

COMMENTS

No comments, but if you have an email list that you will send updates too - please add my email

Have a sound plan will be economically viable and will not hurt other areas such as the downtown or uptown (Odgen Ave.)? Last time there was a 5th development, it failed as a retail area. Any plan for redevelopment should help reduce taxes rather than create another tax burden on residents and business. Don't try to make a 2nd downtown, instead focus on bridging 5th Ave as a transportation hub and potentially a business area between the downtown and uptown. Perhaps look at it as midtown. Be cognizant of the existing residential areas and their needs/desire. Provide both good pedestrian and bicycle access. Don't clutter up the walkways with excessive small "amenities", and excessive or bulky hardscaping. Think about focal points. Don't focus just on Washington St, but also downtown gateways such as Ogden to Columbia to 5th Ave and Center St to Central Park. Increase open space as general community asset, not just a local neighborhood park. Look at what made the Riverwalk so successful and develop in a similar manner a portion of the area that will attract residents and visitors. This will help relieve some of the pressure from various special interests over loading the Riverwalk. The permeable area should not be reduced. Sustainable native landscaping should be deployed. High quality trees should be preserved and ample open space allowed to provide for large high quality trees to grow. More than just parkway trees are highly desirable - consult with the Morton Arboretum, the Conservation Foundation and the Pizzo Group. Commuter parking needs to be increased beyond 150 spaces. This seems really tight and especially bad for those who want to park occasionally to take a train, but are not renting a commuter space. Commuter parking should be centralized, not scattered amongst too many facilities. PACE does not run often enough to be reliable. There is no incentive for people to linger in the area if they have to catch a bus timed to a rush hour train. Provide for community space such as can be used for the farmer's market. Currently, the farmer's market exists by closing off a parking lot on Saturdays. It would be great if the area including some sort of community space that could support not only the farmers market, but other such open air venues. Consider connecting the Children's Museum to a Naperville Park. In its current location, perhaps a tunnel could be made to connect it to Kendall Park. This could also alleviate the need/desire to open the Cow Tunnel that is just to the west of the museum. Have a flexible plan that will be easily modified and phased in in the event that economics and community needs change.

None

None

None

The area is extremely busy. I have 2 family members that use the BNSF line. The area floods in the 5th Ave. lot. The area is difficult to pull out when you drop off passengers to the train. Parking is scarce. There are some people that pull into the lot and go against the one way only traffic. The area needs better organized parking, traffic flow, water management before the land is used for anything else. The priority should be the needs of the commuters in Naperville and adjoining residents.

1. Believe decision to select only 1 developer without planning department first completing the process which Ryan Co + Planning Staff are doing today, unnecessarily commits Naperville to that developer without any sense of the cost to Naperville, looks bad too. 2. This project is more important than the Water St. & Freedom Drive project. The choices made regarding these publicly owned or leased properties will affect all current and future citizens of Naperville and the surrounding area. Naperville should proceed very carefully and transparently with this process so that there may be the possibility of cohesion among Napervilleans about the direction of their city. 3. Opportunity for success and for failure. 4. Most important issue, in my opinion, for the project: It's about transportation, traffic, commuter experience, Naperville's reliability as a city that works and helps you work.

Residents living in the area of 5th Ave enjoy the benefits of being able to walk to the train, walk to downtown and have their kids walk to school. This lifestyle choice adds value to this historic neighborhood - Park Addition. The current traffic and lack of secure pedestrian corridors already is a problem. Solutions to existing traffic issues and improvements to walking paths, even additional ways to cross the tracks are essential. Additional neighborhood amenities such as outdoor "movies in the park" area, fountain, public chess boards, open market, art festival, etc. will go a long way to enhancing the lifestyle and community we enjoy.

We are very excited about this project. Really looking forward to getting involved. We are very supportive of substantial development in the area, provided the traffic management and commuter experience are not negatively affected. Would love to see a lot of new retail and restaurants/bars/coffee shops. Want this to be a destination. Good Luck!

None

An open, expanded and safe cow tunnel as a solution to pedestrian bicycle connectivity to 5th Ave. Development. Commuter trains, downtown, schools and neighborhoods (i.e. 5th Ave, ECHO, WHOA, Pilgrims Addition.) Green Space, Native plants, Identify supporting grant opportunities, swap some land with the city to give Nichols Library and Central Park a vibrant green and prosperous life in downtown, Design for art, special events like farmers market, a conservatory, theater. Bury Utilities. Consider a distinct lightpole design. Incorporate an emergency call box. No taller than the promenade, preferably less. Include affordable apartments. Pedestrian connectivity is my largest concern and would like to see the cow tunnel re-opened.

