

## **APPENDIX A**

### Public Meeting Summary

# 5th Avenue Study

## **INITIAL PUBLIC MEETING SEPTEMBER 29, 2008 – 7:00 P.M. CITY COUNCIL CHAMBERS**

Staff Present: Karyn Robles, Transportation and Planning Team Leader  
Jen Ebel, Transportation Planner  
Amy Emery, Community Planner  
Rory Fancler, Community Planner  
Kim Grabow, Project Engineer  
Ying Liu, Community Planner  
Jen Loudon, Project Engineer

The City of Naperville hosted an initial public meeting to introduce the 5th Avenue Study on September 29, 2008 in Council Chambers at the Naperville Municipal Center. Approximately 180 people attended the meeting. During the meeting, city staff presented an overview of the purpose and scope of the study and the anticipated project schedule. The presentation also highlighted opportunities for public involvement in the planning process for the Fifth Avenue Study.

At the conclusion of the presentation, those in attendance were invited to meet with staff at the following stations to seek further clarification on the Fifth Avenue Study and study area:

### Station #1: Transportation/Roadway Network

- Kim Grabow, Project Engineer
- Jen Loudon, Project Engineer

### Station #2: Commuter Parking/Public Transit

- Karyn Robles, Transportation Team Leader
- Jennifer Ebel, Transportation Planner

### Station #3: Planning/Land Use

- Rory Fancler, Community Planner
- Ying Liu, Community Planner

In addition to questions submitted verbally to city staff, participants were able to submit written questions and comments during the meeting. A summary of the question and answers discussed at each station is included in the Questions & Answers section. In addition to questions submitted verbally to city staff, participants were able to submit written questions and comments during the meeting.

# 5th Avenue Study

## **FUTURE LAND USE MEETING OCTOBER 29, 2008 – 7:00 P.M. CITY COUNCIL CHAMBERS**

Staff Present: Karyn Robles, Transportation and Planning Team Leader  
Jen Ebel, Transportation Planner  
Amy Emery, Community Planner  
Rory Fancler, Community Planner  
Kim Grabow, Project Engineer  
Ying Liu, Community Planner  
Jen Loudon, Project Engineer  
Jennifer Runestad, Special Events/Public Information Coordinator  
Anastasia Urban, Project Manager

The City of Naperville hosted a public meeting for the Fifth Avenue Study on Wednesday, October 29, 2008 in City Council Chambers at the Naperville Municipal Center. Approximately 80 people attended the meeting, during which city staff presented an overview of the future land use component of the Fifth Avenue Study.

Following the staff presentation, participants were invited to complete a worksheet to identify the strengths and weaknesses of the Fifth Avenue Study land use study area. For the purpose of this activity, the land use study area was divided into five separate areas (Areas A through E). Participants were asked to identify the strengths and weaknesses for each of the five areas. When evaluating each area, the following factors were considered: existing land use, accessibility, visibility, aesthetics, and compatibility. After each participant completed the exercise, individuals shared their opinions in a small group setting. Common strengths and weaknesses were identified within each small group.

At the conclusion of the meeting, the worksheets were collected. The strengths and weaknesses worksheets were also available on the project webpage from November 3 through November 10, 2008. Interested residents, commuters, property and business owners, and other interested parties could download the form and return a completed copy to staff in person or via e-mail or mail. A summary of the public input received regarding the strengths and weaknesses of the future land use study area is provided as Attachment 1.

Participants also completed a future land use exercise to identify the appropriateness of future land use categories for the study area based on the identified strengths and weaknesses, and the characteristics of the land uses. For purposes of this exercise, the land use study area was divided into the same five separate areas (Areas A through E) noted above. When evaluating the appropriateness of the future land use categories, participants were asked to include specific limitations that may need to be considered (e.g., height of buildings, setbacks, type of land use, landscaping, etc.).

# 5th Avenue Study

## **FUTURE LAND USE MEETING (continued) OCTOBER 29, 2008 – 7:00 P.M.**

Meeting participants were provided with the density of sample existing residential developments to better understand the following residential densities:

- Low Density Residential (2.5 dwelling units per acre)
- Medium Density Residential (up to 8 dwelling units per acre)
- High Density Residential (+8 dwelling units per acre)

At the conclusion of the future land use exercise, the worksheets were collected by city staff. The worksheets were also available on the project webpage from November 6 through November 10, 2008. Interested residents, commuters, property and business owners, and other interested parties could download the form and return a completed copy to staff in person or via e-mail or mail. A summary of the future land use exercise is provided as follows:

- Future Land Use Worksheet Summary – Area A (Attachment 2)
- Future Land Use Worksheet Summary – Area B (Attachment 3)
- Future Land Use Worksheet Summary – Area C (Attachment 4)
- Future Land Use Worksheet Summary – Area D (Attachment 5)
- Future Land Use Worksheet Summary – Area E (Attachment 6)

During the meeting, city staff received a number of questions regarding the future land use component to the Fifth Avenue Study. A summary of the question and answers discussed during the meeting is provided in the Questions & Answers section.

### Attachments

1. Summary of Fifth Avenue Study Area Strengths and Weaknesses
2. Future Land Use Worksheet Summary – Area A
3. Future Land Use Worksheet Summary – Area B
4. Future Land Use Worksheet Summary – Area C
5. Future Land Use Worksheet Summary – Area D
6. Future Land Use Worksheet Summary – Area E

**Fifth Avenue Study  
Land Use Study Area – Existing Strengths & Weaknesses  
October 29, 2008**

*This worksheet was distributed to participants at the October 29, 2008 public meeting and was made available for download from the project webpage (<http://www.naperville.il.us/fifthavenue.aspx>) in Microsoft Word format from November 3 through November 10, 2008 in order to seek public input on the existing strengths and weaknesses of the land use study area. For the purposes of this exercise, the future land use area was divided into five areas (A-E). Respondents were asked to identify the strengths and weaknesses of each area. When evaluating each area, participants were asked to consider the following factors: **existing land use, accessibility** (pedestrian access, vehicular access, number of driveways, etc.), **visibility, aesthetics** (e.g., condition of existing buildings, landscaping), **compatibility** (e.g., relationship to adjacent land uses, roadways, railroad tracks, etc.), and other factors. A total of 54 completed forms were received. A summary of the responses is provided below. This is not intended to be an exhaustive list of each comment received, but rather a summary.*

<b>Area</b>	<b>Existing Strengths</b>	<b>Existing Weaknesses</b>
<b>A</b>	<ul style="list-style-type: none"> <li>• Few driveways.</li> <li>• High traffic volumes on Washington Street provide for attractive location for commercial and office uses.</li> <li>• Businesses accessible for people who do not drive.</li> <li>• Limited off-street parking</li> <li>• Home-to-office conversions on the east side of the street are in keeping with surrounding residential neighborhood.</li> <li>• Existing land uses</li> <li>• Locally owned businesses.</li> <li>• Buildings are well maintained and are compatible with the adjacent single-family neighborhood.</li> <li>• Structures on the east side of Washington Street are aesthetically pleasing.</li> <li>• Recently improved buildings are a model of good design for the Corridor.</li> <li>• Lower height of existing structures is consistent with surrounding neighborhood.</li> <li>• Height of existing buildings is lower than downtown.</li> <li>• Visibility</li> <li>• Central location within city.</li> <li>• Proximity to Downtown Naperville</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic congestion.</li> <li>• Existing cut-through traffic.</li> <li>• Limited parking and access from residential alleys.</li> <li>• Difficult to turn on/off Washington Street because of traffic congestion.</li> <li>• Accessibility of businesses from Washington Street</li> <li>• Turning movements from 5th Avenue to 6th Avenue (Naperville North High School traffic) creates traffic hazard.</li> <li>• Need to reduce the number of curb cuts (i.e., driveways).</li> <li>• Landscape hedge at surface parking lot inhibits visibility of oncoming traffic for drivers making a right turn onto Washington Street from 5th Avenue.</li> <li>• Narrow street width with limited opportunity for widening.</li> <li>• Lack of parking.</li> <li>• Enforcement of 25 mph speed limit.</li> <li>• No buffer between sidewalk and street.</li> <li>• Sidewalks about Washington Street; not pedestrian friendly.</li> <li>• Lack of bicycle access.</li> <li>• Opportunity to enhance existing buildings</li> <li>• Inconsistent building design</li> <li>• Not much curb appeal.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area – Existing Strengths & Weaknesses  
October 29, 2008  
(continued)**

<b>Area</b>	<b>Existing Strengths</b>	<b>Existing Weaknesses</b>
<p style="text-align: center;"><b>A</b> (cont.)</p>	<ul style="list-style-type: none"> <li>• Attractive gateway into Downtown Naperville.</li> <li>• Home-to-office conversions provide setbacks from Washington Street.</li> <li>• Buffer for existing single-family residences.</li> </ul>	<ul style="list-style-type: none"> <li>• Streetscape is not aesthetically pleasing.</li> <li>• Inconsistent building setbacks.</li> <li>• Vacant commercial buildings.</li> <li>• Lack of landscaping.</li> <li>• Opportunity to provide north gateway to Downtown Naperville.</li> <li>• Small/irregular shaped parcels.</li> </ul>
<p style="text-align: center;"><b>B</b></p>	<ul style="list-style-type: none"> <li>• Commuter parking is needed.</li> <li>• Proximity of existing parking to train station.</li> <li>• Relatively easy access to train station.</li> <li>• Existing low height of buildings.</li> <li>• Naperville Art League</li> <li>• 5th Avenue Station</li> <li>• Kendall Park is a community asset.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic congestion.</li> <li>• Egress problems during PM peak period.</li> <li>• On-street parking creates visibility problems.</li> <li>• Opportunity to enhance circulation of commuter traffic.</li> <li>• Need for additional commuter parking.</li> <li>• Pedestrian accessibility and safety.</li> <li>• Need for screening and consolidation of parking.</li> <li>• Not aesthetically pleasing.</li> <li>• Aesthetics of surface parking lot (i.e., “looks like a used car lot”).</li> <li>• Too much pavement.</li> <li>• Lack of landscaping at surface parking lots.</li> <li>• Open space needed.</li> <li>• Inconsistency of land uses.</li> <li>• Underutilization of land.</li> <li>• Audible messages should be installed at crosswalks.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area – Existing Strengths & Weaknesses  
October 29, 2008  
(continued)**

<b>Area</b>	<b>Existing Strengths</b>	<b>Existing Weaknesses</b>
<b>C</b>	<ul style="list-style-type: none"> <li>• Relatively easy access to train station.</li> <li>• Industrial use is appropriate near train tracks.</li> <li>• Commuter parking.</li> <li>• Existing low height of buildings.</li> <li>• Existing uses buffer railroad noise.</li> <li>• Water Tower West property is buffered away from residential.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic congestion.</li> <li>• Congestion during peak commuter periods.</li> <li>• On-street parking creates visibility problems.</li> <li>• Need commuter parking.</li> <li>• Commuter parking is remote.</li> <li>• Pedestrian amenities needed.</li> <li>• Not compatible with existing single-family residences in the area.</li> <li>• Underutilized property.</li> <li>• Water Tower West site; existing water tower.</li> <li>• Open space needed.</li> <li>• Lack of landscaping.</li> <li>• Noise from trains.</li> </ul>
<b>D</b>	<ul style="list-style-type: none"> <li>• During non-peak commuter times, traffic is low.</li> <li>• One-way traffic seems to work.</li> <li>• Proximity to train station.</li> <li>• Existing neighborhood is peaceful Existing mix of residential and businesses.</li> <li>• Existing low height of buildings.</li> <li>• Existing small businesses</li> <li>• DuPage Children’s Museum is a community resource and attracts people to Naperville.</li> <li>• Burlington Square Park</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic congestion near train station.</li> <li>• Very crowded during peak commuter periods.</li> <li>• Buses need additional room.</li> <li>• Parking lot is a poor use of land.</li> <li>• Commuter pick-up/drop-off area is limited.</li> <li>• One-way streets hinder accessibility.</li> <li>• One-way streets cause confusion; vehicles do not observe one-way traffic pattern</li> <li>• Enforcement of speed limit.</li> <li>• Parkway needed to separate pedestrians from Washington Street.</li> <li>• Pedestrian accessibility.</li> <li>• No commercial uses to support commuter traffic.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area – Existing Strengths & Weaknesses  
October 29, 2008  
(continued)**

<b>Area</b>	<b>Existing Strengths</b>	<b>Existing Weaknesses</b>
<b>D</b> (cont.)		<ul style="list-style-type: none"> <li>• Vacant commercial properties.</li> <li>• Lack of signage.</li> <li>• No small retail uses.</li> </ul>
<b>E</b>	<ul style="list-style-type: none"> <li>• Home-to-office conversions are compatible with neighborhood.</li> <li>• Buildings are well maintained and are compatible with existing single-family residential.</li> <li>• Existing small businesses.</li> <li>• Lower height of existing structures is in keeping with surrounding neighborhood.</li> <li>• Historic properties are a benefit.</li> <li>• Visibility</li> <li>• Proximity to Downtown Naperville (accessible for bicyclists and pedestrians).</li> <li>• Landscaping and open space at Washington Jr. High School.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic congestion</li> <li>• Traffic concerns on alleys.</li> <li>• Access to northbound Washington Street from the west side of the street is difficult.</li> <li>• Accessibility for existing businesses is limited.</li> <li>• Limited visibility of oncoming traffic at Spring Avenue and Washington Street.</li> <li>• Lack of parking</li> <li>• Limited parking and access from residential alleys.</li> <li>• Enforcement of school zone speed limit.</li> <li>• Pedestrian accessibility is not safe for students of Washington Jr. High School.</li> <li>• No crosswalk at North Avenue and Washington Street.</li> <li>• Need for improved sidewalks.</li> <li>• Need for improved crosswalks along Washington Street.</li> <li>• Parkway needed to separate pedestrians from Washington Street.</li> <li>• Pedestrian accessibility</li> <li>• Opportunity to enhance existing buildings.</li> <li>• Streetscape not aesthetically pleasing.</li> <li>• Inconsistent building setbacks.</li> </ul>



**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008**

*This worksheet was distributed to participants at the October 29, 2008 public meeting and was made available for download from the project webpage (<http://www.naperville.il.us/fifthavenue.aspx>) in Microsoft Word format from November 3 through November 10, 2008. Respondents were asked to provide their opinion regarding the appropriateness of each land use category for each sub-area in the land use study area and specify reasons for their opinion. For the purposes of this exercise, the future land use area was divided into five areas (A-E). A total of 79 completed forms for Area A were received. The results of the responses are summarized below. This is not intended to be an exhaustive list of each comment received, but rather a summary.*

