind that Washington school students will be walking to school during the morning rush.

#### GREENSPACE

- Intersperse greenspace throughout the area to make it feel more open.
- Build greenspace and parking decks and swap this space with another space the park district owns for Ryan to develop

#### **Participant #1 added the following post-meeting:**

I think that there is an opportunity to develop some office space and F&B outlets to create a more 24/7 lifestyle (not night clubs, just bars that aren't empty and retail that doesn't lose money opening til 9 pm). Downtown Naperville is dead during the weekday evenings as there is no office space to support the F& B outlets. There is, in my opinion, a good opportunity to attract a younger type of office lifestyle (we work, innovation space etc.) which would support some F& B in the evenings. Connecting the Children's museum, with its hands on tech' displays to start-up, innovation office space, could also be an interesting approach especially if the Children's museum could focus more on technology.



P4 1 OF 9

- DO NOT WANT ANOTHER DOWNTOWN.
- FINANCIAL VIABILITY
- ~~THE~~ WOULD LIKE TO SEE ANOTHER DOWNTOWN TYPE OF DEV.
- HELP BUDGET ISSUES
- MODEST / THOUGHTFUL RESPONSIBLE / TAX GEN.
- NOT LIKE WATER STREET.
- COMMUTER ACCESS / EGRESS  
↳ BUS DOESN'T OFFER SUPPORT

2 OF 9

- USE MUST IMPROVE EXISTING CHALLENGES
- GO VERTICAL TO A DEGREE  
8-10 STORIES  
6-8
- ADD UNDERGROUND PARKING
- 3-4 / KROEMER HEIGHT
- MULTIPLE PARKING DECKS  
↳ SPREAD THROUGHOUT
- DESTINATION RETAIL  
- DAY CARE  
= GYM
- IMPROVE / INCREASE LIVABILITY  
↳ IMPROVE TRAIN ACCESS

3 OF 9

- ARCHITECTURALLY PLEASING
  - COMPLIMENTS NEIGHBORHOOD
  - HISTORIC DISTRICT
  - NCC CAMPUS
  - KROEMER BLDG.
  - BRICK / STONE
  - MODERN / TASTEFULLY DONE
  - TIMELESS DESIGN
- IMPROVED PEDESTRIAN CONNECTIONS.
- GOOD BALANCE OF DESIGN ELEMENTS.
- "ANTI-NIGHT LIFE"
- HIGH WINDOW RATIO ON STREET

4 OF 9

- ~~ELSWORTH / 4TH~~  
↳ TOO BIG FOR LOT / AREA
- MORE HEIGHT CLOSER TO TRACKS / WASHINGTON  
↳ SOFTEN EDGES ALONG 5TH AVE
- MULTI-MODEL CLOSE TO TRACKS
- LANDSCAPING / PLAZAS / COURT YARD
- ENCOURAGE OUTDOOR ACTIVITY THROUGHOUT THE YR.
- A LOT ATTENTION TO BIKE LANES / PED.

5 OF 9

- \* 5TH & ELSWORTH  
SEPARATE CARS / PEDS.
- \* PUBLIC SAFETY FOCUS
- \* IMPROVE PARKING OPERATION  
N/ COMMUTERS
- \* ENCOURAGE A VARIETY  
OF TRANS. OPTIONS  
↳ UPR.
- \* IMPROVE BUS SERVICE  
FOR ALL → SMART FLOW
- \* AGE TARGETED SENIOR  
55+  
↳ ATTAINABLE

6 OF 9

- \* SINGLE FAMILY HOMES  
OR TOWN HOMES  
ON KROETZLER PARKING  
LOT
- \* DISPERSED GREEN SPACE
- \* UNDERGROUND PARKING W/  
PARK ON TOP / GREENSPACE
- \* OFFICE WOULD BE GREAT
- \* ACQUIRE KROETZLER BUDG
- \* CONTROL FUTURE DEV.
- \* CONTROL & FOCUS TRAFFIC
- \* ADD SPEED BUMPS IN  
NEIGHBORHOOD.