I am a member of the city's Senior Task Force. We've developed a list of things we would like to see included in this development. We would love to meet with your team to review our list and get your feedback.

Open meetings for working groups and steering committees.

None

None

I am very eager to be involved in the planning/working groups/steering committee. I am a resident near the proposed project sites and have been involved in city council meetings throughout this process. I am eager to see development and want to bring my community perspective. I am available during day or evening hours.

Very concerned about storm water and how the water table in the neighborhood is rising. Also concerned about traffic and buses/taxis coming up and down Ellsworth St. Also concerned about height/density of the new development. Would love more green space. Need safe walking routes for kids to and from Ellsworth School, Washington Jr. High and NNHS. Really do not want to see anything higher than Kroehler Building/5th Ave. Station. Need height restrictions!! Add a neighborhood working group to make sure neighborhood concerns are being properly addressed. Also add a safety/school working group.

Adding parking to accommodate additional commuters. Those who are dropped off & picked up since they cant get spots. Develop parking lots, exits, that encourage traffic toward major streets (Washington) and away from neighborhood streets. Improve buss patterns so that neighborhood streets are not impacted. Bike and pedestrian friendly - add bike parking at station. Keep children's museum where it is. Consider park and recreation options. we don't need expensive housing options or anything taller than Kroehler. Retail and restaurants in 5th ave station have not done well. I'd like an explanation of why anyone thinks more would be a good idea.

None

None

None

None

Our family is one of the owners of the Naperville Station apartments at 321-325 N Center St. We have concerns the city would need this property if this large development proceeds. We are not opposed to redevelopment but we would like to have input into how and what when a plan to build is decided upon. Thanks,

Our neighborhood is unanimous in not wanting housing structure in Kroehler lot that doesn't fit in (size + scale wise). Put single family homes if you need housing there as you are adding excessive people density and a structure that simply doesn't fit the neighborhood with anything other than single family homes. Concerned about reducing property values with the planned/proposed idea and making traffic and associated environmental pollution worse. Proposed development must fit each area you are looking at. Leave big structures where they fit in not fit for the area.

Concerns for property values going down as a result of excessive development that doesn't fit existing neighborhood. Will Ryan or City Counsel purchase personal properties affected by the development at pre development market prices?

Key Concerns - Traffic/Housing Density/Parking Blance - Cost of Project carried by the City - Migration of townhomes into the neighborhood.

Concerns: Traffic, Pedestrian Safety, Flooding, Property Values. Do not want high-density development. Any building cannot be higher than Kroehler Furniture Building. Retail was tried and 5th Ave Station 25 years ago and failed. Only service oriented businesses there now. Must maintain the character of the neighborhood.

Car traffic (Parking). I'm a huge walker and I want to still feel safe walking around my neighborhood. Property value decreasing, too much inventory, over pricing. Current flooding and future flooding. Green Spaces. Parks. Development that keeps with the style of the neighborhood. No high density.

None

None

Concerns: Density - this land can only be accessed by a 2 lane road. Green Space - Naperville has a master plan for green space. This neighborhood is below the limit for greenspace already. Parking - there is a 10 year waiting list for commuter parking. This must be solved as well as a transportation center for buses. Height of Buildings - This is a residential neighborhood. I know that high rises have been built in other towns along the railroad tracks. The difference is that in those towns, the railway runs through the downtown. Not so with Naperville. This is a residential neighborhood. Flooding - This is a huge problem in the neighborhood. Any development will need to fix this issue not make it worse. Overcrowding in schools. The public schools in our neighborhood are at full capacity. Any residential development will need to keep this to of mind. Cow Tunnel - This is something to consider, a very good example of this is in Western Springs.

None

Stake Holders: NNHS, District 203, Park District, Naperville Art League, Neighborhood!!, Metra BNSF, Commuters (permit, daily, walkers, bikes), 5th Ave Residents and Businesses, Pace Buses. Issues: Flooding, traffic, parking. Do we need more businesses? There are empty storefronts downtown. Why not fill those first? Do we need another downtown? No Downtown needs more divers local far. Traffic is already impossible thru downtown. Why add more?