**AREA A: Parcels fronting the east and west sides of Washington Street between Ogden Avenue and 5th Avenue.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<b>LOW-DENSITY RESIDENTIAL</b>  Example: <ul style="list-style-type: none"> <li>Single-Family Units (2.5 units/acre)</li> </ul>	<b>21</b>	<b>47</b>	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>Compatible with existing uses and character of the area.</li> <li>Additional traffic would be minimal; limited impact to existing traffic congestion.</li> <li>Provides for uniform setbacks and green space.</li> <li>Desire for "small town feel".</li> <li>Opportunity for home-to-office conversions, similar to existing on east side of Washington Street.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>Existing traffic congestion.</li> <li>Number of driveways along Washington Street should be reduced.</li> <li>Traffic congestion on Washington Street is not conducive for residential housing with children.</li> <li>Less appropriate gateway to Naperville.</li> <li>Not compatible with existing character and traffic on Washington Street.</li> <li>A transition is needed from Washington Street to the existing single-family residential; low-density residential is not a transition.</li> <li>Existing commercial uses front Washington Street; not compatible with existing uses.</li> <li>Limited parkway (between street and sidewalk) creates insufficient pedestrian access.</li> <li>Inefficient use of land.</li> <li>Insufficient parcel size.</li> <li>Lack of visitor parking.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**



**AREA A**

**AREA A: Parcels fronting the east and west sides of Washington Street between Ogden Avenue and 5th Avenue.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS Comments are categorized by the response indicated in the left column.
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<b>MEDIUM-DENSITY RESIDENTIAL</b>  Examples: <ul style="list-style-type: none"> <li>• Duplex (8 units/acre)</li> <li>• Townhomes (8 units/acre)</li> <li>• Condominiums (8 units/acre)</li> <li>• Apartments (8 units/acre)</li> </ul>	<b>20</b>	<b>44</b>	<b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• More appropriate for the west side of Washington Street.</li> <li>• Consistent with the existing residential neighborhood.</li> <li>• Land use appropriate; access should not be located on Washington Street (i.e. access from side streets and/or alley).</li> <li>• Appropriate land use to transition from Washington Street to existing residential units; provides buffer for existing single-family residences.</li> <li>• Density and height should be controlled.</li> <li>• Duplex and townhomes could be appropriate; maximum height should not exceed 35 feet.</li> <li>• Maximum height should not exceed two or three stories.</li> <li>• Proximity to train station for commuters.</li> <li>• Proximity to Downtown Naperville.</li> <li>• Provides for a transition into Downtown Naperville.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion and additional parking would be needed.</li> <li>• Traffic congestion on Washington Street is not conducive for residential housing with children.</li> <li>• Concerned about additional driveways on Washington Street.</li> <li>• Insufficient access to Washington Street.</li> <li>• Less appropriate gateway to Naperville.</li> <li>• Not compatible with existing residential neighborhood.</li> <li>• Not compatible with existing commercial uses.</li> <li>• Mass of buildings not appropriate.</li> <li>• Potential for additional noise, light and pollution.</li> <li>• Inefficient use of land.</li> <li>• Density is a concern.</li> <li>• Limited parkway (between street and sidewalk) creates insufficient pedestrian access.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA A**

**AREA A: Parcels fronting the east and west sides of Washington Street between Ogden Avenue and 5th Avenue.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<p><b>HIGH-DENSITY RESIDENTIAL</b></p> <p>Examples:</p> <ul style="list-style-type: none"> <li>• Townhomes (+8 units/acre)</li> <li>• Condominium (+8 units/acre)</li> <li>• Apartments (+8 units/acre)</li> </ul>	<b>7</b>	<b>59</b>	<p>Comments are categorized by the response indicated in the left column.</p> <p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Provides for a buffer to existing single-family residential, but recommend lower range of high-density.</li> <li>• Maximum height should not exceed two stories.</li> <li>• Potential for first floor retail and office uses, with apartments in the upper floors.</li> <li>• Appropriate for south end of Area A, near the train.</li> <li>• Opportunity for mixed-use with office uses.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Traffic impact to existing roadways.</li> <li>• Additional ingress/egress traffic (in/out traffic) from driveways on Washington Street.</li> <li>• Lack of parking.</li> <li>• Need for additional parking, which is not currently available in the area.</li> <li>• Less appropriate gateway to Naperville.</li> <li>• Not compatible with existing commercial uses.</li> <li>• Not appropriate abutting existing residential uses.</li> <li>• Density is a concern.</li> <li>• Mass of building not appropriate for area.</li> <li>• Lack of green space.</li> <li>• Potential for additional noise, light and pollution.</li> </ul>
		<b>NO RESPONSE / NOT SURE</b>	<b>13</b>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA A**

**AREA A: Parcels fronting the east and west sides of Washington Street between Ogden Avenue and 5th Avenue.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	NO RESPONSE / NOT SURE	
<b>OFFICE</b> Examples: <ul style="list-style-type: none"> <li>• Professional (e.g., legal, real estate, consulting, financial, etc.)</li> <li>• Medical/Dental</li> </ul>	71	5	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Land use is appropriate, but need to address ingress/egress traffic (in/out traffic) from driveways on Washington Street.</li> <li>• Proximity to residential areas and train station provides opportunity for reduced commute for employees.</li> <li>• Existing buildings on the east side of Washington Street are suitable for office uses.</li> <li>• Compatible with existing uses in the area (e.g., existing office uses, commercial on Washington Street, and abutting residential uses to the east and west).</li> <li>• Home-to-office conversions are compatible with surrounding area.</li> <li>• Potential for first floor office use with residential on upper floors.</li> <li>• Design should be consistent with the neighborhood in terms of scale and architecture (historical references).</li> <li>• Need for appropriate floor to area ratio, density and height.</li> <li>• Maximum height should not exceed single story.</li> <li>• Maximum height should not exceed one to two stories.</li> <li>• Maximum height should not exceed two stories.</li> <li>• Maximum height should not exceed three stories.</li> <li>• Maximum height should not exceed three to four stories.</li> <li>• Provide for open space.</li> <li>• Provides visibility for office tenants.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Existing office space on Ogden Avenue, adjacent to Edward Hospital, and on Diehl, Book and Rickert Roads.</li> <li>• Does not provide “gateway” to Downtown Naperville.</li> <li>• Large (three story +) buildings are not appropriate.</li> <li>• Bulk of office buildings.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA A**

**AREA A: Parcels fronting the east and west sides of Washington Street between Ogden Avenue and 5th Avenue.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<p><b>NEIGHBORHOOD COMMERCIAL</b></p> <p>Examples:</p> <ul style="list-style-type: none"> <li>• Small-scale; serves needs of immediate neighborhood               <ul style="list-style-type: none"> <li>○ Convenience Store</li> <li>○ Coffee Shop</li> <li>○ Bakery</li> <li>○ Dry Cleaner</li> </ul> </li> </ul>	<b>56</b>	<b>13</b>	<p><b>Comments are categorized by the response indicated in the left column.</b></p> <p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Limited amount of neighborhood commercial okay.</li> <li>• Provides for an opportunity for people to walk to neighborhood destinations.</li> <li>• Concentrate at north and south end of Area A.</li> <li>• Land use is appropriate; parking and traffic must be addressed.</li> <li>• Compatible with existing uses.</li> <li>• Enhances neighborhood quality of life.</li> <li>• Provides visibility for neighborhood commercial tenants.</li> <li>• No convenience store.</li> <li>• Preference for scale and character of existing structures on east side of Washington Street.</li> <li>• Maximum height should not exceed single story.</li> <li>• Opportunity to provide uniform setbacks and additional landscaping.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Additional ingress/egress traffic (in/out traffic) from driveways on Washington Street.</li> <li>• Additional traffic congestion.</li> <li>• Need for additional parking.</li> <li>• Inconvenient pedestrian and bicycle access.</li> <li>• Commercial uses on Ogden Avenue; no demand for additional commercial uses.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA A: Parcels fronting the east and west sides of Washington Street between Ogden Avenue and 5th Avenue.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<b>INSTITUTIONAL</b>  Examples: <ul style="list-style-type: none"> <li>• Church</li> <li>• Community Facilities (e.g., community center, library, parking deck, etc.)</li> <li>• Schools, Learning Centers, Daycare Center</li> </ul>	<b>16</b>	<b>42</b>	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Compatible with the existing character of the area.</li> <li>• More appropriate on Washington Street near 5th Avenue or Ogden Avenue.</li> <li>• Provides a “gateway” to Downtown Naperville.</li> <li>• Visibility would be a benefit.</li> <li>• Design should be small scale and compatible with character of surrounding residential neighborhoods.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Additional ingress/egress traffic (in/out traffic) from driveways on Washington Street.</li> <li>• Parking not available.</li> <li>• Not appropriate for additional commuter parking lots.</li> <li>• Not compatible with adjacent residential neighborhood.</li> <li>• Parcel depth may not accommodate institutional uses.</li> <li>• Existing institutional uses (e.g., churches and schools).</li> <li>• Does not provide “gateway” to Downtown Naperville.</li> <li>• Institutional development typically has many children utilizing the facilities; there is too much traffic on Washington Street and Ogden Avenue for this type of use.</li> <li>• Little buffer available between properties fronting Washington Street and abutting residential uses.</li> <li>• Lack of setback.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008**

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**AREA B:** Parcels located east of Washington Street and West of Ellsworth Street, bounded by 5th Avenue on the north and the train tracks on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<b>LOW-DENSITY RESIDENTIAL</b>  Example: <ul style="list-style-type: none"> <li>• Single-Family Units (2.5 units/acre)</li> </ul>	<b>10</b>	<b>49</b>	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Consistent with existing character.</li> <li>• Compatible with existing residential neighborhood.</li> <li>• Most appropriate land use for this area, perhaps with some offices and small businesses.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Need additional commuter parking.</li> <li>• Need additional parking for visitors, shoppers, employees.</li> <li>• Proximity to train tracks; need a buffer between train tracks and single-family residential.</li> <li>• Additional single-family houses are not needed.</li> <li>• Not compatible with existing commercial uses.</li> <li>• Not in keeping with existing use and needs with respect to train station.</li> <li>• Land cost too high for single-family residential.</li> <li>• There is a better use of the land; underutilization of city-owned property.</li> <li>• Does not provide “gateway” to Downtown Naperville.</li> <li>• Noise from trains.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA B**

**AREA B:** Parcels located east of Washington Street and West of Ellsworth Street, bounded by 5th Avenue on the north and the train tracks on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS Comments are categorized by the response indicated in the left column.
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<b>MEDIUM-DENSITY RESIDENTIAL</b>  Examples: <ul style="list-style-type: none"> <li>• Duplex (8 units/acre)</li> <li>• Townhomes (8 units/acre)</li> <li>• Condominiums (8 units/acre)</li> <li>• Apartments (8 units/acre)</li> </ul>	<b>25</b>	<b>36</b>	<p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Adequate parking must be provided for this use.</li> <li>• Alternate housing option (i.e., affordability, density).</li> <li>• Provides a buffer between parking and existing residential neighborhood.</li> <li>• Townhouses fronting Washington Street could hide a parking deck at this location.</li> <li>• Maximum height should be compatible with surrounding single-family residences.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Potential to exacerbate existing parking and traffic flow issues.</li> <li>• Need commuter parking; more appropriate location for commuter parking.</li> <li>• Need additional parking for visitors, shoppers, employees.</li> <li>• Not in keeping with existing use and needs with respect to train station.</li> <li>• No need for this land use.</li> <li>• There is a better use of the land; underutilization of city-owned property.</li> <li>• Increase in noise and light pollution.</li> <li>• Not aesthetically pleasing.</li> </ul>



**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA B:** Parcels located east of Washington Street and West of Ellsworth Street, bounded by 5th Avenue on the north and the train tracks on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS Comments are categorized by the response indicated in the left column.
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<b>HIGH-DENSITY RESIDENTIAL</b>  Examples: <ul style="list-style-type: none"> <li>• Townhomes (+8 units/acre)</li> <li>• Condominium (+8 units/acre)</li> <li>• Apartments (+8 units/acre)</li> </ul>	<b>7</b>	<b>55</b>	<p><b>18</b></p> <p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Best of five possible areas for high-density residential, but would have to add parking and improve traffic flow.</li> <li>• Maximum height should not exceed existing 5th Avenue Station (fka Kroehler Manufacturing Company).</li> <li>• Maximum height should not exceed four stories.</li> <li>• High-density should be at lower end, closer to 8 units per acre.</li> <li>• Need for landscaped setback.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Not consistent with existing character of the neighborhood.</li> <li>• Increase congestion and pollution and decrease green space.</li> <li>• There is a better use of the land; underutilization of land.</li> <li>• Too dense.</li> <li>• Not needed.</li> <li>• Need parking in this area.</li> <li>• Potential to negatively impact the schools.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA B**

**AREA B:** Parcels located east of Washington Street and West of Ellsworth Street, bounded by 5th Avenue on the north and the train tracks on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES			SUMMARY OF COMMENTS Comments are categorized by the response indicated in the left column.
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	NO RESPONSE / NOT SURE	
<b>OFFICE</b> Examples: <ul style="list-style-type: none"> <li>• Professional (e.g., legal, real estate, consulting, financial, etc.)</li> <li>• Medical/Dental</li> </ul>	<b>21</b>	<b>28</b>	<b>31</b>	<p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• With parking provided, land use would be appropriate.</li> <li>• Low-intensive uses to meet needs of homeowners and renters.</li> <li>• Opportunity for mixed-use.</li> <li>• Maximum height should not exceed existing 5th Avenue Station (fka Kroehler Manufacturing Company).</li> <li>• Maximum height should not exceed two to three stories.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Increase congestion and pollution and decrease green space.</li> <li>• Additional traffic congestion.</li> <li>• Lack of parking for customers of office uses.</li> <li>• Too much conflict with commuter traffic and parking.</li> <li>• More appropriate use is parking for commuters.</li> <li>• More appropriate use is additional parking for visitors, shoppers and employees.</li> <li>• Additional office space is not needed.</li> <li>• There is a better use of the land; underutilization of land.</li> <li>• Limited visibility.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA B**

**AREA B:** Parcels located east of Washington Street and West of Ellsworth Street, bounded by 5th Avenue on the north and the train tracks on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS Comments are categorized by the response indicated in the left column.
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<b>NEIGHBORHOOD COMMERCIAL</b>  Examples: <ul style="list-style-type: none"> <li>• Small-scale; serves needs of immediate neighborhood</li> <li>○ Convenience Store</li> <li>○ Coffee Shop</li> <li>○ Bakery</li> <li>○ Dry Cleaner</li> </ul>	<b>35</b>	<b>16</b>	<p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• During non-peak train times, additional traffic would be okay.</li> <li>• Opportunity for mixed-use.</li> <li>• Opportunity to construct parking deck with neighborhood commercial uses wrapping ground level.</li> <li>• Benefit for commuters.</li> <li>• Maximum height should not exceed one to two stories.</li> <li>• Maximum height should not exceed existing 5th Avenue Station (fka Kroehler Manufacturing Company).</li> <li>• Enhances quality of life.</li> <li>• Low-profile signage.</li> <li>• Lights should be prohibited at night.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Do not want additional vacant tenant spaces.</li> <li>• More appropriate for commuter parking.</li> <li>• Existing neighborhood commercial in 5th Avenue Station is sufficient; potential for “commercial overkill”.</li> <li>• Not needed.</li> <li>• Increase congestion and pollution and decrease green space.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**



