

MEETING RECAP

5TH AVE GROUP INPUT MEETING 5

MEETING DATE: November 8, 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

Becky Diehl - Ryan Companies

Allison Laff – City of Naperville

- Resident requested more information and parameters around the timeline for this process.
- Resident would like more information on the top 3 City Council goals of the project; defined by Council not by residents.
- Another resident feels the city is not being open and transparent about their goals for this area. Jim M suggested anyone can reach out to city council to ask anything they may wish.
- Resident believes that overwhelming consensus of previous input sessions states that nothing should be done.

LAND USE

- Public Works building is empty, something needs to be done.
- Parking lots owned by 5th Avenue Station north of 5th Ave need to be included in an overall vision
- Some of other Ryan projects are beautiful; 5th Ave has significant existing constraints
- Washington Ave needs to be expanded; capacity is already limited
- 5th Avenue is only 4 blocks long; capacity and traffic is a concern
- 5th Avenue Station is a challenge as it bisects the city-owned parcels
- Empty nesters have limited housing options. Need non-single-family options that are central to Naperville.
- Resident expects high demand for millennial housing; but an active luxury/high-end 55+ age-restricted independent housing project would be well received while limiting impacts on schools and Metra. Several residents agreed.
- Allows residents who have spent decades in town remain in town when a single-family home is no longer needed.
- 2 BR condos; Main Place condo development referenced as a failed project.
- Resident noted concerns about quality of product at Main Place; more like college dorms than luxury living
- Aurora river complex as an example of an integrated 55+ community.
- Need young professional affordable housing otherwise they'll leave the community. They like the cultural of Chicago. The cost of living is cheaper in the city versus Naperville.

- Empty-nesters and millennials have the same basic needs – within walking distance to entertainment amenities, access to transportation to the city.
- City to clarify attainable housing versus affordable.
- May be room for both attainable and affordable housing in the development
- Affordable housing has been a goal of Naperville for the last 15 years. The city needs to work it into this development.
- \$300-400k homes are not affordable to millennials nor many 55+; there is plenty of housing stock at \$500k+.
- Parking could be solved by a multi-story structure (as long as it doesn't affect the lives of those who live closest to the development)
- Fire Station in downtown is now a pizza place. As the city considered moving the library? Perhaps we move the library to the 5th avenue area and redevelop the current site of the library.
- One resident would like to see a connection between train station and downtown Naperville. This resident would like to see a bigger proposal which includes more land to make this connection.
- Move away from street-level parking on Washington in downtown by expanding parking elsewhere
- Similarly, eliminate parking on 5th Avenue by placing stalls in parking structures
- Parkview lot would also be good place for kiss n' ride, buses, ride-shares, etc. This would help traffic flow with commuter and school traffic.
- Many buildings east of Parkview lot are currently vacant
- Resident looks at west side and north side as two different developments. He would like to see something that would interest families such as high-end houses or townhouses and a park on the north side.
- Neighborhood is a great place to raise kids; the "feel" of Parkview and DCM lots are very different than the Kroehler lot. Kroehler should be redeveloped into the interest and benefit of families.
- Half of Kroehler Park is unused as currently designed.
- Analysis of Impediment; Naperville has missed a lot of benchmarks since 2008.
- Young families, veterans, disabled community do not have an affordable place currently for Naperville
- Glen Ellyn and Downers Grove are great examples of nice downtowns on the BNSF line.
- Concern about bringing in young families will overcrowd at Ellsworth and Washington Junior High; family-friendly housing may not be a benefit to the school system.
- Housing will give the city the biggest bang for the buck in property taxes – townhomes & condos in particular.
- City guidelines designate the design of the buildings in the development area.
- Double the width of the Washington underpass.
- 4,400 hours of civilian time were put into the 2009 5th Avenue Study; resident requests a comparison to the 2009 5th Ave study and allowed heights/land uses.
- Resident does not want to see height that doesn't fit in with the neighborhood. No higher than Koehler building.
- Must address the multi-modal condition of the development per RFQ
- City should look at redevelopment beyond the 5th avenue parcel to include additional lands to the north and south
- Resident is excited to see this area redeveloped in a smart way
- Who will own this land in the future? This will be determined after a concept has been determined. The city could sell some or all of it to Ryan or someone else. Nothing has been determined yet. The goal is to determine the use as a comprehensive development first.