7 OF 9

- \* IMPROVE TRAFFIC CONTROL
- \* SCHOOL → ELSWORTH  
(PARKING LOT) SCHOOL  
OVER-CROWDING
- \* 2- LEFT TURNS ON WASHINGTON  
HEADED SOUTH.
- \* DIRECT ACCESS / EGRESS ~~DR~~  
ONTO WASHINGTON FOR  
DEKS
- \* PUSH PARKING SOUTH OF  
TRACKS
- \* KEEP DCM WITHIN 5TH AVE  
REDEVELOPMENT
- \* INCREASE PARKING ON EXISTING  
DCM LOT

8 OF 9

- \* NO PERFORMING ARTS  
THEATER.  
↳ HOW DOES IT SUPPORT  
ITSELF.
- \* OPTIMAL LAND USE TO  
AVOID RISING TAXES.  
↳ OFFICE
- \* DETAILED PARKING STUDY
- \* LAND SWAPS
- \* 606 / HI-LINE IMPROVE  
CONNECTIONS TO NEIGHBORHOODS
- \* NORTH / SOUTH CONNECTIVITY

9 of 9

- \* ECOLOGICAL CORRIDORS  
CONNECTING GREENSPACE
- = EASY / IMPROVED ACCESS TO  
KENDALL PARK / WASHINGTON  
JR. HIGH.
- > IMPROVE LOOMIS CROSSING  
↳ PEDESTRIAN BRIDGE

## PARKING LOT

11/18 #117

- \* ELSWORTH / 4TH  
↳ TOO BIG FOR LOT / AREA
- = ALLOCATION OF PERMITS
- \* ACQUIRE KROEHLER
- \* SCHOOL OVERCROWDING
- \* ADJACENT DEV. IMPACT TO  
5TH
- \* LAND SWAP
- \* CONSIDER DESIGN  
41 W. JEFFERSON

METRO ARE  
.com



# MEETING RECAP

## 5<sup>TH</sup> AVE GROUP INPUT MEETING 9

**MEETING DATE:** November 21, 2017

**MEETING LOCATION:** Naperville Municipal Center, Lunch Room, 400 S Eagle St. Naperville, IL

**STAFF ATTENDEES:**

Kyle Schott - Ryan Companies  
Curt Pascoe – Ryan Companies  
Becky Diehl - Ryan Companies  
Angel Douglas Stiemert – Ryan Companies  
Amy Emery – City Staff

### LAND USE

- Could the space be better used to augment what is not currently downtown – apartments for young professionals or seniors, daycare. Should not compete with downtown. Multi-family or commuter centric.
- Other resident has concerns that the development will negatively impact her property values. Rentals after 10 years look awful and a daycare may not be legal.
- Don't want apartment buildings, like Route 59. Maybe condos would be better. People who buy care more.
- A lot of young people live in downtown Chicago and they live in big buildings. Don't want that here.
- In favor of a mix of uses. Too much of one type of thing would be too much.
- Could be supported by the neighbors, not a destination
- Not sure senior housing would sell
- Have an ownership model versus a rental model.
- Amenities that support the residents in the area – one or two restaurants.
- It's a walkable community and people enjoy the urban feel. It would be nice to have a few things to walk to. A small grocery with prepared food, coffee shop and a restaurant would be good.
- This area is for young professionals.
- North Center of Chicago is a good example of an urban community
- A lot of retail is not going to work in this area (such as clothing shops)
- Small businesses seem to work well in the Kroehler building
- Shared workspace (co-working space). The college may support this as well.





- Building on Benton has a 5 year wait for people to get into that building. It's one-floor living for seniors. There is none of that in the city. Very few elevator buildings in the city. Could work for both young professionals and seniors.
- Probably won't have sole proprietorships or boutiques wanting to rent in Kroehler.
- Dedicated senior living is all over Naperville. Seniors might not want to live by the train.
- Objections to putting anything in the Kroehler lot
- The areas that are always busy with the residents don't need more residential. It would add a lot of traffic.
- Cherish the limited greenspace we already have in Naperville.
- Parts of each lot should be dedicated to greenspace
- Kroehler lot should be dedicated to greenspace.
- Kroehler lot could be used for a retention space
- Need to provide a greenspace buffer to the neighborhood
- Would get pushback on putting townhomes near the neighborhood. They don't fit with the single family homes.
- Build no higher than the Kroehler building.
- Understanding what is more important, what is too high vs. expensive
- No taller than the Kroehler building, 50 feet. Building going up right now feels about the same as the Kroehler. Lots of backlash on the building going up.
- Too tall might give problems, lack of sunlight.
- Why doesn't the city have a general fitness area in downtown, might be beneficial to the residents? This could also be a selling point for any residents looking to move into the space.
- A smart, safe, solution to a daycare option is desirable in the downtown area
- A gym might break up the use of the cars congestion from commuters
- Young professionals and/or seniors might want to live there if there's an option for a gym facility
- Should be close enough to downtown to be a draw
- Want the redevelopment to be beautiful
- Retail should be more mindful lifestyle organic, exterior based retail experience
- Hard to know what's currently in the Kroehler
- No food court look
- Outside stores thrive vs. a mall atmosphere
- Geneva commons is a good example of an outside retails space.

## PARKING

- Parking concepts: parking is of utmost importance.
- Additional parking is needed.