None

None

None

I am particularly interested in how the development fits into the watershed. Currently the area contains a lot of impermeable pavement. It is an opportunity to build in better infrastructure to slow and filter runoff or help the water to infiltrate in place. Parking is an issue. I hope the amount of parking increases. I walk downtown from the northside (Columbia + Iroquois). I use the train station bridge to avoid crossing Washington. Will the area promote walkability? Naperville is a wonderful place to live. This project can enhance or degrade the city.

None

None

Concerns about the following: Location and access to Rail, Childrens Museum, Parking for trainstation, Impact to Ellsworth, Kroejler Bldg stays, drainage, hight of buildings and maintaining integrity of residential neighborhoods, Vertical paking \$18K/spot.

My personal priorities are the children's museum, green space, and recreational space near the railroad tracks. Also, although I live South of the tracks and my children do not have to cross the tracks to go to Ellsworth, I do have children who cross Washington to go to the Washington and the High School and would love to see a safe and comfortable (bright/open) passageway across all these travel routes. This development is a wonderful opportunity to make these school routes safer. Also, would love to see the children's museum incorporate the train into its activities (observation tower? Bridge over track?) Of course, green space and parks to be incorporated as well. The park North of the tracks and West of Washington is lightly used. It's just too isolated. Perhaps that property could be included.

I presume residents will be paying the development costs. When will the revenue from the development be returned to the residents? Naperville's infrastructure currently does not support the number of residents. How can it accommodate 2,000 - 3,000 more in a very small area? I urge every council member, Ryan Executive and May Chirico to take Metra to/from Chicago during rush hour. You need to know the real impact of your decisions.

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None

I am very concerned about traffic. It is already next to impossible to exit my neighborhood during train time and adding more will make it miserable. Parking is key but needs to be spread out to not bottleneck all cars in one place. Pedestrian safety is very important. Our kids are not bused - they walk to Ellsworth, Washington and NNHS and it really is very dangerous in the mornings as train traffic only cares about catching a train. Stormwater must be addressed. The neighborhood floods regularly and not just in huge storms. Before any development is done this must be rectified. Keep some green space, even add to it.

None

Major concern is the density and the concentration of commuter parking, busing. Why one bus depot? Why one parking garage? For traffic issue, we would like to see North side commuters/buses on North Side and South side commuter/buses on South side. Better to disperse than concentrate all cars and buses. Neighborhood streets need to be protected. Height of buildings need to fit neighborhood. We do not want high rise complexes. Need a neighborhood working group. We have more skin in game than "commuters".

None

I'm a resident of Naperville Station so proximity is of much interest. My background is 5 yrs. Of commercial const. & then 32 yrs. Financial & strategic/operational business analysis. Served many hats including 5 yrs of CFO of \$1 B div. & multiple yrs. in financial, purchasing IS & other areas. I'd be interested in any role that could utilize my experience & 20 + years as a Naperville resident.

My primary concern is commuter parking & traffic. As you know, there is a much greater demand for commuter parking than there are available spaces. I waited for 7 yrs. On the wait list for a spot in the Kroehler lot. It's important to me that the number of commuter parking spaces is not reduced, & that adequate/equivalent parking spaces are available during const. I hope to be involved as the public dialogue about this project proceeds.

Concerns about stormwater. It continually gets worse each year as new const. keeps raising the water table. We have lived on Ellsworth for 20 yrs. & water started seeping in basement 4 yrs. Ago. I expect the new const. on 5th Ave will have a major impact on an existing problem. Also there are major traffic concerns already in the neighborhood. The houses are close to the street. Our kids play in our yards & too many times speeding cars come down the street & don't stop at the stop signs. Adding more density to the neighborhood is very concerning. Already there are too many cars & traffic.

Cow tunnel; quadrant going to Naper School

Mtg too crowded; couldn't really talk much; would like 4-story heights; concerned about increase congestion; would like more park/green area; not interested in more retail; saw lots of attendees who didn't know what to do at the mtg - I only heard about this through social media. You REALLY need to do a better job of getting the word out.

Concerns: green space, traffic impact, height restrictions, density, uniqueness/character, bldg. materials, scale, walkability, quiet areas

I believe that creating an exciting, vibrant environment and experience in the area surrounding the train station is very important. However, it should not take business away from downtown Naperville, but rather funnel people toward downtown. I believe there is a lot of potential to bring increased revenue to the city from people from other communities coming to the 5th Avenue Station via train and also by car. Trains and the areas around train stations are really having a revival and I believe this area is prime for entertainment, restaurants, etc. I am not sure how sustainable/successful it would be, but the popularity of craft beer exploding, I think a brewery and/or distillery that offered tastings, tours, etc. would be a huge hit. It could be kept very classy, high end environment that I think would be a popular attraction for young and old alike (21 of course).