**AREA B**

**AREA B:** Parcels located east of Washington Street and West of Ellsworth Street, bounded by 5th Avenue on the north and the train tracks on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS Comments are categorized by the response indicated in the left column.
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<b>INSTITUTIONAL</b>  Examples: <ul style="list-style-type: none"> <li>• Church</li> <li>• Community Facilities (e.g., community center, library, parking deck, etc.)</li> <li>• Schools, Learning Centers, Daycare Center</li> </ul>	<b>53</b>	<b>16</b>	<p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Parking deck is needed for commuters; parking deck is most appropriate in this area.</li> <li>• Parking deck should be constructed with setbacks and associated landscaping to provide for buffer from existing residences.</li> <li>• Parking deck would be appropriate for area between Washington Street and Ellsworth Street.</li> <li>• Opportunity for mixed-use with parking deck for commuters.</li> <li>• Parking deck should be multi-level with 2 to 3 upper levels and 4 to 6 lower levels.</li> <li>• Height limitations should be considered.</li> <li>• Maximum height should not exceed four stories.</li> <li>• Maximum height should not exceed three stories.</li> <li>• Daycare may be appropriate because of convenience for commuters.</li> <li>• Church would be appropriate since traffic generation primarily occurs on Sunday.</li> <li>• Senior center would be an asset to the community.</li> <li>• Maintain Kendall Park.</li> <li>• Provide for more small parks.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Potential increase in cut-through traffic through neighborhoods.</li> <li>• Schools, library and churches conflict with commuter traffic and parking.</li> <li>• Increase congestion and pollution and decrease green space.</li> <li>• Increase use of bus and provide less parking.</li> <li>• Not needed.</li> <li>• Enough existing institutional uses nearby.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008**

**AREA C**

*This worksheet was distributed to participants at the October 29, 2008 public meeting and was made available for download from the project webpage (<http://www.naperville.il.us/fifthavenue.aspx>) in Microsoft Word format from November 3 through November 10, 2008. The worksheet asked respondents to provide their opinion regarding the appropriateness of each land use category for each sub-area in the land use study area and specify reasons for their opinion. For the purposes of this exercise, the future land use area was divided into five areas (A-E). A total of 79 completed forms for Area C were received. The results of the responses are summarized below. This is not intended to be an exhaustive list of each comment received, but rather a summary.*

**AREA C:** City of Naperville Water Tower West Site and Kroehler surface parking lot, located at the southeast and northeast corner of 5th Avenue and Loomis Street.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<b>LOW-DENSITY RESIDENTIAL</b>  Example: <ul style="list-style-type: none"> <li>• Single-Family Units (2.5 units/acre)</li> </ul>	46	22	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic would be minimal.</li> <li>• Consistent with the existing character north of 5th Avenue (i.e., quiet residential neighborhood).</li> <li>• Single-family residences would provide additional green space.</li> <li>• Single-family residences aesthetically pleasing.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• There is a better use of the land; underutilization of property.</li> <li>• Need for additional commuter parking.</li> <li>• Existing water tower.</li> <li>• Proximity to train tracks; train noise.</li> </ul>
		11	

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
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(continued)**

**AREA C**

**AREA C: City of Naperville Water Tower West Site and Kroehler surface parking lot, located at the southeast and northeast corner of 5th Avenue and Loomis Street.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<b>MEDIUM-DENSITY RESIDENTIAL</b>  Examples: <ul style="list-style-type: none"> <li>• Duplex (8 units/acre)</li> <li>• Townhomes (8 units/acre)</li> <li>• Condominiums (8 units/acre)</li> <li>• Apartments (8 units/acre)</li> </ul>	<b>60</b>	<b>14</b>	<b>NO RESPONSE / NOT SURE</b>  <b>5</b>  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Housing option for commuters; additional traffic congestion would be minor.</li> <li>• More appropriate south of 5th Avenue.</li> <li>• Provides for a buffer between the train tracks and existing single-family residences.</li> <li>• Access to train station and Downtown Naperville.</li> <li>• Mixed-use would be appropriate so long as commuter parking is provided.</li> <li>• Compatible with neighborhood character.</li> <li>• Townhomes would compliment existing neighborhood, with apartments close to the train tracks.</li> <li>• Condominiums would be appropriate.</li> <li>• Opportunity to provide for affordable housing on city-owned property.</li> <li>• Height and bulk of buildings should remain low.</li> <li>• Maximum height should not exceed existing 5th Avenue Station (fka Kroehler Manufacturing Company).</li> <li>• Maximum height should be two to three stories.</li> <li>• Maximum height should not exceed two or three stories near the train tracks.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Not compatible with existing character of the area.</li> <li>• Need for additional commuter parking.</li> <li>• Existing water tower.</li> <li>• Train noise.</li> <li>• Negatively impact value of existing single-family residences.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA C**

**AREA C:** City of Naperville Water Tower West Site and Kroehler surface parking lot, located at the southeast and northeast corner of 5th Avenue and Loomis Street.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES			SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	NO RESPONSE / NOT SURE	
<b>HIGH-DENSITY RESIDENTIAL</b>  Examples: <ul style="list-style-type: none"> <li>• Townhomes (+8 units/acre)</li> <li>• Condominium (+8 units/acre)</li> <li>• Apartments (+8 units/acre)</li> </ul>	28	37	14	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Only appropriate south of 5th Avenue (city-owned property).</li> <li>• Compatible with neighborhood character.</li> <li>• Recommend lower range of high-density.</li> <li>• Row townhouses may be appropriate, so long as parking is provided (no on-street parking reliance).</li> <li>• Maximum height should not exceed existing 5th Avenue Station (fka Kroehler Manufacturing Company).</li> <li>• Property abuts train tracks.</li> <li>• Proximity to train station.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Zero lot lines would make this area too congested.</li> <li>• Not compatible with existing character of the area; negatively impact the character of the neighborhood.</li> <li>• Too close to existing single-family residences.</li> <li>• Too dense.</li> <li>• Lack of parking to support high-density residential.</li> <li>• Need for additional commuter parking.</li> <li>• 5th Avenue Station already provides apartment units.</li> <li>• Additional children would burden school system.</li> <li>• Potential impact to park.</li> <li>• Water tower limits potential uses.</li> <li>• Negatively impact the property value of existing single-family residences.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA C**

**AREA C: City of Naperville Water Tower West Site and Kroehler surface parking lot, located at the southeast and northeast corner of 5th Avenue and Loomis Street.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<b>OFFICE</b> Examples: <ul style="list-style-type: none"> <li>• Professional (e.g., legal, real estate, consulting, financial, etc.)</li> <li>• Medical/Dental</li> </ul>	<b>19</b>	<b>38</b>	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• More appropriate abutting the train tracks (south side of 5th Avenue).</li> <li>• Mixed-use would be appropriate so long as commuter parking is provided.</li> <li>• Acceptable as part of a mixed-use development.</li> <li>• Maximum height should not exceed two stories near train tracks.</li> <li>• Maximum height should not exceed two to three stories.</li> <li>• Proximity to train station.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Not appropriate north of 5th Avenue.</li> <li>• Not in keeping with existing residential neighborhood.</li> <li>• No need for additional office space as 5th Avenue Station has high turnover.</li> <li>• Need for additional commuter parking.</li> <li>• Underutilization of property near train station.</li> </ul>



**Fifth Avenue Study  
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**AREA C**

**AREA C: City of Naperville Water Tower West Site and Kroehler surface parking lot, located at the southeast and northeast corner of 5th Avenue and Loomis Street.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<p><b>NEIGHBORHOOD COMMERCIAL</b></p> <p>Examples:</p> <ul style="list-style-type: none"> <li>• Small-scale; serves needs of immediate neighborhood</li> <li>○ Convenience Store</li> <li>○ Coffee Shop</li> <li>○ Bakery</li> <li>○ Dry Cleaner</li> </ul>	22	37	<p>Comments are categorized by the response indicated in the left column.</p> <p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Potentially on south side of 5th Avenue; not appropriate on north side of the street.</li> <li>• Consistent with current development.</li> <li>• Proximity to the train station.</li> <li>• Appropriate to provide services for commuters.</li> <li>• Appropriate to support neighborhood.</li> <li>• Maximum height should not exceed two to three stories.</li> <li>• So long as pedestrian access is provided.</li> <li>• Enhances quality of life.</li> <li>• Provide for more readily accessible commercial uses; existing commercial in 5th Avenue Station is not user friendly.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Not in keeping with existing residential neighborhood.</li> <li>• Residential is only appropriate land use for this area.</li> <li>• Existing uses residential; neighborhood commercial not appropriate.</li> <li>• Too far from train station and Washington Street.</li> <li>• Sustainability of businesses in this area; neighborhood commercial uses at 5th Avenue Station have not thrived.</li> <li>• Do not see a market for neighborhood commercial uses to be supported by local residents.</li> <li>• Need for additional commuter parking.</li> <li>• Property too valuable for low-density businesses.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA C**

**AREA C: City of Naperville Water Tower West Site and Kroehler surface parking lot, located at the southeast and northeast corner of 5th Avenue and Loomis Street.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES			SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	NO RESPONSE / NOT SURE	
<b>INSTITUTIONAL</b>  Examples: <ul style="list-style-type: none"> <li>• Church</li> <li>• Community Facilities (e-g., community center, library, parking deck, etc.)</li> <li>• Schools, Learning Centers, Daycare Center</li> </ul>	27	39	13	<p>Comments are categorized by the response indicated in the left column.</p> <p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Provide for a park on the north side of 5th Avenue and parking on the south side of the street.</li> <li>• Parking deck is appropriate for the south side of 5th Avenue.</li> <li>• Parking deck is appropriate; design should take into consideration the character of adjacent residential neighborhood.</li> <li>• Institutional use is appropriate south of 5th Avenue. Kroehler parking lot should remain.</li> <li>• Additional commuter parking is needed; potentially a parking deck in this area.</li> <li>• More appropriate for a mixed-use development.</li> <li>• Community Center, Schools, Learning Centers and Daycares may be appropriate.</li> <li>• Churches would be appropriate; opportunity to provide shared parking for commuters.</li> <li>• New YMCA would be appropriate at this location.</li> <li>• Need more small parks.</li> <li>• Maximum height should not exceed existing 5th Avenue Station (fka Kroehler Manufacturing Company).</li> <li>• Two to three story parking garage more appropriate on Water Tower West site (south side of 5th Avenue).</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Traffic conflicts with commuters.</li> <li>• Too close to existing single-family residential neighborhood.</li> <li>• No parking deck in this location.</li> <li>• Not adequate space available.</li> <li>• Existing uses residential; institutional not appropriate.</li> <li>• Schools or daycare centers less appropriate because of traffic.</li> </ul>

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**AREA D**

*This worksheet was distributed to participants at the October 29, 2008 public meeting and was made available for download from the project webpage (<http://www.naperville.il.us/fifthavenue.aspx>) in Microsoft Word format from November 3 through November 10, 2008. The worksheet asked respondents to provide their opinion regarding the appropriateness of each land use category for each sub-area in the land use study area and specify reasons for their opinion. For the purposes of this exercise, the future land use area was divided into five areas (A-E). A total of 77 completed forms for Area D were received. The results of the responses are summarized below. This is not intended to be an exhaustive list of each comment received, but rather a summary.*

**AREA D:** Parcels located west of Ellsworth Street, between the train tracks on the north and North Avenue on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<b>LOW-DENSITY RESIDENTIAL</b>  Example: <ul style="list-style-type: none"> <li>• Single-Family Units (2.5 units/acre)</li> </ul>	29	27	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• In keeping with surrounding neighborhood.</li> <li>• Appropriate east of Burlington Square Park.</li> <li>• Maintain current conditions.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Too congested with commuter traffic.</li> <li>• Not appropriate because of fumes from buses and vehicular traffic.</li> <li>• Not enough space.</li> <li>• Proximity to train tracks.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
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(continued)**

**AREA D**

**AREA D:** Parcels located west of Ellsworth Street, between the train tracks on the north and North Avenue on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<p><b>MEDIUM-DENSITY RESIDENTIAL</b></p> <p>Examples:</p> <ul style="list-style-type: none"> <li>• Duplex (8 units/acre)</li> <li>• Townhomes (8 units/acre)</li> <li>• Condominiums (8 units/acre)</li> <li>• Apartments (8 units/acre)</li> </ul>	<b>40</b>	<b>20</b>	<p><b>NO RESPONSE / NOT SURE</b></p> <p style="text-align: center;"><b>17</b></p> <p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• In keeping with surrounding neighborhood.</li> <li>• More appropriate because of proximity to train.</li> <li>• Land use appropriate; need for green space.</li> <li>• Appropriate for east and west of Burlington Square Park.</li> <li>• Area east of Burlington Square Park would be more appropriate for low to medium residential not to exceed 8 units per acre and three stories in height.</li> <li>• Appropriate east of Burlington Square Park as it provides a transition to single-family residences.</li> <li>• Maximum height should not exceed height of existing homes on North Avenue.</li> <li>• Maximum height should not exceed three stories.</li> <li>• Maximum height should not exceed existing 5th Avenue Station (fka Kroehler Manufacturing Company).</li> <li>• Setbacks should be provided.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Additional traffic congestion around train station.</li> <li>• Proximity to Washington Street.</li> <li>• Too close to existing residential neighborhood.</li> <li>• Too dense.</li> <li>• Limited land available.</li> <li>• More appropriate for commuter parking.</li> </ul>

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**AREA D**

**AREA D:** Parcels located west of Ellsworth Street, between the train tracks on the north and North Avenue on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES			SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	NO RESPONSE / NOT SURE	
<b>HIGH-DENSITY RESIDENTIAL</b>  Examples: <ul style="list-style-type: none"> <li>• Townhomes (+8 units/acre)</li> <li>• Condominium (+8 units/acre)</li> <li>• Apartments (+8 units/acre)</li> </ul>	<b>11</b>	<b>54</b>	<b>12</b>	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Appropriate for the area between Center Street and Washington Street.</li> <li>• Appropriate for west side of Burlington Square Park with commuter parking included.</li> <li>• Appropriate east of Burlington Square Park with maximum height limited to three stories.</li> <li>• Townhomes are appropriate for the residential character of the neighborhood.</li> <li>• Maximum height should not exceed three to four stories.</li> <li>• Proximity to train station.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion around train station.</li> <li>• Density too high for existing residential neighborhood and Burlington Square Park.</li> <li>• Negatively impact value of existing residential properties.</li> <li>• Proximity to train tracks; train noise.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA D**

