

MEETING RECAP

5TH AVE GROUP INPUT MEETING 2

MEETING DATE: October 27th 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 its 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 are often aren’t 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" owners, traffic calming
 Rt 59 parking garages + traffic backups
 Commuter trans to office lots
 odd uses and traffic concerns from density
 improve bus service/flow
 Cow tunnel traffic south of tracks - move it east
 Nashville developments -
 limited allowed access to residents
 widen Washington sidewalks @ underpass
 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
 Walkwork 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 Boring, OR -> pedestrian access from 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 @ Senior high
 Cow 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 parking -> street parking
 Pedestrian safety - Wash. underpass, 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
 symbiotic w/ downtown + Ogdon don't compete
 Promenade of Bolingbrook - negative example
 East Bank Club - gym + gathering spaces
 Farmers Market -> community gathering spaces
 Small market/grocer *

PARKING LOT 10/27
 Cow tunnel
 Safe crossings
 Ogdon developments + cut through traffic
 Ogdon/Ellsworth signal a concern
 Pace bus ridership
 residents renting parking stalls in alleys
 parking enforcement on streets
 attract big companies back to Nashville to ease traffic
 2nd @ 6th + 11th no detention @ soccer fields