Traffic management is critical. We already flood regularly. The storm sewer system is outdated and undersized and this new development will tax an already overburdened system. The influx of families will be a problem with our very small but awesome elementary school - Ellsworth. We won't want to be redistricted to another school. Keeping the Kroehler lot (5th & Sleigh) single family or make it open space. Better pedestrian/bicycle crossings - under and over passes. Gateway to downtown.

The storm sewer infrastructure continues to be a problem for all residences east of the train station. I'd like to get involved with that particular committee.

Storm water management. Traffic impacts.

Storm water management. Traffic impacts.

Concerns: Increased flooding to area (already floods north of project location in several areas). Traffic -esp. if parking concentrated in parking garage & in and out. Commuter parking - need coordinate w/ BNSF regarding capacity and any increases in parking. Pedestrian & bike safety (my husband got hit by car at 5th & Washington 20 years ago). Preserving & creating open space. Sustainable development compatible with neighborhood possibly some recreational development.

Increase student involvement with initiatives at Washington Jr. High area high schools and north central college. Jr. High is important - get kids excited about supporting the project rather than being against it due to parent influence. Make the area kid-friendly and exciting for students to visit (during and after construction design process).

Listen to residents. This is a good start. I haven't seen any comments or talked to any residents that want businesses or even buildings. Why is the city even considering building when we need more parking or green space (to help w/ flooding?)

Development needs to be w/ in the context of the area. Do not want high density low income housing. We need to maintain our property values. Need to stop speeding traffic on Loomis Street. Consider traffic calming devices. Public involvement should be in place throughout the construction phase. Do not want the historic Kroehler bldg. diminished - it is a historic property. We don't want a "wall/barrier" between us and the historic district. Loomis is a bike route - need to slow traffic.

Development needs to fit within the context and character of the neighborhood. Concern types of housing as this area is redeveloping already with many teardowns and construction of high end homes. The train station makes the area desirable and with the location of the college keeps the area stable and prime for positive growth. Residential units need to add, not subtract, from its value & character. Home values are important. Low income housing or apartments are not desired. There are numerous rented units already in the area which harms home values as many are unkempt. Speed of traffic on Loomis needs to be controlled. Additional traffic with no controls is unacceptable. Traffic calming measures need to be included.

Specific requests: please do not add low income/senior housing to the area. Please focus any larger structures closer to Washington St/train tracks and away from the existing residential neighborhood. Please do not build anything large on the Kroehler parking lot. This would be idea for a park or luxury single-family homes. Please keep any building esthetic in line with the existing neighborhood, i.e. No tall buildings

Pedestrian bicycle access has to be an important consideration. North is isolated. I will actively participate in anything and everything to make this successful.

The key to this project is "right-sized" development. Done correctly, including...A proper master plan for the entire area that takes traffic & infrastructure into proper consideration. A realistic phasing plan that addresses infrastructure needs and parking. Respect the surrounding neighborhood in terms of scale, density, & building materials (example - 4 story residential under construction @ east side of Barrington park). Emphasize sustainable design & leed certification (about 1/3 of certified points are already with site due to location). This is a P.U.D. or T.O.D but not at a dense neighborhood/downtown scale

Among many interest/concerns, want to know overall city objective - Don't see goals objective list. Existing traffic, especially at rush hour, being compounded with any additional housing units or businesses. Don't know how restaurants or businesses could attract customers during that craziness. Safety: Our entire family, adults, kids and neighbors walk through the 5th ave area from downtown Naperville and or from the train sometimes late at night. I do not want a parking garage above ground. I would rather have below ground garage & park/open green space for safety similar to area on south side of the train station. Don't want additional town at train station, don't need height or growth of existing downtown Naperville density concerns. Land use would love more open space use with underground parking, skating, rink @ winter, paths, similar to central park (NYC), Riverside, IL Millennium Park.

Walking on Washington, increased traffic, dangerous. Safe pedestrian walkway. Cynthia is blind and would like to be considered for the committee as a member of the ADA community.

