

MEETING RECAP

5TH 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 Weyerhauser 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 struggle to connect
- High density can block water/flooding/storm water
- Current storm water pipes need to be improved
- Storm water draining
- Most flooding is North of tracks
- Some flooding run out South
- Retention pond requirement?
- Residents like having the Children's Museum so close
- Impact to property taxes
- Construction traffic? - Where will they go
- Resident financial impact
- TOD Study - Impacts Ogden & train access - how do it relate to current residents
- 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 = Parking
 - 104 E 11th Ave - Condo buildings
 - Long term Community - ~~business~~ Can change
 - Long term positive business economy / downtown
 - Some infrastructure needs to happen
 - Cosmetic improvements need to happen
 - Downtown can come from people who want to live there
 - Senior housing would need amenities to be appealing
 - Aging house hold - need something to go
 - Could subordinate Senior housing / below market land value
 - Can't park at the current YMCA. Parking is aesthetic

- ### Would not want to see / Would want to see
- No large retailer
 - No large parking structure
 - Barrier to crossing tracks - Lewis
 - Long wall - do not want
 - (Kaiser) parking to connect - connect
 - Small neighborhood places
 - Independent book stores
 - Amenities like dog shelter / coffee shop
 - PACE can't take more - access from play area
 - Some Senior housing - less traffic, do shop, active
 - Life care services, ability to get to hospitals
 - Ryan - donate some land to Senior housing - affordable retirement
 - If residential - maybe lots
 - Life being able to walk to downtown
 - Parking underground
 - Commuter parking is under reported
 - Eliminating drop offs to train
 - Residential would be up against the track again
 - Current street parking on residential streets
 - tree / view / drop offs

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

- ### Land Use - 4 stories
- Kendall Park - will it be used for parking
 - Traffic egress - lack of parking and traffic use
 - Commuter experience
 - Parking in 1 Lot could cause problems
 - No plan set yet
 - Residential would need more parking
 - Respectful of the current neighborhoods
 - Concerned about Naperville becoming downtown Chicago
 - No 8-12 story buildings
 - Pedestrian safety
 - Commuter on residential streets
 - PACE

- Modest improvements
- Balance in development
- Structure set back
- Structure on lot is large
- missing:
 - Parking
 - Sustainable transportation
 - Sustainable development
 - recreational / healthy
 - Fitness / meeting spaces / communal
 - Porches
 - Magic Daily Bus
- Need to be fiscally responsible
- Master plan - concern for green space
- Pedestrian Safety - maybe islands to be seen: 5th to Columbia
- trees or barriers / meeting / natural barriers - provide green w/ purpose
- speed bumps
- Red over pass
- Web-based options for meeting

- ### Safety issue w/ Columbia - East traffic enters residential
- Parking fees
 - Could below ground parking happen
 - Express waiting times - Study
 - City of Leverage - actual stop
 - Traffic -
 - trying to long getting on to Washington 3 5th
 - General traffic bound
 - Design - type of housing available, affordable, attractive
 - 1000/mo
 - Covered motor park - like Bldg / Per-10's below Museum
 - Transit Center
 - More public area - houses can park
 - No car-sharing allowed
 - More self storage housing
 - Small square community
 - Light is a concern
 - Street lighting in neighborhood
 - trees
 - Green
 - ADA considerations - children to adults
 - Noise - construction noise / people sounds

- ### Parking Lot
- Kendall Park - Permitting / construction
 - Parking lot waiting list
 - Metra - standing
 - Metra - additional train stations w/ better access
 - Schools - would they need to be built
 - City ignoring commuter experience
 - City Council members - at large, no alternatives
 - Jordanos Bldg - not used as Senior housing
 - YMCA - could go in to available lot on Ogden
 - Storm water - Ogden needs to be improved

- ### PARKING LOT (2)
- Impact to property taxes
 - Washington Corridor to Ogden - 720 to Washington
 - Property Valuation
 - Safety issue on Columbia - Public use side streets
 - PACE - remote parking / shut the system
 - Parking fees
 - Burlington Fund - where parking fees go
 - State Finance
 - Burlington Statute - relationship