- Small restaurants, specialty shops would be a benefit. Kroehler building as a reference, but noted they did fail. Amenities to keep commuters in the area longer. A small market or grocer would also be beneficial.
- Resident noted Trader Joe's or similar walkable to the train, to capture commuters before they leave in their vehicles. Boutique shops would also help; a rent point lower than downtown Naperville to assist mom and pop shops.
- Housing should be included for both 55+ and young professionals to avoid both demographics leaving Naperville.
- Resident would like to see a daycare. Could work with schools for before-school or after-school care.
- A wide variety of uses are required. Office, gym, grocer, daycare. Provide uses that meet the needs of the neighbors and commuters. Could alleviate some of traffic issues during rush hour.
- Shared work space for telecommuting, hot desk concept
- World-class Performing Arts Center would be a good use. Without natural amenities (mountains, etc.) the arts can be a draw for Naperville & DuPage County. Caramel, Indiana is a good example of a downtown performing arts center. 2400-2700 seats for Broadway shows, etc. Add a secondary theater, and also use as event space such as weddings, etc. Would require approximately 3 acres, such as the DCM land. Wentz is a concert stage; Pfeiffer (?) is old and not ADA accessible.
- Graduate classes in the office space for commuters. Provide satellite campus space for multiple colleges.

TRAFFIC/PEDESTRIANS

- Washington Junior High pick up and drop off traffic patterns
- Commuter parking on Spring street in conflict with drop offs
- Resident would like to open the cow tunnel. Another resident spoke on behalf of the home owners association to keep the tunnel closed because it is on private property.
- No good way for school children to cross the tracks. Washington is intimidating. Need better, (separate from Washington) walkways to the schools.
- Walkways need to have better signage, wider and better protected with trees or barricades.
- Smarter walkways across the streets need to have better markings.
- Underpass under tracks on Washington should be widened to accommodate pedestrians, students, etc. while also allowing the DCM to utilize Kendall Park as green space.
- City is aware of current infrastructure issues. They need to be fixed first.
- Railroad crossing on Loomis is incredibly dangerous. Small children, college students, residents and commuters need to cross here. City needs to look into a way to make this intersection safer.
- Need safer pedestrian and bicycle routes throughout the area, wider, better signage, separation & protection from cars leaving the street.
- Sidewalk crossings need better street markings, reflective & flashing signs
- Wind and snow protection during winter months is needed to encourage pedestrian traffic – tunnels and covered walkways
- Kids cross Washington Street at unsafe times and locations from Washington Junior High
- Residents come to Naperville from the City for better schools, to raise families, but encounter a 10 year wait for commuter parking. Driving to the Loop should not be required for Naperville residents. Pace & Metra schedules need to be investigated.
- Resident on Brainard says that pedestrians and wearing black and running through the street. It's a major pedestrian hazard.

- Routes change depending on the time of day and the season
- Less concern about weekend traffic
- Walking and driving around 5th avenue is dangerous. Remove parking on 5th avenue. Parking should be consolidated to help traffic flow.
- Loomis & 5th is a major conflict point between pedestrians and vehicular traffic
- Pedestrian walkway over the traffic would be beneficial to pedestrians and also be aesthetically pleasing to train riders and residents.
- Kids love the Columbia Street bridge to watch trains travel underneath.
- Would like to see weather-controlled walkway over the tracks. Needs to be ADA compliant.
- Amsterdam train system referenced as an example – use a tram to access shuttle to an offsite lot, similar to the airport.
- City rated intersections throughout the City – 4 were rated LOS F around the train station
- Traffic control is needed; adding lanes to 5th Avenue by eliminating street parking is not a good idea as it will encourage faster speeds.
- Use additional space for parkway, wider sidewalks, or other traffic calming methods.
- Don't turn 5th Avenue into Washington downtown (during rush hour periods)
- Adding housing on 5th avenue will add to the traffic issues.
- Place access points for structured parking directly onto Washington Avenue
- Coordinate traffic lights & timing with arrival of trains
- Include Uber and ride-sharing services in considerations, for pick up and drop off.
- Pick up and drop off in one spot will cause a bottle neck. Resident feels we need multiple spots for parking and pick up/drop off
- 75% of Pace buses go south – leave Pace buses on the south side of the tracks.
- City staff presented a proposal to put pick up/drop off in Parkview lot 4-5 years ago.
- A significant amount of data is already available.
- City and Ryan needs to be more forward thinking with the plan, such as driverless cars. Looking at population of Illinois and how is it changing to develop this site with longevity.
- Park and Ride traffic flow is very important
- Time is the #1 priority for commuters. If you mess with the time it takes for commuters to get in and out they won't be happy.
- Added stop lights and Spring and Jefferson has made it more dangerous. Traffic studies need to be done.

