

MEETING RECAP

5TH AVE GROUP INPUT MEETING 1

MEETING DATE: October 26th 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 dispersement.
- 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

- Stormwater 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.

FLIP BOARD IMAGES

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 ^{school} ^{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 ^{forest and} ^{utilized} ^{park}
Force people to use Pace/limit parking

Right mix/balance/feels 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/drainage pond

Dentention needed
600 block Ellsworth/Brainard
5th Ave
Vault w/ pump station
green space will help drainages
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 tat.
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. prob.
Commuters more direct access in/out
Push to Washington
Pace using res. streets
senior housing/senior services
different parking structures/multipl.
Modern trans. hubs
Talk to Metra

Parking lot ^{10/26}
Cow tunnel
other current developments
Parking policy/Ap
City transit plan