**AREA D:** Parcels located west of Ellsworth Street, between the train tracks on the north and North Avenue on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<b>OFFICE</b> Examples: <ul style="list-style-type: none"> <li>• Professional (e.g., legal, real estate, consulting, financial, etc.)</li> <li>• Medical/Dental</li> </ul>	26	29	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• In keeping with existing uses; compatible with character of existing neighborhood.</li> <li>• Appropriate west of Burlington Square Park.</li> <li>• More appropriate near train station.</li> <li>• Proximity to train station.</li> <li>• Maximum height should not exceed two to three stories.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Insufficient parking available.</li> <li>• Additional traffic congestion.</li> <li>• Additional parking conflicts at train station.</li> <li>• Not compatible with the area around Burlington Square Park.</li> <li>• Less appropriate on Ellsworth Street.</li> <li>• 5th Avenue Station provides office space.</li> <li>• Lack of customers.</li> </ul>

Fifth Avenue Study  
 Land Use Study Area - Future Land Use  
 October 29, 2008  
 (continued)

**AREA D**

**AREA D:** Parcels located west of Ellsworth Street, between the train tracks on the north and North Avenue on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES			SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	NO RESPONSE / NOT SURE	
<p><b>NEIGHBORHOOD COMMERCIAL</b></p> <p>Examples:</p> <ul style="list-style-type: none"> <li>• Small-scale; serves needs of immediate neighborhood                             <ul style="list-style-type: none"> <li>○ Convenience Store</li> <li>○ Coffee Shop</li> <li>○ Bakery</li> <li>○ Dry Cleaner</li> </ul> </li> </ul>	51	11	15	<p>Comments are categorized by the response indicated in the left column.</p> <p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• In keeping with existing uses; compatible with character of existing neighborhood.</li> <li>• Appreciate neighborhood commercial uses that have been in the area for years.</li> <li>• Where currently exists, neighborhood commercial works well.</li> <li>• Appropriate west of Burlington Square Park (area bounded by Center Street and Washington Street).</li> <li>• More appropriate near train station.</li> <li>• Maximum height should not exceed three stories.</li> <li>• Maximum height should not exceed two to three stories.</li> <li>• Benefit to commuters and area residents.</li> <li>• More appropriate so long as small scale.</li> <li>• Enhances quality of life.</li> <li>• Proximity to train station.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Not appropriate for east of Burlington Square Park.</li> <li>• Area needed to address issues associated with commuter pedestrian and vehicle and bus drop-off and pick-up.</li> <li>• Small-scale businesses have not been supported in the past.</li> </ul>

Fifth Avenue Study  
 Land Use Study Area - Future Land Use  
 October 29, 2008  
 (continued)

**AREA D**

**AREA D:** Parcels located west of Ellsworth Street, between the train tracks on the north and North Avenue on the south.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES			SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	NO RESPONSE / NOT SURE	
<b>INSTITUTIONAL</b>  Examples: <ul style="list-style-type: none"> <li>• Church</li> <li>• Community Facilities (e.g., community center, library, parking deck, etc.)</li> <li>• Schools, Learning Centers, Daycare Center</li> </ul>	32	31	14	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Parking deck with limited height between Center Street and Washington Street.</li> <li>• Parking deck needed.</li> <li>• Parking preferred over commercial uses.</li> <li>• More appropriate to convert the area between Center Street and Washington Street to a commuter parking deck up to three stories in height.</li> <li>• Limited to the area bounded by Center Street and Washington Street.</li> <li>• Should remain parks and learning centers.</li> <li>• Only appropriate for College.</li> <li>• DuPage Childrens Museum should be kept in current location.</li> <li>• Daycare center is appropriate; convenient for commuters.</li> <li>• Limited to Washington Street only with appropriate vehicle access.</li> <li>• Compatible with existing character.</li> <li>• Proximity to train station.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Parking is not available.</li> <li>• Not enough space available.</li> <li>• Not in keeping with character of surrounding area.</li> <li>• Institutional uses should not be located on Ellsworth Street.</li> </ul>



**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008**

**AREA E**

*This worksheet was distributed to participants at the October 29, 2008 public meeting and was made available for download from the project webpage (<http://www.naperville.il.us/fifthavenue.aspx>) in Microsoft Word format from November 3 through November 10, 2008. The worksheet asked respondents to provide their opinion regarding the appropriateness of each land use category for each sub-area in the land use study area and specify reasons for their opinion. For the purposes of this exercise, the future land use area was divided into five areas (A-E). A total of 75 completed forms for Area E were received. The results of the responses are summarized below. This is not intended to be an exhaustive list of each comment received, but rather a summary.*

**AREA E:** Parcels fronting the east and west sides of Washington Street between North Avenue and Benton Avenue.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<b>LOW-DENSITY RESIDENTIAL</b>  Example: <ul style="list-style-type: none"> <li>• Single-Family Units (2.5 units/acre)</li> </ul>	17	31	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Compatible with existing character of the area.</li> <li>• Provides for additional green space.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Traffic congestion on Washington Street not conducive to single-family residential.</li> <li>• Additional traffic congestion.</li> <li>• Need for transitional use to existing single-family residential.</li> <li>• Inconsistent with existing commercial uses.</li> <li>• Poor use of highly traveled area.</li> </ul>



Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)

**AREA E:** Parcels fronting the east and west sides of Washington Street between North Avenue and Benton Avenue.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<b>MEDIUM-DENSITY RESIDENTIAL</b> Examples: <ul style="list-style-type: none"> <li>• Duplex (8 units/acre)</li> <li>• Townhomes (8 units/acre)</li> <li>• Condominiums (8 units/acre)</li> <li>• Apartments (8 units/acre)</li> </ul>	36	17	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Creates a buffer to existing single-family residential.</li> <li>• Provides for useful green space and consistent setbacks.</li> <li>• Row townhomes on the east side of Washington Street between North Avenue and School Street.</li> <li>• Townhomes recommended.</li> <li>• Land use is appropriate; height restriction should be applied Maximum height should not exceed height of an older two-story single-family home.</li> <li>• Mixed-use with a maximum height not to exceed three stories.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Traffic congestion on Washington Street not conducive to residential.</li> <li>• Additional ingress/egress traffic (in/out traffic) from driveways on Washington Street.</li> <li>• Building mass too great.</li> <li>• Underutilization of property near train station.</li> </ul>



Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)

**AREA E:** Parcels fronting the east and west sides of Washington Street between North Avenue and Benton Avenue.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	
<b>HIGH-DENSITY RESIDENTIAL</b>  Examples: <ul style="list-style-type: none"> <li>• Townhomes (+8 units/acre)</li> <li>• Condominium (+8 units/acre)</li> <li>• Apartments (+8 units/acre)</li> </ul>	18	40	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Provides a buffer to existing single-family residential.</li> <li>• Opportunity for mixed-use with apartments on the second floor of buildings with ground level neighborhood commercial and office uses.</li> <li>• Townhomes similar to Naperville Station.</li> <li>• Maximum height should not exceed three stories.</li> <li>• Mixed-use with a maximum height not to exceed three stories.</li> <li>• Lower range of high-density would be appropriate.</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Additional ingress/egress traffic (in/out traffic) from driveways on Washington Street.</li> <li>• Parking not available.</li> <li>• Not in keeping with existing character of the area.</li> <li>• Not consistent with commercial area.</li> <li>• Proximity to single-family residential.</li> <li>• Negatively impact surrounding single-family residences.</li> <li>• Too much density for already congested area.</li> <li>• Does not provide a “gateway” to Downtown Naperville.</li> <li>• Not enough pedestrian amenities.</li> </ul>
			NO RESPONSE / NOT SURE  17

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**

**AREA E**

**AREA E:** Parcels fronting the east and west sides of Washington Street between North Avenue and Benton Avenue.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<b>OFFICE</b> Examples: <ul style="list-style-type: none"> <li>• Professional (e.g., legal, real estate, consulting, financial, etc.)</li> <li>• Medical/Dental</li> </ul>	57	5	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion minimal.</li> <li>• Appropriate at the south end of Area E, near Downtown Naperville.</li> <li>• Transitional from Downtown Naperville.</li> <li>• Compatible with existing area.</li> <li>• Home-to-office conversions are appropriate.</li> <li>• Opportunity for mixed-use buildings with ground floor office and neighborhood commercial uses and upper level apartments Mixed-use with a maximum height not to exceed three stories.</li> <li>• Land use is appropriate so long as building height and bulk are considered; maximum building height should not exceed 40 feet.</li> <li>• Maximum height should not exceed two to three stories.</li> <li>• Proximity to train station.</li> <li>• Visibility</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Additional ingress/egress traffic (in/out traffic) from driveways on Washington Street.</li> <li>• Additional parking not available.</li> <li>• Existing office uses in the area; no need for additional office use.</li> </ul>

Fifth Avenue Study  
 Land Use Study Area - Future Land Use  
 October 29, 2008  
 (continued)

**AREA E:** Parcels fronting the east and west sides of Washington Street between North Avenue and Benton Avenue.

FUTURE LAND USE CATEGORY	NO. OF RESPONSES		SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA / NO RESPONSE / NOT SURE	
<p><b>NEIGHBORHOOD COMMERCIAL</b></p> <p>Examples:</p> <ul style="list-style-type: none"> <li>• Small-scale; serves needs of immediate neighborhood</li> <li>○ Convenience Store</li> <li>○ Coffee Shop</li> <li>○ Bakery</li> <li>○ Dry Cleaner</li> </ul>	42	11	<p>Comments are categorized by the response indicated in the left column.</p> <p><b>MORE APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Appropriate so long as businesses catered to local needs.</li> <li>• Conversion of existing residential structures for neighborhood commercial uses would be appropriate for the area.</li> <li>• Neighborhood commercial would be appropriate; however, no bars.</li> <li>• Land use would be a nice mix for the neighborhood.</li> <li>• Opportunity for mixed-use buildings with ground floor office and neighborhood commercial uses and upper level apartments.</li> <li>• Opportunity for transition from downtown to train station.</li> <li>• Provides for a transition from Downtown Naperville.</li> <li>• Proximity to train station.</li> <li>• Maximum height should not exceed two to three stories.</li> <li>• Enhances quality of life.</li> </ul> <p><b>LESS APPROPRIATE</b></p> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Difficult to access from Washington Street.</li> <li>• Area is within walking distance from Downtown Naperville.</li> </ul>

**Fifth Avenue Study  
Land Use Study Area - Future Land Use  
October 29, 2008  
(continued)**



**AREA E**

**AREA E: Parcels fronting the east and west sides of Washington Street between North Avenue and Benton Avenue.**

FUTURE LAND USE CATEGORY	NO. OF RESPONSES			SUMMARY OF COMMENTS
	MORE APPROPRIATE FOR THIS AREA	LESS APPROPRIATE FOR THIS AREA	NO RESPONSE / NOT SURE	
<b>INSTITUTIONAL</b>  Examples: <ul style="list-style-type: none"> <li>• Church</li> <li>• Community Facilities (e.g., community center, library, parking deck, etc.)</li> <li>• Schools, Learning Centers, Daycare Center</li> </ul>	17	34	24	Comments are categorized by the response indicated in the left column.  <b>MORE APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Parking is needed.</li> <li>• Washington Jr. High School to be kept in current location.</li> <li>• East side of Washington Street more appropriate for office and neighborhood commercial uses.</li> <li>• All listed examples would be appropriate.</li> <li>• Land use is appropriate; height limitations should be considered to maintain low buildings.</li> <li>• Daycare Center would be an appropriate use for the area.</li> <li>• Proximity to train station.</li> <li>• Visibility</li> </ul> <b>LESS APPROPRIATE</b> <ul style="list-style-type: none"> <li>• Additional traffic congestion.</li> <li>• Additional parking needed.</li> <li>• Additional ingress/egress traffic (in/out traffic) from driveways on Washington Street.</li> <li>• Existing institutional uses.</li> <li>• Need pedestrian amenities and green space.</li> <li>• Additional parks and open space needed.</li> <li>• Institutional development typically has many children using the facilities; there is too much traffic on Washington Street and Ogden Avenue for this use.</li> </ul>

# 5th Avenue Study

## **TRANSPORTATION/COMMUTER PARKING OPEN HOUSE NOVEMBER 13, 2008, 7-9 P.M. MEETING ROOMS ABC, NAPERVILLE MUNICIPAL CENTER**

Staff Present: Karyn Robles, Transportation and Planning Team Leader  
Suzanne Thorsen, Planning Services Operations Manager  
Jen Ebel, Transportation Planner  
Amy Emery, Community Planner  
Rory Fancier, Community Planner  
Kim Grabow, Project Engineer  
Ying Liu, Community Planner  
Jen Loudon, Project Engineer

Consultants Present: Jennifer Mitchell, Metro Transportation Group  
Brian Roberts, Metro Transportation Group

The City of Naperville hosted a transportation/parking public open house for the Fifth Avenue Study on Thursday, November 13, 2008, in Meeting Rooms A, B and C of the Naperville Municipal Center. Approximately 50 people attended the open house. The purpose of the open house was to present the methodology for the transportation and commuter parking analysis and to seek public input regarding issues and opportunities for the existing transportation network in the vicinity of the downtown Naperville train station. Representatives from the city were available to accept comments and answer questions at various stations. A summary of the information presented at each station and the public input is outlined below:

### *Station 1: What is the Fifth Avenue Study?*

This station provided an overview of the Fifth Avenue Study. While city staff did not provide a group presentation, an ongoing powerpoint presentation was available which outlined the purpose, scope and timeline of the study.

### *Station 2: Transportation/Commuter Parking Analysis Methodology*

An overview of the methodology for the transportation/parking analysis was presented at Station 2. Representatives from city staff and Metro Transportation Group, Inc., the consulting firm assisting staff with the transportation component, were available to discuss the approach to the transportation component of the Fifth Avenue Study. A summary of public comments received at Station 2 is available as Attachment 1.

# 5th Avenue Study

## **TRANSPORTATION/COMMUTER PARKING OPEN HOUSE (continued) NOVEMBER 13, 2008, 7-9 P.M.**

### *Station 3: Existing Commuter Parking Issues*

A representative from city staff was present to respond to questions regarding existing commuter parking facilities.

### *Station 4: Existing Multi-Modal (Vehicular, Transit, Bicycle, Pedestrian) Transportation Network Issues*

This station provided a summary of public comments received to date, organized by topic. Participants were invited to indicate their agreement with the comments and provide additional feedback. A summary of public comments on the transportation/commuter parking in the study area is provided as Attachment 2. Meeting participants were also invited to provide comments on specific locations within the boundary of the transportation component of the Fifth Avenue Study. A summary of the public comments received, and the corresponding map is provided as Attachment 3.