DESIGN

- Include landscaping, making it look residential.

CHILDREN'S MUSEUM

- Having the DCM at the water tower site is a good idea according to one resident
- Resident suggested moving the Children's Museum to the public works building.
- Resident would like the museum to stay way it is. Children's Museum had hard times during the recession and the city provided public funds to keep the museum. Moving the museum "tosses that away". Museum pays city a market based rent. (resident later corrected that the museum does not actually pay rent. City is subsidizing it) Museum was just rehabbed. They are throwing it away if they move. Museum doesn't does not contribute to peak hour traffic problems. People come out to Naperville on the train specifically for the museum.
- The museum would like to have outdoor classes so we need an easier way to get to Kendall Park

- Resident states that City's fund is paying DCM's rent, and that City had to pay for flood damage as DCM did not have renter's insurance, and DCM rented space in Fox Valley. Concerned that DCM is a financial drain on the City.

STORM WATER

- Flooding on 600 N. Main Street has become progressively worse over the past years. Detention would be beneficial.
- Kroehler lot should be redeveloped to include greenspace, storm water detention, but also up to 50% townhomes or similar.

ENVIRONMENT

- LEED certification would address many resident concerns; storm water treatment, permeable pavers, energy savings.
- Virginia Beach has many LEED certified school; storm water detention, native plantings, and wonderful interiors

GREENSPACE

- Encourage outdoor active uses during all months; ice rink, dog parks, green roofs with tennis courts
- See outdoor activity of all ages
- Beaver Creek, Colorado as a positive example. Skating rink as part of a community area, and town center. Can get hot chocolate, etc. around it. Multi-purpose community space.

PARKING

- Resident would like to commute by train occasionally but there is no flexible use parking.
- Unused parking passes are a problem
- City needs to better communicate that the Route 59 Metra Station has available parking stalls today. This can serve many residents in southern Naperville.
- Parking along 5th avenue exacerbates safety issues on 5th Avenue; parking along 5th avenue should be eliminated
- Parking horizontal sprawl is a concern; consolidation of parking would help.
- Daily fee parking stalls are severely limited; ability to register for spots ahead of schedule would be beneficial.
- Must account for and include existing commuter stalls per RFQ
- Design parking garages for future adaptive reuse when traffic patterns and uses change.
- Telecommuting will change the traffic patterns and parking needs.

FINANCES

- Resident is concerned about how the city is going to pay for this. Worried the city is not going to be transparent about the finances for this development. Too many TIF districts currently.
- Metric should be how much community benefit a plan generates, not how much tax income.

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- ADJACENT PROPERTIES CREATE LIMITS →
- PARKING IS A SIGNIFICANT PROBLEM.
- 55+ (AGE) RESIDENTIAL OPTIONS
 - ↳ NO IMPACT ON SCHOOLS / LESS IMPACT ON TRAIN.
- HIGH DEMAND FOR YOUNG PROF.
- INDEPENDENT HOUSING FOR SENIORS
 - ↳ CONDOS
 - ↳ HIGH QUALITY / LUXURY
- MUST ATTRACT YOUNG PROFESSIONALS
- ATTAINABLE VS AFFORDABLE
- NO NEED FOR CONDO / TOWNHOME
- VARIETY OF HOUSING NEEDED

LIBRARY OPTION PAGE 2 OF 8

- CONNECTION BETWEEN TRAIN STATION & DOWNTOWN
- NICE LANDSCAPING WITHIN DEV. & ALONG PARKWAYS
- EXPANDED PARKING STRUCTURES TO LOCATE / REPLACE PARKING ON WASHINGTON ST & 5TH AVE
 - ↳ DANGEROUS
- PARKVIEW LOT COULD ACCOMMODATE MULTI-MODEL
- KROEHLER LOT - SHOULD BE USED TO ACCOMMODATE FAMILIES
 - ↳ 1/2 HIGH END HOMES / 1/2 GREEN SPACE

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- DCM TO PUBLIC WORKS
- IMPROVE JEFFERSON PARK
- USES THAT MET BENCHMARKS OF A-I STUDY. → AFFORD HOUSING
 - ↳ CITY OR NATE
- PERMIABLE PARKING / LEED STANDARDS.
- SKATING RINK / DOG PARK
 - ↳ GREEN ROOFS
 - ↳ ENCOURAGE PEOPLE TO BE OUTSIDE
- WIDEN WASH. STREET UNDER PASS.
- LEAVE DCM NEAR TRAIN STATION → OR IN CURRENT LOCATION
- ZERO CONCERN FOR DCM.

