

MEETING RECAP

5TH 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 we better used to augment what is not currently downtown – apartments for young professionals or seniors, daycare. Should not compete with downtown. Multifamily 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 5th Avenue. It's currently dangerous to pull out onto 5th 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 5th 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 Kendall 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 Kendall 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 6th & 7th)
- 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.

- 11/21 1 of 4
- 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 condos 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, CA 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 goes 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 worst @ 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; looked like 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?

- 11/21 4 of 4
- 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