### *Station 5: Existing Conditions Simulation Model*

The Synchro traffic simulation model for existing AM and PM peak hour conditions was on display at Station 5. Synchro is a traffic operations modeling software which will be used assist with analysis of current and future traffic operations at the 39 study intersections. Representatives from city staff and Metro Transportation Group, Inc. presented the model of existing AM and PM peak hour conditions. Meeting participants were asked to identify whether the Synchro network provided a reasonable simulation of existing peak hour traffic conditions in the vicinity of the downtown Naperville train station. A summary of the public comments on the AM and PM peak hour simulation is provided as Attachment 4.

### *Station 6: Opportunities & Suggestions*

The final station provided an opportunity for meeting participants to submit questions and comments. Those unable to attend the public open house were invited to submit questions or comments through email, mail or in person.

### *Question and Answer Summary*

During the meeting, city staff received a number of questions regarding the transportation/parking component to the Fifth Avenue Study. A summary of the question and answers discussed during the meeting is provided with the Question & Answer section.

### Attachments

1. Summary of Public Comments from Station 2 (*Transportation/Commuter Parking Analysis Methodology*)
2. Summary of Public Comments on Transportation/Parking
3. Map of Fifth Avenue Study Area with Associated Public Comments
4. Summary of Public Comments on Fifth Avenue Study Synchro Network



**Fifth Avenue Study  
Transportation/Parking Public Open House  
Station 2: Summary of Public Comments on the  
Transportation Analysis Methodology  
November 13, 2008**

*An overview of the methodology for the transportation and commuter parking analysis was presented during the November 13, 2008 transportation/parking open house. Representatives from city staff and Metro Transportation Group, Inc., the consulting firm assisting staff with the transportation component, were available to discuss the approach to the transportation component of the Fifth Avenue Study. Below is a summary of public comments received during the discussion. This is not intended to be an exhaustive list of each comment received, but rather a summary.*

- Existing streets are narrow; recommend considering one-way couplets.
- 5th Avenue is a narrow street; potential opportunity to remove on-street parking.
- Consider adding the intersection of School Street and Center Street as a intersection for analysis.
- There are potential vehicular/pedestrian conflicts at the intersection of Brainard Street and School Street due to sight distance issues.
- Consider modifications to the traffic signal at the intersection of North Avenue and Washington Street. The westbound North Avenue left-turn movement to southbound Washington Street is of concern due to the signal timing and potential conflicts with vehicles exiting the DuPage Children's Museum.
- Opportunity to improve pedestrian accessibility at the intersection of 5th Avenue and Main Street. Enforcement of the stop sign at this intersection is also needed.
- Vehicles are traveling northbound in the alley at Harris Bank to access the drive-thru window, which conflicts with the one-way southbound traffic.
- Enforcement of the stop sign at the intersection of Webster Street and 5th Avenue is needed.
- Opportunity to improve pedestrian and bicycle accessibility on Washington Street. Currently, the sidewalk abuts the roadway in some locations, inhibiting use by pedestrians and bicyclists.

**Fifth Avenue Study  
Transportation/Parking  
Station #4: Summary of Public Comments  
November 13, 2008**

*At the November 13, 2008 public open house, meeting participants were asked to provide input regarding issues and opportunities for the existing transportation network in the vicinity of the downtown Naperville train station. A summary of public comments received during the September 29 and October 29, 2008 public meetings, categorized by topic (pedestrian access and amenities, bicycle access and amenities, commuter parking, public transit access and amenities, and vehicular access and intersection level of service) was provided for meeting participants to respond to and expand upon. Meeting participants were given three stickers for each topic, and were invited to place the stickers next to the comments which were most important to them (all three stickers could be placed on the same comment). Participants were also invited to provide additional comments, which may not have been previously identified. A summary of the responses is provided below.*

<b>Pedestrian Access and Amenities Comments</b>	<b>Total Number of Stickers (Identified as an Important Comment)</b>
Limited visibility for pedestrians crossing 5th Avenue at Loomis Street due to on-street parking.	4
Improve pedestrian crossing at 5th Avenue/Washington Street.	9
Improve pedestrian crossing at 5th Avenue/Ellsworth Street.	2
Concern for pedestrian safety at the intersection of North Avenue and Washington Street.	4
Concern for pedestrian safety at the intersection of Plank Road and Columbia Street.	9
Concern for pedestrian safety at the intersection of Loomis Street and 5th Avenue (i.e., eliminate some parking spaces near the intersections to improve pedestrian visibility).	4
Concern for pedestrian safety at the intersection of 5th Avenue and Ellsworth Street (i.e., eliminate some parking spaces near the intersections to improve pedestrian visibility).	6
Concern for pedestrian safety on sidewalks next to vehicular traffic on Washington Street (no parkway buffer between vehicles and pedestrians in some areas).	20
Concern for pedestrian safety when trains arrive at the station (i.e., conflict between pedestrian activity and vehicle/transit pick-up/drop-off).	11
Enhance pedestrian accessibility to Downtown Naperville (e.g., improve sidewalk accessibility, wayfinding signage, crosswalks, etc.).	8
Improve safety and accessibility for students at Washington Jr. High School and Ellsworth Elementary School (sidewalks, railroad tracks, bridge, crossings at Washington Street).	13
Need to consider intersections between 4th Avenue and School Street, Washington Street and Loomis Street, street parking and limited traffic control.	3

**Fifth Avenue Study  
 Transportation/Parking  
 Station #4: Summary of Public Comments  
 November 13, 2008  
 (continued)**

<b>Bicycle Access and Amenities Comments</b>	<b>Total Number of Stickers (Identified as an Important Comment)</b>
Need more bicycle parking at the train station.	9
Enhance bicycle accessibility to Downtown Naperville.	24
Enhance signage for existing bicycle routes.	15
Enhance striping to identify existing on-street bicycle routes.	22
Provide sheltered parking for motorcycles and scooters.	1
Need additional bicycle lanes in the vicinity of the train station. May need to eliminate some on-street parking on 5th Avenue to accommodate bicycle lanes.	5
Remove bicycle lanes from the center of the street.	2

**Fifth Avenue Study  
 Transportation/Parking  
 Station #4: Summary of Public Comments  
 November 13, 2008  
 (continued)**

<b>Commuter Parking Comments</b>	<b>Total Number of Stickers (Identified as an Important Comment)</b>
Drop-off/pick-up area is limited.	1
Consolidate existing surface parking lots.	3
Location of existing parking lots provides convenient access to the train station.	2
Handicap parking spaces on the north side of the train station are often used by people picking up commuters during the evening.	0
A parking deck should be constructed for commuters.	37
A parking deck should not be constructed for commuters.	15
The number of commuter parking spaces should remain relatively the same.	8
The on-street parking spaces on 5th Avenue limit the visibility of commuters crossing the street.	28
On-street parking on North Avenue limits visibility for cars and pedestrians crossing the street.	0
Eliminate permit parking to provide all commuter parking spaces as daily fee (increase to \$4.00/day), thereby making Pace bus more attractive.	2
A parking deck is appropriate if not associated with the Omnia Performing Arts concept.	3
Improve the existing commuter parking pick-up/drop-off (e.g., traffic circle).	1
Enforce existing parking regulations. Commuters are parking all day in four hour parking stalls.	0
A parking deck is appropriate so long as the height does not exceed the 5th Avenue Station (fka Kroehler Manufacturing Company).	2

**Fifth Avenue Study  
 Transportation/Parking  
 Station #4: Summary of Public Comments  
 November 13, 2008  
 (continued)**

<b>Public Transit Access and Amenities Comments</b>	<b>Total Number of Stickers (Identified as an Important Comment)</b>
The city should provide park-n- ride locations for commuters going to downtown Naperville train station.	35
Pace and school buses queue on School Street and Ellsworth Avenue, which results in conflicts with private vehicles and pedestrians.	7
The exhaust from Pace buses waiting on Ellsworth Avenue negatively impacts my quality of life.	3
A separate (consolidated) bus drop-off/pick up area should be provided.	25
Volume of bus and cut-through traffic on Spring Avenue needs to be addressed.	0
Operate buses with clean fuel from the elementary schools to downtown locations.	0
Since elementary schools are in residential neighborhoods, people can walk to the schools to catch the bus.	0
School buses waiting on Ellsworth Street need to turn off their buses; they are idling for 30-45 minutes every school day.	5
School buses speed on School Street, endangering pedestrians.	1

**Fifth Avenue Study  
Transportation/Parking  
Station #4: Summary of Public Comments  
November 13, 2008  
(continued)**

<b>Vehicular Access and Intersection Level of Service Comments</b>	<b>Total Number of Stickers (Identified as an Important Comment)</b>
Limited visibility on 5th Avenue between Washington Street and Loomis Street.	20
Limited visibility of oncoming traffic at the intersection of Spring Avenue and Washington Street.	0
Limited visibility on North Avenue between Washington Street and Ellsworth Street.	1
Limited visibility for right-turn onto Washington Street at 5th Avenue because of existing landscaping for surface parking lot at the southeast corner of Washington Street/5th Avenue (Burlington Lot).	1
Access to existing businesses on Washington Street is confusing (number of driveways, location of driveways).	0
Left-turns onto Washington Street are difficult.	2
Potential turning conflicts at Washington Street from westbound cut-through traffic on 5th Avenue to 6th Avenue to access Naperville North High School.	16
One-way traffic patterns are not being observed by motorists.	1
One-way streets are confusing to motorists. They are not clearly marked and end suddenly.	6
Need to reduce the number of driveways on Washington Street as properties redevelop by providing cross-access and using alleys.	13
Enforcement of school zone speed limit is needed.	7
Need enforcement of the stop sign at the intersection of Eagle Street and 6th Avenue.	0
Concern for a conflict between vehicles exiting the DuPage Children's Museum and the train traffic on the east side of the intersection at Washington Street and North Avenue. Sometimes vehicles turning onto Washington Street turn into oncoming traffic.	13
The number of vehicles in the southbound left turn lane on Washington Street at 5th Avenue extends beyond striped pocket.	3
Need signalized no right-turn at the intersection of North Avenue and Washington Street.	0

**Fifth Avenue Study  
Transportation/Parking Open House  
November 13, 2008**

**Station 4: Summary of Public Comments on Map of Transportation Study Area**

*At the November 13, 2008 public open house, meeting participants were asked to provide input regarding issues and opportunities for the existing transportation network in the vicinity of the downtown Naperville train station. Meeting participants were invited to provide comments on specific locations within the boundary of the transportation component of the Fifth Avenue Study. A summary of the public comments received, and the corresponding map is provided below.*

<b>Map No.</b>	<b>Comment</b>
<b>1</b>	Street alignment, traffic signal timing, pedestrian, bicycle and vehicular movements make this intersection difficult to navigate. Also, bank drive-thru traffic adds to traffic signal timing and turning movements.
<b>2</b>	Enforcement of the 4-way stop sign at the intersection of Plank Road and Columbia Street is needed. Do not need a traffic signal at this location as there is limited traffic throughout the day; traffic concentrated during AM and PM peak hours.
<b>3</b>	Need for a more accessible pedestrian crosswalk.
<b>3</b>	Vehicle traffic and pedestrian crossing conflicts at the intersection of 5th Avenue and Center Street when passengers exit the trains. Recommend one-way access to train station (inbound via Center Street; outbound via Ellsworth Street). Also, the vehicle queue for the traffic signal at Washington Street backs up this area.
<b>4</b>	Sidewalks on Washington Street are directly next to traffic lanes which makes walking and bicycling difficult due to high speeds and heavy volume of vehicle traffic.
<b>5</b>	Children's Museum is an important access point for a number of commuters. Bicycle parking here is limited. It also becomes frustrating with moped/scooter parking in the mix. Some sort of enforcement or control may be beneficial so commuters do not lose this access point.
<b>6</b>	Enforcement of the "No Parking, Stopping or Standing" 4th Avenue is needed. Traffic backs up at the train station, thereby preventing buses, commuters and residents from getting through.
<b>7</b>	Enforcement of the stop signs at 5th Avenue/Main Street and 5th Avenue/Webster Street is needed.
<b>8</b>	Need to have pedestrian accessibility via multiple locations on Washington Street, including at Ogden Avenue. Many elderly people and people with special needs live in the area and need to walk and cross the street.
<b>9</b>	Open the "cow tunnel" under the railroad tracks, especially to provide pedestrian access for students from the north side of the tracks walking to Naper Elementary School and Washington Jr. High School.
<b>10</b>	Need to have pedestrian accessibility via multiple locations on Washington Street, including at Ogden Avenue. Many elderly people and people with special needs live in the area and need to walk and cross the street.
<b>11</b>	Save the water tower.
<b>12</b>	4-way stop sign at the intersection of Spring Avenue and Webster Street.

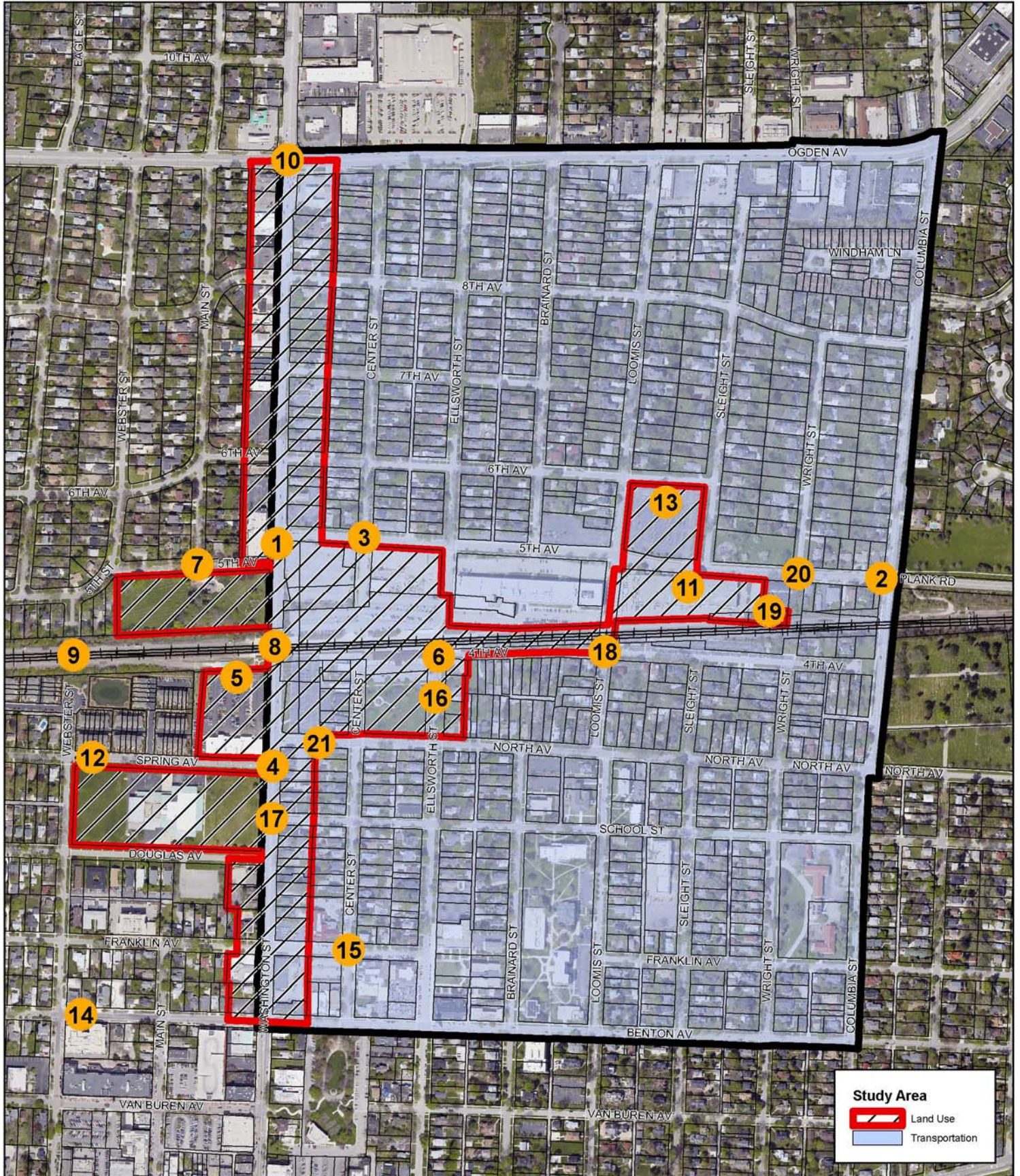
**Fifth Avenue Study  
 Transportation/Parking Open House  
 November 13, 2008**