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- ZERO CONCERN FOR DCM.
- COMPARE TO PREVIOUS 5TH AVE STUDY.
- KROEHLER HEIGHT LIMIT
- PEDESTRIAN SAFETY & TRACKS & WASHINGTON IS PROBLEMATIC
 - ↳ WALKWAYS.
- WIDER SIDEWALKS / PARKWAYS
- IMPROVE SIGNAGE & WAYFINDING
- NATURAL / MAN-MADE BARRIERS.
- TRACKS & LOUIS IS DANGEROUS
 - ↳ IMPROVE SAFETY IS KEY PRIORITY

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- WEATHER CONTROLLED WALKWAYS, TUNNELS, ETC → OVER TRACKS
- IMPROVE PEDESTRIAN CROSSINGS AT PEAK TIMES
- CONSOLIDATE PARKING INTO A COUPLE LOCATIONS.
 - ↳ UBER → STAKEHOLDER
 - ↳ NEIGHBORHOOD GROCER.
 - ↳ LOVE WATCHING TRAINS.
- PREVIOUS STUDIES INDICATE MULTIPLE PAINTED INTERSECTIONS NEEDED 5TH AVE
- PARKING ACCESS / EGRESS N/ DECKS ON WASHINGTON ONLY
- TIME SIGNALS RELATED W/ TRAIN ARRIVAL.

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- MULTIPLE PARKING DECKS
- KEEP PARKING SEPARATE
- IMPROVE BUS CIRCULATION
- SMART REDEVELOPMENT OF 5TH & SURROUNDING AREA
- ENFORCEMENT OF LAWS
 - ↳ TRAFFIC / PED.
- BE "FORWARD-THINKING"
 - ↳ DRIVER-LESS CARS
 - ↳ UTILIZE RYAN EXPERIENCE
- COMMUTERS DO NOT WANT TO WASTE TIME

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- IMPROVE / LIMIT "CUT THRU" TRAFFIC
- RESTAURANTS / SPECIALTY SHOPS.
- TRAFFIC STUDY
- DAY CARE
- FLOODING HAS BECOME PROGRESSIVELY WORSE.
- PARKING TO ACCOMMODATE NON-DAILY COMMUTERS.
- HOW WILL THIS BE FINANCED?
 - ↳ TRANSPARENCY.
 - ↳ TIF CONCERNS.
- BEAVER CREEK, CO DOWNTOWN
- VAIL, CO
- NEIGHBORHOODS COME TOGETHER

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- OFFICE SPACE
 - ↳ NICER BUILDINGS → REVERSE COMMUTE OCCUR
 - ↳ SCHEDULE OFFICE SPACE
 - ↳ SHARED OFFICE
- SHOULD INCLUDE A VARIETY OF USES
 - ↳ HEALTH CLUB WOULD BE GREAT
 - ↳ WORLD CLASS PERFORMING ARTS CENTER. → CHANNEL IN → CONCERT STAGE
 - ↳ CREATE AMENITIES. → PERFORMANCE SPACES RELIEVE
- WHAT MOST BENEFITS NOT HIGHEST REV.

PARKING LOT PAGE 1 OF 1

- CONCERN OVER TRANSPARENCY
- 5TH AVE STATION LOTS MUST BE INCLUDED
- DOWNTOWN CONNECTIVITY
- AURORA RIVER CONDO CONCERN
- RELOCATE / RESIZE LIBRARY
- PROPOSAL TO CONNECT / IMPROVE SPACE BETWEEN 5TH & DOWNTOWN
- STREET PARKING ON WASHINGTON IS AWFUL
- ANALYSIS OF IMPEDIMENT

PAGE 2 OF 2

- CONCERNS OVER FUNDING OF DCM.
- COW TUNNEL / NARROW STATION.
- COMPREHENSIVE STRATEGY TO IMPROVE ACCESS / USE OF TRAIN STATION FOR ALL
- AVAILABLE PARKING AT PAT 59 PARKING → ENCOURAGE BETTER USE
- ELECTRIC TRAIN FOR COMMUTERS