

MEETING RECAP

5TH 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 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 multiplex theater - community theatre
- Swap land for Nichol's Library
- "gateway" into downtown on Washington. Signage, way finding, streetscaping
- Metro drop-off → eliminate signage
- citizen overpass on State St → getting to school w/o crossing Loomis
- commuter traffic & kids going to school overpass @ Washington Ave St High pedestrian 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 skinny. Mill St. floods.
- pedestrian connectivity between all 4 Quadrants
- 5th & Loomis jaywalking
- dedicated pedestrian crossings
- C. Lane / Overway on Ellsworth. Road not wide enough for traffic
- Don't straighten Loomis, don't connect State to Ogden

- greenspace on Kroecker Lot - single-family too
- Loomis crossing pedestrian gates → both sides, not just 1
- ped. walkway on State slight
- enhanced bus depot
- limit ped crossings → ramps, pace, 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 jaywalk w/ Pace buses. More, separate spaces for Uber, etc.
- bike routes - DuPage River Trail connection
- Kroecker 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 long access Washington for pedestrians - overpass not safe. 5' walk max.
- basketball (Nike Park example). Ice rinks
- traffic calms on Loomis → Pace Bus traffic
- blinking pedestrian signals
- Appleton, WI college crossing. Lights in pavement for example
- Drivers can't see pedestrians

- Net revenue of development vs. existing
- don't compete w/ downtown, support neighborhood, seniors, 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 Kroecker 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 → maybe a cafe, coffee, etc.
- limited density - school overcrowding @ Ellsworth
- no restricting
- 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
- Brainard & Chicago cr. → powers on one side of street. College example
- increases traffic because of add'l changes → mid-block crosswalk
- School kids blowing stop signs on 6th St
- Slight St. flooding - overlaid flows through lawns @ 7th
- Webster, Main, Eagle, 8th
- fix flooding as part of development, only chance to solve it.
- can 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 share programs (Midtown Chicago)

Parking Lot

- 7th & Ellsworth Stormwater flooding
- School overcrowding - Ellsworth Elem. Wash. Jr. High
- long-term BNSF plans - Antrak, Metra, ridership forecasts
- BNSF capacity, Metra capacity
- Cow tunnel
- city enforcement of traffic & pedestrian laws
- remote parking @ K-Mon & 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