**Station 4: Summary of Public Comments on Map of Transportation Study Area  
 (continued)**

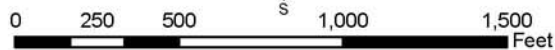
<b>Map No.</b>	<b>Comment</b>
<b>13</b>	Need to minimize traffic/new high-density parking in this area as it is extended more into surrounding neighborhood than other area. Most other parking stays along the tracks on 5th Avenue.
<b>14</b>	Since construction at the corner of Benton Avenue and Webster, improvements needed to lighting.
<b>15</b>	There are frequent "near misses"; 4-way stop sign.
<b>16</b>	Development proposal of townhomes does not fit into the existing neighborhood and may start a trend for the surrounding area resulting in a "Chicago type" neighborhood. The feel of a small town will be gone.
<b>17</b>	Need for improved crosswalk for children.
<b>18</b>	People turning left onto 4th Avenue going southbound. People are getting stuck on the tracks during rush hour waiting for the person to make the turn. Also, commuters walking across the tracks when the gates are down or going down.
<b>19</b>	What is this area and what are the plans?
<b>20</b>	Limited visibility from Washington Street on 5th Avenue through Wright Street.
<b>21</b>	Need signalized right-turn only at the intersection of North Avenue and Washington Street.



# City of Naperville 5th Avenue Study



Transportation, Engineering and  
Development Business Group  
Questions Contact (630) 420-6694  
[www.naperville.il.us](http://www.naperville.il.us)  
November 2008



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**Fifth Avenue Study**  
**Transportation/Parking Public Open House**  
**Station 5: Summary of Public Comments on Synchro Network**  
**November 13, 2008**

*During the November 13, 2008 transportation/parking public open house, the Synchro simulation model of the existing AM and PM peak hour traffic conditions was on display. Synchro is a traffic operations modeling software which will be used assist with analysis of current and future traffic operations at the 39 study intersections. Representatives from city staff and Metro Transportation Group, Inc. were present to demonstrate the traffic simulation model. Meeting participants were asked to identify whether the Synchro network provided a reasonable simulation of existing peak hour traffic conditions in the vicinity of the downtown Naperville train station. A summary of the public comments on the AM and PM peak hour simulation is provided below. The Synchro network is currently under review based on the comments outlined below.*

**Public Comments on the AM Peak Hour Simulation**

- The Synchro network should include the west approach of Benton Avenue (further to the west) to demonstrate the vehicle queue.
- Limited pedestrian visibility when dark on North Avenue between Ellsworth Street and Loomis Street.
- On-street parking is good on the north-south streets as it slows traffic.
- Kiss and ride release.
- Loomis Street/North Avenue is offset.
- Existing morning and midday speeding (school traffic).
- Parking on 5th Avenue limits visibility for side streets.
- Queue shown for northbound Columbia Street seems a bit long.
- Students are supposed to cross Washington Street at 5th Avenue (north); however, they currently use the bridge instead. Recommend a safe crossing be identified on Ellsworth Street at 5th Avenue and North Avenue to direct students to the Spring Street designated routes.
- North Avenue westbound traffic backs up past Julian Street during the 8:00 AM hour.

**Public Comments on the PM Peak Hour Simulation**

- The Synchro network should reflect additional traffic on North Avenue at Washington Street.
- Spring Avenue and Washington Street should be included as a study intersection.
- The northbound queue at the intersection of Washington Street and 5th Avenue backs up past the bridge.
- The westbound queue at the intersection of Washington Street and 5th Avenue backs up to Center Street/Ellsworth Street.
- From northbound Washington Street it takes approximately 5 minutes to make the left turn onto 6th Avenue.
- Southbound Washington Street vehicle queue extends to North Avenue.
- Eastbound 5th Avenue vehicle queue extends to Center Street and Ellsworth Street.
- Spring Avenue left-turn to northbound Washington Street violations.
- No parking on Washington Street is good.
- Northbound traffic congestion on Washington is during the AM peak period; southbound traffic congestion is during the PM peak period.
- The vehicle queue on southbound Columbia Street extends to 8th Avenue.

**Fifth Avenue Study  
Transportation/Parking Public Open House  
Station 5: Summary of Public Comments on Synchro Network  
November 13, 2008**

**Public Comments on the PM Peak Hour Simulation (continued)**

- Southbound Loomis Street vehicle queue extends across the tracks due to vehicles making a left-turn onto the east leg of 4th Avenue.
- Railroad gate crossers do exist.
- Additional enforcement needed to address commuters parking on Loomis Street south of 4th Avenue in the 4-hour parking.
- Enforcement of stop sign at the intersection of North Avenue and Loomis Street needed.
- Enforcement of stop sign at the intersection of 5th Avenue and Loomis Street needed.
- Widen 5th Avenue/Washington Street.
- Less pedestrians, more people driving.

# 5th Avenue Study

## **WASHINGTON STREETScape VISION AND CONCEPT PUBLIC MEETING DECEMBER 9, 2008, 7:00 P.M. MEETING ROOMS ABC, NAPERVILLE MUNICIPAL CENTER**

Staff Present: Jen Ebel, Transportation Planner  
Rory Fancler, Community Planner  
Ying Liu, Community Planner

Consultants Present: Rick Hitchcock, Hitchcock Design Group  
Tim King, Hitchcock Design Group  
Rob Reuland, Hitchcock Design Group

The City of Naperville hosted a Washington Streetscape Visioning Workshop for the Fifth Avenue Study on Tuesday, December 9, 2008, in Meeting Rooms A, B and C of the Naperville Municipal Center. Approximately 25 people attended the public meeting. The purpose of the visioning workshop was to seek public input on potential streetscape and gateway improvements (i.e., signage, landscaping, lighting, and pedestrian and bicycle amenities) for the Washington Street Corridor between Ogden Avenue and Benton Avenue. The public meeting was facilitated by representatives from city staff, in cooperation with Hitchcock Design Group, the consultant selected to provide landscape architecture, design and planning services to assist city staff with completion of the Washington Streetscape Vision and Conceptual Design.

During the public meeting, an overview of existing conditions along the Corridor was presented. Examples of various streetscape components were also presented, including examples of landscaping features, lighting, sidewalks, and signage.

Following the presentation, meeting participants were asked to work individually as well as in small groups to share their vision for the Washington Streetscape. Participants then had an opportunity to share their vision in a small group, and each group was asked to identify key elements for their vision for the Washington Streetscape (e.g., landscaping, location of sidewalk, public art, and signage). Following the small group discussion, representatives from each group presented the most important elements identified by their group. Meeting participants were then asked to prioritize the elements most important to a successful Washington Streetscape Vision and Conceptual Design.

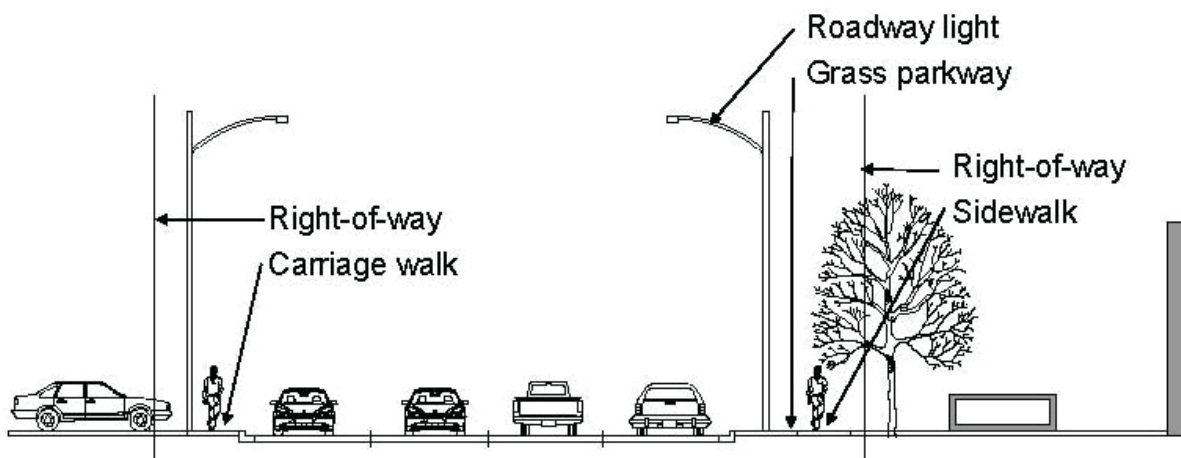
This exercise focused on improvements within the Washington Street right-of-way, which typically includes the roadway, utility poles, sidewalks, and parkway (i.e., unpaved, landscaped area immediately adjacent to the street). The right-of-way is public property; right-of-way is not part of the adjacent parcels.

# 5th Avenue Study

## WASHINGTON STREETScape VISION AND CONCEPT PUBLIC MEETING (continued) DECEMBER 9, 2008, 7:00 P.M.

Below, please find a graphic example of a portion of the Washington Street right-of-way. The graphic is not representative of the right-of-way for the full length of Washington Street between Ogden Avenue and Benton Avenue, but rather serves as an example of the various facilities that could be included within the right-of-way.

*Example: Washington Street Right-of-Way*



For those who were unable to attend the public meeting, questions, comments and suggestions for enhancements to the Washington Streetscape were accepted through Tuesday, December 23, 2008. A summary of the public input on potential streetscape and gateway improvements (i.e., signage, landscaping, lighting, and pedestrian and bicycle amenities) for the Washington Street Corridor is provided as Attachment 1.

Attachment:

1. Summary of Public Comments on Washington Streetscape

**Fifth Avenue Study  
Washington Streetscape  
Summary of Public Comments  
December 9, 2008**

At the December 9, 2008 public meeting, approximately 25 people participated in a visioning exercise to identify the appropriate types of improvements for the Washington Streetscape. A focus question was presented: “What is your vision for the Washington Street Corridor in 2030?”. Meeting participants were asked to brainstorm ideas individually, and then share their ideas in a small group. Following the small group discussion, a representative from each of the four groups presented the most common ideas. These ideas were then organized by category (e.g., sidewalks/crosswalks, signage, landscape, etc.), and meeting participants were asked to identify the categories which were most important to them. Meeting participants were given three stickers, and were invited to place the stickers next to the comments which were most important to them (all three stickers could be placed on the same comment). The categories and specific ideas for the Washington Streetscape in 2030 were then discussed in a large group setting. A summary of the responses is provided below.

<b>Category</b>	<b>Total Number of Stickers (Identified as an Important Comment)</b>	<b>Participant Comments for this Category</b>
Sidewalks/Crosswalks	21	<ul style="list-style-type: none"> <li>▪ City relocate sidewalks away from street – create green space</li> <li>▪ Relocate sidewalk; where needed, work with private property owners to obtain easements to keep sidewalk away from the street</li> <li>▪ Minimize the number of driveways (i.e., curb cuts)</li> <li>▪ Pavers/stamped concrete to define crosswalks</li> <li>▪ Barriers to improve pedestrian safety</li> <li>▪ Improve sidewalk drainage</li> <li>▪ Sidewalks not cement color</li> <li>▪ Buffer for pedestrians</li> <li>▪ Wider sidewalks where possible</li> <li>▪ Better defined crosswalks for pedestrians</li> <li>▪ City should help create alleyways</li> <li>▪ Highlighted crosswalks (brick, stone, etc)</li> </ul>
Consistent Image	14	<ul style="list-style-type: none"> <li>▪ Integrated look across properties</li> <li>▪ Emulate Riverwalk</li> <li>▪ Directional landmark</li> <li>▪ Lighting like Riverwalk</li> <li>▪ Old fashioned street lights</li> <li>▪ Build on historic feel</li> <li>▪ Banners</li> <li>▪ Tie theme in with Downtown Naperville</li> </ul>
Underpass Improvements	11	<ul style="list-style-type: none"> <li>▪ Add color and texture to underpass</li> <li>▪ Underpass like Riverwalk</li> <li>▪ Public art on overpass</li> <li>▪ Art/mural at viaduct</li> </ul>
Landscape	7	<ul style="list-style-type: none"> <li>▪ Uniform landscape at Metra station</li> <li>▪ Trees to provide beauty</li> <li>▪ Plantings to soften appearance wherever possible</li> <li>▪ Trees</li> <li>▪ Low natural barriers where parking lots are nearby</li> </ul>

**Fifth Avenue Study  
Washington Streetscape  
Summary of Public Comments  
December 9, 2008  
(continued)**

Category	Total Number of Stickers (Identified as an Important Comment)	Participant Comments for this Category
Signage	4	<ul style="list-style-type: none"> <li>▪ Signage for train station and downtown parking</li> <li>▪ Directory signage (Riverwalk, Children's Museum)</li> <li>▪ Informative signage for points of interest</li> <li>▪ Monument signage at Ogden and Washington</li> </ul>
Bicycle Improvements	3	<ul style="list-style-type: none"> <li>▪ Add bicycle friendly space</li> <li>▪ Alleys as alternate pedestrian / bicycle route</li> </ul>
Bus Stops, Furnishings	2	<ul style="list-style-type: none"> <li>▪ Bus enclosures/benches</li> <li>▪ Pedestrian seating at bus stops and parks</li> </ul>
Business Involvement	2	<ul style="list-style-type: none"> <li>▪ Business involvement in beautification</li> </ul>
Business Requirements	2	<ul style="list-style-type: none"> <li>▪ Uniform look / codes for businesses</li> </ul>