- One of the main constraints on parking is Metra capacity but we could use a little more parking. It's the residents understanding that Metra cannot add more cars because the platform is too short for more cars.
- There are a lot of spaces that aren't currently utilized.
- Parking prices haven't been adjusted to reflect demand.
- Resident believes we are stuck with the Metra situation as it is.
- Hayward CA, the city owned a 1.5 lot, sold it to Joe Montana. It was a parking lot; the developer added housing units and added the concept of transit working space. Moved parking and provided busing back and forth. Have demand based pricing in that lot. That drives commuting decisions.
- Change the price of parking based on the day/time of the week – demand based parking price structure.
- Economics drive decisions; people might take an Uber and leave their car parked at home.
- Resident mentions that Uber is \$4.50 and would pay for this over parking.
- Think 10 years out – may have driverless cars which creates less demand for parking.
- If you build residential the need for additional parking for the train will probably not be there.
- People only use PACE when the weather is bad and they can't walk or ride their bikes
- Kiss and Ride is currently functioning. Don't know if it's functioning well. It's an existing system. The north side kiss and ride is harder to use. Parking is harder there too. Cars go where there's space to wait. Issue of space and signage.

## TRAFFIC/PEDESTRIANS

- Consider street lights on 5<sup>th</sup> Avenue. It's currently dangerous to pull out onto 5<sup>th</sup> and even more dangerous as a pedestrian.
- Hard to turn out of residential streets because you can't see past the parked cars.
- Increased residential or commercial will make that situation worse.
- Driving down any of the side streets and try to turn right or left on to 5th is always a blind turn. 5th and Brainerd is especially bad.
- Maybe no parking on 5th ave at all, just like there should be no parking on Washington
- Removing some spots from the corners can help.
- Several people have been hit on Washington and by the school. Seems to be extra dangerous during commuter times. People just want to get away from the train station.
- Everyone is in such a hurry it's a dangerous place to be as a pedestrian.
- People drive too fast down Loomis going north to Ogden, most intersections are 2 way stops. Other drivers aren't familiar with the fact that it's not a 4 way stop.
- Residents wouldn't be opposed to 4 way stops, depends on DOT though. Over signage can be an issue. Maybe more policing. Could be a short term solution
- Has the city ever considered closing off the residential street to Washington



- It's so dangerous for all of the children who walk to school. They commute down Loomis and across the tracks.
- Traffic can back up on Washington and Loomis. Most congestion tends to be when the rush hours trains let out.
- Rush hour traffic tends to last 15 minutes or so, but speed and traffic routes are more of a concern than congestion.
- If you put in an office building it will impact the school walkers and office workers
- People will use 7th or 8th as ways to bypass Ogden
- Biggest congestion happens on: 5th and Loomis, Washington.
- Use speed bumps, and 4 way stops to slow people down, maybe red light cameras.
- It's appealing to have a pathway for those who walk to school and the train. Add a pedestrian bridge.
- If a pedestrian bridge was to be included in the development it should be built at Loomis and 5<sup>th</sup> and/or Loomis and the tracks.
- Forcing the walking route at Loomis would be desirable, maybe miss the 5th Ave/Loomis intersection. It's already a natural path for walkers. Could be at Loomis and 5th and/or Loomis and the tracks.
- Need to find smart solutions (off of Washington) to connect this area to downtown.
- Might not feel comfortable bringing small children down Washington to get to the 5th Ave area right now. It's not safe.
- The cow tunnel goes under BNSF, it goes right onto Naperville Station property. It's private property. Not even sure if public access could be granted. Could be 1.5 mil to 2 mil to open the tunnel. There are better uses for that money.
- Maybe a new cow tunnel at Mill St
- So many kids use the Mill St tunnel and it's an awful place to be.

## GREENSPACE

- Make the entire area child focused. Include greenspace, splash pad or large playground. See Alexandria, VA.
- Greenspaces maybe need a child friendly area, use the Children's Museum as the centerpiece, maybe row houses, maybe work spaces, combine all of that into greenspace, or a destination.
- Lee Park District has a great example. Scavenger Hunt Park is amazing. Lots of people go there.
- Things like that would bring families and provide use
- Kid friendly greenspace, multi-seasonal (maybe an ice rink)
- Maggie Daley is a good example of getting value out of the our space in the climate we live in. Do not pave over Kendell Park. Kendall Park is used often by sports teams, by children, by dogs, by residents
- Could put greenspace/park closer to the neighborhood and put row houses behind that, the greenspace buffer