The impact on neighborhood schools has not been addressed. It takes years for the Board of Education to make boundary adjustments in the event of a new development which includes families. In the meantime, children are negatively impacted by overcrowded classrooms. I've been on input committees through various entities before. Some have clearly listened to and acted upon recommendations/concerns. Others clearly had a pre-set agenda so that the input process was only a ruse. Please don't let that happen here.

Thanks very much for providing the community engagement sessions. It was very helpful. I'm intrigued. I'm interested in getting involved.

Traffic patterns. I live on Ellsworth St & do NOT want all of the cars funneling onto my street. School issues-safe walk to school routes to Ellsworth School, Wash. School & Naperville North HS; overcrowding of schools if increased population in this area; water mgmt & flooding; commuter parking: if increasing spaces-how will more people fit on trains?; green space.

Add commuter parking spots. Keep Children's Museum near train station. Use dark sky friendly lighting so the neighborhood is not bathed in the glow of the development. Shielded lights are better for the environment too. No high rises. And I know developers have a tendency to think bigger is always better.

low density, green space, easy pedestrian access, build welcoming space not attraction/commerce

Wrong format for gathering input. We the people, in order to form the best result, need to hear each others words to understand their feelings on all the issues. Trust but verify. Where's my verify part. We need goals and objectives for each box on the process plan.

I know it is early state but if this development doesn't address the parking (commuter) backlog, this town will regret it for many years to come as jobs can move into Chicago. I know there are other issues and concerns but the commuter parking issue should be a major driver for these decisions.

Traffic and density and flooding. Not sure how you can add hundreds of housing units with cars and still be able to move north & south.

Concept of using a plant conservatory structure at some junction of pedestrian traffic so that walkers would move through and around the plants. Might function as adjunct classroom study with North Central College or other interested participant. Looking for a way to moderate impact of parking lots & cars & give business or other properties attractive lanes of approach. Perhaps there may be room for water retention as ice skating pond or summer water feature. Center needs an Ann Arbor Zingermanns Deli & so forth.

5th Ave is NOT the right place for this development. This neighborhood already has too much traffic & it's not conducive to appts. & condos. Please be thoughtful to your constituents. And what about the conflict of interest w/Ryan?

As a new resident in the area we are very concerned about retaining the residential nature of the area. More traffic, loud noise & tons of people roadming in/out would be detrimental.

I currently park at Kohler lot after waiting 8 yrs for parking. Currently this lot is 50% overbooked. If you don't get into the lot by a certain time you do not get a space (event though you paid for it.) It is very important to consider increasing the number of spaces in the area. This community is a joke because of this.No other suburb has this issue. This is the chance to correct the problem and NOT make it worse.

This process seems to be very secretive. I do not feel this has been vetted well with public input. Why a developer has been chosen before a project has been determined seems backwards. It makes this feel as if a plan is in place and community is not involved. If feedback and recent reaction has been ignored, why should citizens feel it will be any different moving forward?

Would love a grocery store - still miss CeeBees!

Need to address issues of traffic, parking, stormwater; Look @ LEED dev. concepts that would address these issues. Market residential to urban dwellers, commuters, millennials & seniors who don't drive & instead use mass transit, ride sharing car services, DIVVY bikes & zip cars. Use permeable pavers to assist w/water run off issues. Green roofs to facilitate water run off & absorption. Additional green space.

Too late now but this an upside down process. Group up input to City should come first-in depth analysis; but here we are. Keep all development low, green, residential friendly; that should be the guidance.

Would like to see: grocery; kid & family friendly; Children's Museum relocated. Concerns: school capacity & re-districting; stop light being installed @5th Ave & Columbia: this would make the area feel less like a neighborhood; concerned it would affect the value of my home as I'm located right on 5th Ave.

No parking on 5th Ave; traffic; height of bldg; had stores in 5th: now all closed.

Proposed commuter parking lot will not work; go to RT 59 & see how well that works especially during evening rush trains.

Senior Home Sharing is a unique & affordable housing alternative, where seniors share residential housing. We are excited about the opportunity to further meet the need of the low-middle income older adults. Currently we have one residential home on Eagle St. & have been there for 30 years! Naperville has been a longstanding partner & we look forward to future conversations about expanding our proven model!

bicycle lanes; secure bike parking; green space

Density & traffic are my main concern.

I would be interested in observing activities of any working groups involved in the areas of architecture, lighting design, building engineering & building management systems (BMS).