## **PRELIMINARY ALTERNATIVES OPEN HOUSE FEBRUARY 19, 2009, 7-9 P.M. MEETING ROOMS ABC, NAPERVILLE MUNICIPAL CENTER**

Staff Present: Karyn Robles, Transportation and Planning Team Leader  
Suzanne Thorsen, Planning Services Operations Manager  
Rory Fancler, Community Planner  
Kim Grabow, Project Engineer  
Ying Liu, Community Planner  
Jen Loudon, Project Engineer

Consultants Present: Peter Lemmon, Metro Transportation Group  
Brian Roberts, Metro Transportation Group  
Rick Hitchcock, Hitchcock Design Group  
Tim King, Hitchcock Design Group

The City of Naperville hosted a Preliminary Alternatives Open House for the Fifth Avenue Study on Thursday, February 19, 2009 in Meeting Rooms A, B and C of the Naperville Municipal Center. Approximately 100 people attended the open house. The purpose of the public open house was to present the preliminary alternatives for future land use, commuter parking and multi-modal circulation improvements (i.e. vehicle, bicycle, pedestrian and public transit circulation), and streetscape improvements (Washington Street only), and respond to initial questions from the public. Information regarding the preliminary alternatives was available for review at a series of exhibits organized by topic. Representatives from the city were available to answer questions and provide clarification. A summary of the information presented at the public open house is outlined below:

### **Study Overview**

- **Study Boundary Map** - A map of the boundary for the future land use, transportation and streetscape components of the study was provided for public review. The future land use component includes parcels in the immediate vicinity of the downtown Naperville train station and parcels fronting both sides of Washington Street between Benton Avenue and Ogden Avenue. The study area for the transportation analysis is bounded by Ogden Avenue on the north, Columbia Street on the east, Benton Avenue on the south and Washington Street on the west. The streetscape component involves Washington Street between Ogden Avenue and Benton Avenue.
- **Frequently Asked Questions** - A summary of frequently asked questions was presented to the public.
- **Public Participation Timeline** - An exhibit highlighting the opportunities for public input throughout the planning process for the Fifth Avenue Study was on display for public review. To date, several public meetings have been held to solicit public input



## PRELIMINARY ALTERNATIVES OPEN HOUSE

(continued)

FEBRUARY 19, 2009, 7-9 P.M.

on existing conditions and opportunities for future commuter parking and multi-modal circulation improvements, future land use recommendations, site access improvements, and streetscape enhancements along Washington Street.

- **Factors Considered** - The city has solicited public input through several public workshops and open houses. In addition to public input, staff evaluated the following factors in the development of future alternatives: site location, visibility and accessibility, land use compatibility, existing roadway network, accessibility, and traffic impacts.

### Preliminary Future Land Use Alternatives

- **Future Land Use Factsheet** - A handout was available at the open house to define “future land use” and provide an overview of the draft supplemental recommendations.
- **Draft Supplemental Recommendations** - The draft supplemental recommendations provide additional guidelines for future development in the Fifth Avenue study area with respect to density, scale, appearance, height, and site access.
- **Future Land Use Alternatives** - Future land use is adopted by the city as a component of the Comprehensive Master Plan and serves as a guide for future development and redevelopment. The following preliminary future land use alternatives were available for public review:
  - Future Alternative 1
  - Future Alternative 2
  - Future Alternative 3

### Commuter Parking and Multi-Modal Circulation

- **Transportation/Commuter Parking Factsheet** A handout was made available at the open house to provide an overview of the purpose of the transportation/ commuter parking analysis.
- **AM/PM Peak Hour Level of Service** - Maps of the peak hour level of service for signalized and four-way stop sign controlled study intersections were available for public review. Existing (2008) and future (2028) AM and PM peak hour conditions were analyzed based on the existing land uses. An analysis was also conducted for each future land use alternative (outlined above).

Level of Service (LOS) is a data point that transportation professionals use to evaluate the operational effectiveness of an intersection. LOS is a grade, A through F, of how

## PRELIMINARY ALTERNATIVES OPEN HOUSE

(continued)

FEBRUARY 19, 2009, 7-9 P.M.

well an intersection is operating. For design of peak-hour conditions, the standard for minimum satisfactory traffic congestion in Naperville is Level of Service D.

- Existing (2008) AM/PM Peak Hour Level of Service
  - Future (2028) AM/PM Peak Hour Level of Service
  - Future (2028) AM/PM Peak Hour Alternative 1 Level of Service
  - Future (2028) AM/PM Peak Hour Alternative 2 Level of Service
  - Future (2028) AM/PM Peak Hour Alternative 3 Level of Service
- **Multi-Modal Improvement Concepts** - As part of the Fifth Avenue Study, the city is examining potential opportunities to improve multi-modal circulation (i.e., vehicle, bicycle, pedestrian and public transit circulation) in the vicinity of the train station. A map of the preliminary multi-modal improvement concepts was on display for public review.

### Washington Streetscape Vision and Conceptual Alternatives

- **Washington Streetscape Factsheet** - A handout was made available at the open house, which summarized the Washington Streetscape Vision and Conceptual Alternatives.
- **Existing Conditions Analysis** - Based on an inventory of existing conditions and public input received at the December 9, 2008 public meeting, an analysis of existing conditions was conducted and is summarized on this map.
- **Washington Streetscape Vision Statement and Framework Plan** - The Vision Statement was drafted based on an inventory and analysis of existing conditions, and stakeholder input gathered through interviews and a visioning workshop held on December 9, 2008. The Vision Statement is a long-range document (20-30 year timeframe) that describes the desired streetscape environment for Washington Street, including aesthetic, pedestrian and gateway elements.
- **Washington Streetscape Design Prototype Options** - Prototype design options have been prepared to aid in evaluation of future improvements along the Washington Street Corridor. Following public input, prototype options will be refined and consolidated into a corridor framework plan that sets the tone for development of design details and future streetscape implementation activities.

The four design prototype options illustrate alternatives for placement of typical streetscape elements including sidewalks, trees/landscaping and lighting. Each prototype option accounts for a 10'-12' streetscape area which includes a sidewalk

## **PRELIMINARY ALTERNATIVES OPEN HOUSE**

**(continued)**

**FEBRUARY 19, 2009, 7-9 P.M.**

(minimum 6'), a furnishing zone (minimum 2'; includes lighting, refuse, etc.) and a pedestrian edge zone (minimum 2'; provides pedestrian separation from roadway/curb). As existing right-of-way along Washington Street is limited, implementation of all four prototypes will require easements. An outline of the prototypes is below.

- Options 1A and 1B illustrate tree and lighting placement on the outside edge of the sidewalk; and
- Options 2A and 2B illustrate tree and lighting placement on the inside edge of the sidewalk.

# 5th Avenue Study

## **PLAN COMMISSION/TRANSPORTATION ADVISORY BOARD PUBLIC FORUM MARCH 5, 2009, 7:00 P.M. MEETING ROOMS ABC, NAPERVILLE MUNICIPAL CENTER**

Plan Commissioners Present: Chairman Mike Brown, Commissioners Ann Edmonds, Patty Gustin, John Herzog, Paul Hinterlong, Bill Jepson, Joe McElroy and Patricia Meyer  
Commissioner Absent: Commissioner Reynold Sterlin  
Student Members Absent: Amit Walia and Michael Alber

Transportation Advisory Board Members Present: Chairman Steve Frost, Board Members Dan Bauer, Jay Chiglo, Mark Jaynes, Pam Perillo, Myron Sawyer, Deborah Stamm, Dennis Wenzel and Jim Wilson  
Transportation Advisory Board Members Absent: Board Members Joe Gryczkowski and Steven Sandack  
Student Members Present: Kelsey Stimple  
Student Members Absent: Elizabeth Lass and Sam Sterling

Staff Present: Karyn Robles, Transportation and Planning Team Leader  
Suzanne Thorsen, Planning Services Operations Manager  
Amy Emery, Community Planner  
Rory Fancler, Community Planner  
Kim Grabow, Project Engineer  
Dina Hagen, Project Assistant  
Ying Liu, Community Planner  
Jen Loudon, Project Engineer

An overview of the information presented during the public forum is provided below, including a summary of the public input, and initial feedback from the Plan Commission and Transportation Advisory Board.

### **Introduction & Meeting Format**

Plan Commission Chairman Mike Brown reviewed the agenda and the rules of conduct for the public forum.

### **Staff Presentation**

Rory Fancler of staff presented an overview of the Fifth Avenue Study and a synopsis of the preliminary alternatives. Fancler stated that the purpose of the public forum was to obtain public input on the preliminary alternatives for future land use, commuter parking and multi-modal circulation improvements (i.e. vehicle, bicycle, pedestrian and public transit circulation), and streetscape improvements (Washington Street only), and to respond to initial questions from the Plan Commission and Transportation Advisory Board.

### **Public Comment**

Approximately 65 people attended the public forum out of which the following 14 people provided testimony:

- Thom Higgins 725 N. Ellsworth St Naperville, Illinois 60540
- Jeff Havel 725 N. Center Street Naperville, Illinois 60540
- John Fitzgerald 610 N. Center Street Naperville, Illinois 60540
- Kara Pelekey 705 N. Brainard Street Naperville, Illinois 60540

## PLAN COMMISSION/TRANSPORTATION ADVISORY BOARD PUBLIC FORUM (continued)

**MARCH 5, 2009, 7:00 P.M.**

List of people who provided testimony during the public forum (continued):

- Dave Wilson 152 N. Ellsworth Street Naperville, Illinois 60540
- Roberta Boecker Priz 9S069 Aero Drive Naperville, Illinois 60564
- Craig Kiefer 224 E. 4th Avenue Naperville, Illinois 60540
- Steve Muehler 632 N. center Street Naperville, Illinois 60540
- Dan Slack 2222 N. Elston Avenue Chicago, Illinois 60614
- Karen Koch Lear 1119 Hidden Springs Drive Naperville, Illinois 60540
- Rosemary Macko Wisnosky 7S481 Donward Drive Naperville, Illinois 60540
- Bob Swininoga 1241Marls Court Naperville, Illinois 60563
- Steve Purduski 846 N. Webster Street Naperville, Illinois 60540
- Paul Loscheider 30N. Brainard Street Naperville, Illinois 60540

A summary of the public input provided during the public forum is outlined below.

- Speakers requested that new development maintain the appropriate scale, character and density of the surrounding neighborhoods.
- Speakers requested the height of new buildings not exceed the height of the existing Kroehler building, consistent with the draft supplemental recommendations presented by city staff.
- A speaker indicated that the Omnia Performing Arts concept is not appropriate for the study area in terms of scale and density.
- Concerns were voiced about the traffic associated with the parking deck shown in Alternatives 1 and 2, specifically as it relates to the concentration of commuter traffic to one location, and the potential for cut-thru traffic to access the parking deck.
- A speaker noted that enhanced pedestrian safety should be a key component to the study. Suggestions for improvements to pedestrian safety were provided (e.g., bump-outs, illuminated crosswalks, signage, etc.).
- A speaker voiced concern for the existing Pace bus routes that travel through residential neighborhoods to access the train station; the speaker requested that the bus traffic be removed from the residential street (i.e., Ellsworth Street).
- Speakers expressed concern for preservation of the existing character of the neighborhood, some noting that it is a quiet neighborhood that should be maintained.
- A request was submitted to consider alternative future land uses for the property at 190 E. 5th Avenue, known as the Boecker property. As currently shown, the Fifth Avenue Study preliminary alternatives assign “Medium Density Residential” to this parcel. The speakers indicated that the designation was too restrictive, and mixed-use or commercial would be more appropriate.
- On behalf of the Kroehler YMCA, a request was submitted to evaluate “Mixed-Use”, including “Institutional” for the Water Tower West site, located at the southeast corner of 5th Avenue and Loomis Street.
- A speaker voiced concern for the future land use on Washington Street, noting that this is a gateway to downtown. The speaker indicated that the Fifth Avenue Study lacked a visioning exercise to determine the most appropriate gateway to downtown Naperville.

# 5th Avenue Study

## **PLAN COMMISSION/TRANSPORTATION ADVISORY BOARD PUBLIC FORUM**

**(continued)**

**MARCH 5, 2009, 7:00 P.M.**

A summary of the public input provided during the public forum is outlined below (continued).

- On behalf of the Board of Directors of the Omnia Performing Arts Centre, a request was submitted to consider the Omnia concept as an additional alternative.
- A resident near the study area emphasized the need for consistent enforcement of existing traffic and parking regulations and restrictions during peak traffic periods and after 5 p.m.
- A speaker expressed concern for the traffic circulation associated with a parking deck at the southeast corner of Washington Street and 5th Avenue and suggested the city consider a commuter parking deck at Kendall Park in order to reduce traffic through the residential neighborhoods.
- A speaker indicated that improvements are needed to provide for students crossing Washington Street.
- A speaker indicated that the existing green space should be maintained (e.g., Kendall Park, Burlington Square).

### **Plan Commission and Transportation Advisory Board Discussion**

A summary of the questions received from the Plan Commission and Transportation Advisory Board, with responses from city staff is provided as Attachment 1.

### **Plan Commission and Transportation Advisory Board Feedback**

- Board Member Wilson stated that Metra capacity should be evaluated to determine the parking supply for the Naperville station.
- Commissioner Gustin indicated that she would transmit her feedback in the form of an e-mail.
- Board Member Wencel addressed the alternative commuter parking scenarios, stating the need to think broader for solutions that are flexible, economically sustainable, reliable and convenient. Board Member Wencel also stated that the cost associated with a parking deck could be used to provide for multi-modal alternatives that may address gridlock on 5th Avenue and Washington Streets.
- Transportation Advisory Board Chairman Frost stated that he would not be supportive of a net loss in commuter parking. Although he is willing to consider a parking deck, he stated that he is opposed to condensing all parking to one location due to the resulting traffic impacts.
- Commissioner Edmonds stated that a goal of the study should be to provide additional commuter parking in the vicinity of the Naperville station, and noted that she would not support a decrease in commuter parking. Regarding the future land use for the parcels fronting Washington Street south of the train tracks near downtown, Commissioner Edmonds indicated support for the mixed-use designation.
- Commissioner Jepson indicated that commuter parking is an issue and there appears to be a need for more parking. Commissioner Jepson also noted that bus circulation through the neighborhoods needs to be addressed as part of the study.
- Board Member Stamm noted that parking will never be provided for every passenger boarding Metra at the Naperville station, and indicated that the city should evaluate demand for alternative

# 5th Avenue Study

## PLAN COMMISSION/TRANSPORTATION ADVISORY BOARD PUBLIC FORUM

(continued)

MARCH 5, 2009, 7:00 P.M.