## DESIGN

- Resident was horrified by the design of the watercolor. It reminded her of something along Rt 59. Design was similar to a Rodondo Beach development. It has no charm or class.
- Ryan has an opportunity to make a good profit but also to have an award winning design that could be desirable
- It needs to fit in with the Kroehler building. It needs to feel more “homey” and not sterile.
- Should feel organic and tie into the existing environment.
- Look at North Central properties including the new Science Center.
- Resident does not believe this will be a destination and will only compliment the surrounding neighborhood.
- Needs to compliment the surrounding historic district.
- Downtown Alexandria
- Shouldn't be a destination, should support the current residents
- Use instead of design is what would make downtown Naperville and this area compete.
- Bordering on historic district
- If you put too many ugly buildings then residents won't be able to sell their houses
- Don't want the look of the large scale retail on Rt 59
- Do not pave over Kendell Park. Kendall Park is used often by sports teams, by children, by dogs, by residents
- Break up Kroehler lot into spaces for single family homes
- Kroehler building may not be as successful as it could be if it had exterior entrances to restaurants and retail.

## STORM WATER

- The city needs to chip in and deal with the storm water issue.
- Brainard floods after any heavy rainfall (resident lives between 6<sup>th</sup> & 7<sup>th</sup>)
- Resident doesn't feel the property needs to be LEED – it will only increase cost and doesn't add much value. The energy codes are sufficient these days.
- Building Public Works is LEED, it's a beautiful building. The classification means something.

## CHILDRENS MUSEUM

- Children's Museum needs to stay in the area
- Might not prefer the museum moved to the new development. Keep it where it's at or move to a different area.
- Residents use it with their children; it's a great asset to Naperville. It's a good neighbor.

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- augment downtown - don't compete w/ ex. uses
- daycare
- housing for young people & young professionals
- no daycare near train - safety concerns
- Rt 59 apartments - aging poorly, ugly multi-family
- Condos better than apartments
- row houses preferred to apartments
- housing ownership vs. rental model - prefer ownership
- retail/restaurants for neighbors, not boutiques & clothing stores
- Walkability is important -
- small grocer / cafe
- unsure if senior demand is there
- coworking spaces needed - small businesses, colleges, new businesses
- Belton condo building has 5 yr wait → one-floor living for seniors
  - more similar housing needed
  - not age-restricted
- traffic needs to be addressed
- no more residential → too much traffic

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- greenspace on Kroehler lot - stormwater too
- greenspace buffer to the north along 5th
- Burlington condos don't feel too imposing - 5 stories?
- Hayward, Ct BART stop example; used shuttle services for "last mile" of commuters
- driverless cars coming in future → how does this affect parking?
- Kiss n' Ride contingent; congestion & pickup difficult
  - needs organization
- Street parking on 5th blocks turning views, turning onto 5th difficult
- exiting Burlington lot is difficult
- Brainerd / Ellsworth / Center & 5th
- Loomis NB to Ogden → traffic going too fast. Needs 4-way stops.
  - over-signage a concern
- School / pedestrian routes → safety concerns. Loomis & 5th.
- 5th not congested → but @ Columbia & Washington intersections
- 5th & Loomis backup due to pedestrians
- Traffic wait @ peak hour trains → 15 min. periods
- Concerns about traffic w/ office combining w/ school / commuter traffic

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- don't close/block Loomis. Increase pedestrian safety.
- pedestrian bridge @ Loomis & 5th / trains / both
- child-friendly greenspace; Splash pad, etc.
  - Kroehler park underused
- Alexandria splash pad - scavenger hunt park, tree house
- pedestrian connection to downtown - Washington unsafe for kids
- Maggie Daley park a good example of all-season park
- gym/fitness center for residents & commuters
  - good for young people & seniors
- watercolor was horrifying; losted the Rt. 59 & Redondo Beach, FL
- opportunity for award-winning design
- model after Kroehler building, NCC buildings (science building)
- San Jose, Santana Road
- avoid sterile-looking projects; will hurt home sales
- don't pave Kendall Park
- street flooding an existing condition to fix
- LEED not needed, design better w/ the money
  - energy codes already updated
- LEED can help marketing & property perception
- DCM is destination - does it need to be @ 5th Ave?

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- DCM is great for Naperville; promotes diversity & inclusion, and spending
- Use Kroehler lot for single-family homes
- make it beautiful.
- lifestyle design. Exterior-based retail experience
  - Downtown, Geneva commons

Parking Lot

- Metro Capacity - no more cars/trains
- Unused commuter stalls & black market for stalls
- Commuter stall pricing - demand pricing
- remove parking on Washington downtown
- enforcement of traffic laws
- close street access to Ogden
- Speed bumps in neighborhoods; red light / stop sign cameras?
- Cow tunnel
- Mill St. underpass very unpleasant
- Brainerd Flooding @ 6th / 7th