### Plan Commission and Transportation Advisory Board Feedback (continued)

- Board Member Stamm noted that parking will never be provided for every passenger boarding Metra at the Naperville station, and indicated that the city should evaluate demand for alternative travel modes to determine a reasonable number of commuter parking spaces for the station.
- Commissioner Herzog stated that he would not support a net loss in commuter parking spaces. He further stated that he is interested in looking at the Omnia and YMCA concepts to evaluate the appropriateness for the study area. Commissioner Herzog indicated that there is potential for a public/private partnership, which may provide for commuter parking decks in the study area.
- Chairman Brown indicated that the Fifth Avenue Study is examining future land use for the study area and noted that specific redevelopment concepts should not guide the study. Chairman Brown encouraged the Plan Commission and Transportation Advisory Board to review the redevelopment concepts individually at such time as they are subject to city review in accordance with established procedures.
- Chairman Brown indicated that the study area is important as it is one gateway to Naperville and supports streetscape improvements on Washington Street. Chairman Brown noted that the streetscape prototypes are consistent with the Washington Streetscape Vision Statement, and noted that he is partial to Options 1A and 1B.
- Regarding future land use, Chairman Brown indicated support for commercial use on Washington Street north of the train tracks and flexibility for the parcels fronting Washington Street south of the train tracks. While he supports flexibility for the parcels on Washington Street south of the train tracks, mixed-use could be too intense. Regarding the supplemental recommendations, Chairman Brown expressed support for the height restriction, residential density, and recommendations to address the design and scale of new buildings.
- Regarding the transportation and commuter parking component of the study, Chairman Brown acknowledged the cost associated with construction of a parking deck, and indicated support for more than one parking deck in the study area to address commuter parking demand and traffic circulation. Chairman Brown recommended evaluating the potential for enhancements to the existing overpass to provide for safe pedestrian accessibility across Washington Street.

Attachment 1. Summary of Questions and Answers from Public Forum

**FIFTH AVENUE STUDY  
QUESTIONS & ANSWERS  
PLAN COMMISSION/TRANSPORTATION ADVISORY BOARD  
PRELIMINARY ALTERNATIVES PUBLIC FORUM  
MARCH 5, 2009**

The City of Naperville hosted a joint forum before the Plan Commission and Transportation Advisory Board on Thursday, March 5, 2009 in Meeting Rooms A, B and C at the Naperville Municipal Center. The purpose of the public forum was to obtain public input on the preliminary alternatives for future land use, commuter parking and multi-modal circulation improvements (i.e. vehicle, bicycle, pedestrian and public transit circulation), and streetscape improvements (Washington Street only), and to respond to initial questions from the Plan Commission and Transportation Advisory Board. Approximately 65 people attended the public forum, and 14 people provided testimony. The following provides a summary of questions received throughout the meeting, with responses prepared by city staff. Please note that this information is not intended to be an exhaustive list of each question received.

**Draft Supplemental Recommendations and Future Land Use Alternatives**

- Q. The supplemental recommendations address topics such as building scale and design; will the Fifth Avenue Study include design guidelines for new development and redevelopment in the study area?*
- A. The city does not anticipate writing specific design guidelines for the study area; however, citywide design guidelines were recently adopted by the City Council. Through the Fifth Avenue Study, the city may provide some additional guidelines that would apply specifically to the study area, and could be used by the development community.

The citywide design guidelines provide clear direction regarding the design and appearance of non-residential structures and identify appropriate design criteria by which building design may be evaluated and enhanced through the architectural and development review process. For more information on the recently adopted *Building Design Guidelines*, visit <http://www.naperville.il.us/cityguidelines.aspx>.

- Q. Why do the preliminary alternatives include medium density residential?*
- A. The future land use category “Medium Density Residential” was assigned to select parcels within the study area based on a number of factors, including public input, site location, parcel size and configuration, land use compatibility, accessibility, and traffic impacts.
- Q. What is meant by the term “neighborhood commercial”?*
- A. Neighborhood commercial refers to small scale, neighborhood serving retail and service uses, with the essential consideration being the scale and intensity of the proposed use. Neighborhood commercial uses would be compatible and sensitive



to the adjoining neighborhoods in form, scale and appearance. Examples of neighborhood commercial uses include small scale convenience store, coffee shop, bakery, dry cleaners, and real estate office.

*Q. What is meant by the term “mixed-use”?*

A. The future land use category “mixed-use” incorporates one or more land uses including office, neighborhood retail and service uses, and residential. The mixed-use future land use category provides flexibility for future development while remaining sensitive to the adjoining neighborhoods in form, scale, and appearance. The draft supplemental recommendations address height, building design, site access, and landscaping considerations.

*Q. What is meant by the term “medium-density residential”?*

A. The future land use category “medium-density residential” includes single-family, duplex, and townhouse units up to a density of eight (8) units per acre. Examples of existing medium-density residential areas include: Hobson Villas (northwest corner of 75th Street/Wehrli Road; 3.5 units/acre), La Toscana (west side of Naper Boulevard, south of Bailey Road; 5.4 units/acre), Bennington Townhomes (west side of Columbia Street, south of Ogden Avenue; 7.4 units/acre).

*Q. Why do the supplemental recommendations include a height restriction for new buildings? What is the maximum height of the surrounding residential neighborhood adjacent to the Kroehler Lot?*

A. Based on public input, the Kroehler building is compatible with the surrounding neighborhood. The Kroehler building is approximately 45 feet in height, and the maximum height in most residential districts for new construction is 40 feet. Based on public input and site context, the supplemental recommendation was drafted to ensure that new buildings are cohesive with the existing character of the surrounding neighborhood.

*Q. Does the city plan to sell the city-owned property in the vicinity of the Naperville station?*

A. At the conclusion of the Fifth Avenue Study, the city will evaluate the next steps for the city-owned parcels.

*Q. Please describe the different future land use alternatives for Washington Street, south of the tracks, as shown in Future Alternatives 1, 2 and 3.*

A. Three future land use categories are contemplated for the parcels fronting Washington Street between North Avenue and Benton Avenue. The current future land use plan shows this area as “Office”, which is reflected largely in the existing land uses; many residential buildings have been converted to office uses. The block closest to downtown, shown as “Mixed-Use”, is consistent with each of the three alternatives. Staff finds this future land use category is consistent with the existing zoning and with what is most likely to occur on these parcels in terms of future redevelopment opportunities. North of Franklin Avenue, the three

preliminary alternatives explore varying levels of intensity, varying between “Office”, “Commercial” and “Mixed-Use”. “Office” is the most restrictive use of the parcels; “Commercial” would allow for neighborhood commercial and office uses; “Mixed-Use” would be the broadest future land use category, allowing for office, commercial, and residential uses.

*Q. During the March 5, 2009 public forum, the YMCA expressed interest in relocating to the Water Tower West site. Will the city evaluate an additional alternative to analyze institutional uses at the Water Tower West site?*

A. Based on public input and direction from the Plan Commission/Transportation Advisory Board received during the public forum on March 5, 2009, staff will analyze an additional alternative to evaluate “Institutional” in the study area. Future public input opportunities will occur as the city moves forward with the Fifth Avenue Study; the public will have an opportunity to provide input on the additional alternative prior to preparation of final recommendations.

*Q. What is the Omnia Performing Arts Center project? How does this relate to the Fifth Avenue Study?*

A. The Omnia Performing Arts Center is a private concept for a performing arts center and residential units that is independent of the Fifth Avenue Study. It has been discussed by a private entity (Omnia) as a possible redevelopment scenario for the area surrounding the Naperville train station. An informational packet was submitted to the city which provides limited specifics about the project. Staff has requested more detailed information about the project, and will require Omnia to host a public meeting for public review and comment prior to presenting the information to the City Council for discussion and direction.

### **Transportation and Commuter Parking**

*Q. Why would the city consider a reduction to the number of commuter parking spaces?*

A. The three preliminary alternatives were developed based on a number of factors, including public input, site location, visibility and accessibility, and land use compatibility. The impact of the three alternatives on the number of off-street commuter parking spaces was not realized until after the evaluation was complete. While the preliminary alternatives result in a net reduction to the number of off-street commuter parking spaces, staff is currently seeking public input on the preliminary future land use and commuter alternatives, and multi-modal improvement concepts. Based on input received during the Plan Commission/Transportation Advisory Board public forum, the city will evaluate additional commuter parking alternatives.

- Q. The concept of a commuter parking deck is being evaluated as part of the Fifth Avenue Study. How would the city fund construction of a commuter parking deck?*
- A. The city is currently evaluating a commuter parking deck for the Naperville station. Future Alternatives 1 and 2 include a commuter parking deck at the southeast corner of Washington Street and 5th Avenue. In the event that the city moves forward with the parking deck concept, sources would be identified to fund the cost of the deck.
- Q. In order to provide for additional on-street commuter parking, will the Fifth Avenue Study evaluate the potential removal of the four hour time restriction on the surrounding residential streets?*
- A. The time restricted parking alleviates commuter parking in the adjacent residential neighborhoods. As part of the Fifth Avenue Study, the city will examine off-street commuter parking and perimeter on-street commuter parking options; removal of the on-street parking time restriction in the adjacent residential neighborhoods is not being considered as part of the Fifth Avenue Study.
- Q. Will the Fifth Avenue Study consider commuter parking at the DuPage Children's Museum?*
- A. Commuter parking options were only analyzed for properties currently owned by the City of Naperville. DuPage Children's Museum is a privately owned property; therefore, the number of commuter parking spaces that could be accommodated on the parcel has not been evaluated as part of the Fifth Avenue Study.
- Q. As part of the Fifth Avenue Study, will the city evaluate opportunities to improve accessibility to daily fee parking spaces?*
- A. The city continuously works to improve accessibility to the daily fee parking spaces. Independent of the Fifth Avenue Study, the city is currently examining a number of potential improvements to the daily fee parking, including enhancements to allow people to pay by cell phone and providing for short-term parking permits for those who do not commute daily.
- Q. How do commuters currently access the Naperville train station?*
- A. According to the most recent Metra survey, conducted in 2006, 9 percent of commuters walk to the Naperville train station, 2 percent bicycle, 5 percent carpool, 18 percent of commuters are dropped off, and 17 percent take the bus to the train station.
- Q. Why doesn't the city have a park-and-ride facility for the Naperville station?*
- A. To date, opportunities for sites to accommodate a park-and-ride have been concentrated near the Route 59 station. The city has identified the establishment of park-and-rides serving the Naperville Station as a priority, and is continuing to explore opportunities for a park-and-ride near the Naperville Station.

*Q. What is the purpose of the bus depot shown in Future Alternative 1?*

A. The purpose of the bus depot is to consolidate the bus and taxi activity in one location. The bus depot would alleviate the bus staging that currently occurs immediately south of the train station on 4<sup>th</sup> Avenue and Ellsworth Street. With the dedicated bus depot, conflicts between buses and vehicles and pedestrians would be improved in the area immediately south of the train station, thereby improving multi-modal circulation (i.e., vehicle, transit and pedestrian) in this area.

*Q. As part of the Fifth Avenue Study, will the city evaluate potential improvements to the existing overpass to provide for pedestrian and bicycle access?*

A. As one component to the draft multi-modal improvement concepts, the city is exploring potential improvements to the existing overpass to provide for enhanced pedestrian and bicycle accessibility. As the overpass is owned and operated by Metra and BNSF, additional analysis is needed to address access constraints, as well as the cost and timeline associated with improvements to the existing structure.

# 5th Avenue Study

## **ALTERNATIVES OPEN HOUSE**

**MAY 13, 2009, 6:00-7:30 P.M.**

**MEETING ROOMS ABC, NAPERVILLE MUNICIPAL CENTER**

Staff Present: Karyn Robles, Transportation and Planning Team Leader  
Suzanne Thorsen, Planning Services Operations Manager  
Allison Laff, Planning Services Operations Manager  
Rory Fancier, Community Planner  
Kim Grabow, Project Engineer  
Ying Liu, Community Planner  
Jen Loudon, Project Engineer

The City of Naperville hosted a public open house on Wednesday, May 13, 2009 in Meeting Rooms A, B and C at the Naperville Municipal Center. Approximately 65 people attended the public open house. The purpose of the public open house was to present the alternatives for future land use and transportation/commuter parking improvements. Five alternatives were on display for public review and comment at a series of exhibits organized by topic. Representatives from the city were available to explain the exhibits, answer questions, and accept written public comments. A summary of the information presented at the public open house is outlined below:

### **Study Overview**

- Study Boundary Map - A map of the boundary for the future land use, transportation and streetscape components of the 5th Avenue Study was on display.
- Public Participation Timeline - A graphic was on display highlighting the various opportunities for public input throughout the planning process for the 5th Avenue Study. To date, several public meetings have been held to solicit public input on existing conditions and opportunities for future commuter parking and multi-modal circulation improvements, future land use recommendations, site access improvements, and streetscape enhancements along Washington Street.
- Factors Considered - The city has solicited public input through several public workshops and open houses. In addition to public input, staff evaluated the following factors in the development of future alternatives: site location, visibility and accessibility, land use compatibility, existing roadway network, accessibility, and traffic impacts.

### **Future Land Use Alternatives**

- Draft Supplemental Recommendations - The draft supplemental recommendations provide additional guidelines for future development in the 5th Avenue study area with respect to density, scale, appearance, height, and site access.
- Future Land Use Alternatives - Alternatives 1, 2 and 3 were presented in February and March for public review and comment. Based on public input received, and feedback from the Plan Commission and Transportation Advisory Board, Alternatives 4 and 5 were developed for public review and comment.

# 5th Avenue Study

## ALTERNATIVES OPEN HOUSE

(continued)

MAY 13, 2009, 6:00-7:30 P.M.

### Commuter Parking and Multi-Modal Circulation

- AM/PM Peak Hour Level of Service - The peak hour level of service for signalized and four-way stop sign controlled study intersections were evaluated for existing (2008) and future (2028) AM and PM peak hour conditions, as shown in Attachments 6 and 7, respectively. An analysis was also conducted for each future land use alternative. A map of the existing (2008) and future (2028) AM and PM peak hour level of service for signalized and all-way stop/yield control intersections was on display for public review and comment.

Level of Service (LOS) is a data point that transportation professionals use to evaluate the operational effectiveness of an intersection. LOS is a grade, A through F, of how well an intersection is operating. For design of peak-hour conditions, the standard for minimum satisfactory traffic congestion in Naperville is Level of Service D.

- Multi-Modal Improvement Concepts - As part of the 5th Avenue Study, the city is examining potential opportunities to improve multi-modal circulation (i.e., vehicle, bicycle, pedestrian and public transit circulation) in the vicinity of the train station. The preliminary multi-modal improvement concepts were on display for public review and comment.
- Net Change to Commuter Parking - In conjunction with the future land use alternatives, commuter parking alternatives were developed for public review. The commuter parking alternatives, in combination with the multi-modal improvement concepts, would alter the number of commuter parking spaces (on-street and off-street) at the Naperville train station. An estimate of the net change to commuter parking (on-street and off-street) for each future land use alternative was on display for public review and comment.