



# **Block Solutions**

## Chapter 4: Block Solutions

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**A walkable, urban form that complements the existing scale and character of Downtown West Chicago should help create a more attractive place. A building's massing and way it sits on its site can reinforce this notion or discourage a pedestrian-oriented environment.**

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The following pages should provide clarity on what redevelopment may look like and help better tell the story of the Central-Main Street Study Area.

The Redevelopment Plan identifies one way to lay out building footprints and public spaces within the Study Area. There are many design solutions that may achieve the same desired outcome as the Vision Plan, while complementing a developer's model or preferred building typology.

The following massing visualizations apply recommendations from the 2017 Plan in three-dimensions. Retaining flexibility is key, so these solutions should be used as a guideline to help inform proposals that may ultimately match or deviate from the visualizations. The blue callouts identify critical urban design elements that should be followed, otherwise the successful redevelopment of the blocks may be compromised. Each block visualization lists the block zoning classification, developable area, unit count of the visualization, density, height, and

stormwater requirements. Some considerations may be more critical to the success of the development than others, but all should reinforce quality urban design practices. To that end, the visualizations should give some indication to investors of what is possible on each site.

These visualizations are for demonstration purposes only and are not suggesting a development proposal match the exact massing or footprint, but follow basic guidelines that reinforce a compact, walkable community. The City should critically evaluate the merits of a development proposal when the time comes.

Key corners for public spaces and architectural features help tell the story of the procession along Main Street. These are the series of landmarks identified on page 33 which act as wayfinding strategies linking the Downtown core with IL-59 and the Metra station.



# Block Redevelopment Guidance



## Block Redevelopment Visualizations

The Vision Plan for Central-Main Street demonstrates one redevelopment scenario for each block. This Chapter divides each of the five blocks identified above and provides more specific design solutions.

The five blocks represent different collections within that Study Area where contiguous parcels are currently owned by the City of West Chicago. Blocks 4 and 5 are classified as separate blocks because the exceptionally long distance between Chicago Street and IL-59 should be interrupted at some point along Main Street, so the terminus of S. Oakwood Avenue and Wilson Avenue is a logical location. Block 3 is the only full block that the City currently owns within the Study Area, while Block 2 is entirely owned by the City, but only represents a portion of the overall block.



# Block 1

## Illustrative 3D Scenario

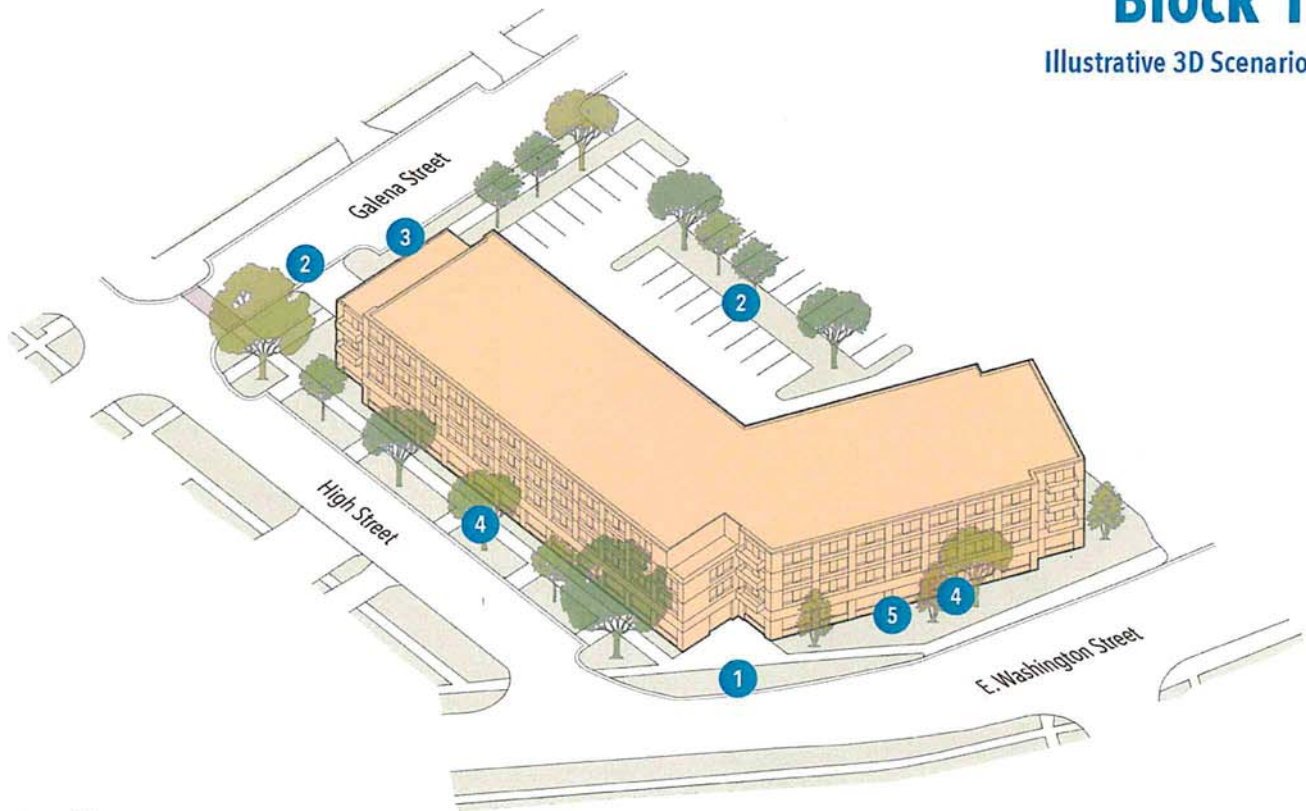


Figure 61

### Block 1: Multi-Family Apartments

<b>Zoning District</b>	B-1: Central Business District
<b>Block Area</b>	1.10 acres (48,030 square feet)
<b>Unit Count</b>	70 Apartments
<b>Density</b>	63 units / acre
<b>Height</b>	Four-Story max.; Two-Story min.
<b>Stormwater Req.</b>	0 cubic feet

- 1 Locate entrance at corner of High Street / East Washington Street
- 2 Locate parking underground and at rear of building off alley
- 3 Building steps down at Galena Street to complement scale
- 4 Maximize frontage on High Street / East Washington Street
- 5 Incorporate landscape along East Washington Street frontage

Block 1 faces both E. Washington Street and High Street. The primary building facades should address both streets, while Galena Street remains secondary. The alley should be used for parking access to surface or garage parking to avoid additional curb cuts into the block. This redevelopment can become a gateway feature from E. Washington Street turning onto High Street and has significant visibility as the terminus of Arbor Avenue.

Currently, Block 1 is occupied by the Republic Bank of Chicago's drive-thru and surface parking lot. Redevelopment of this site would rely on a relocation of the drive-thru facility and replacement of surface parking to a location out of the Study Area. Drive-thru facilities are rarely appropriate downtown uses.

*(see page 55 for block specific stormwater recommendations)*



# Block 2

## Illustrative 3D Scenario

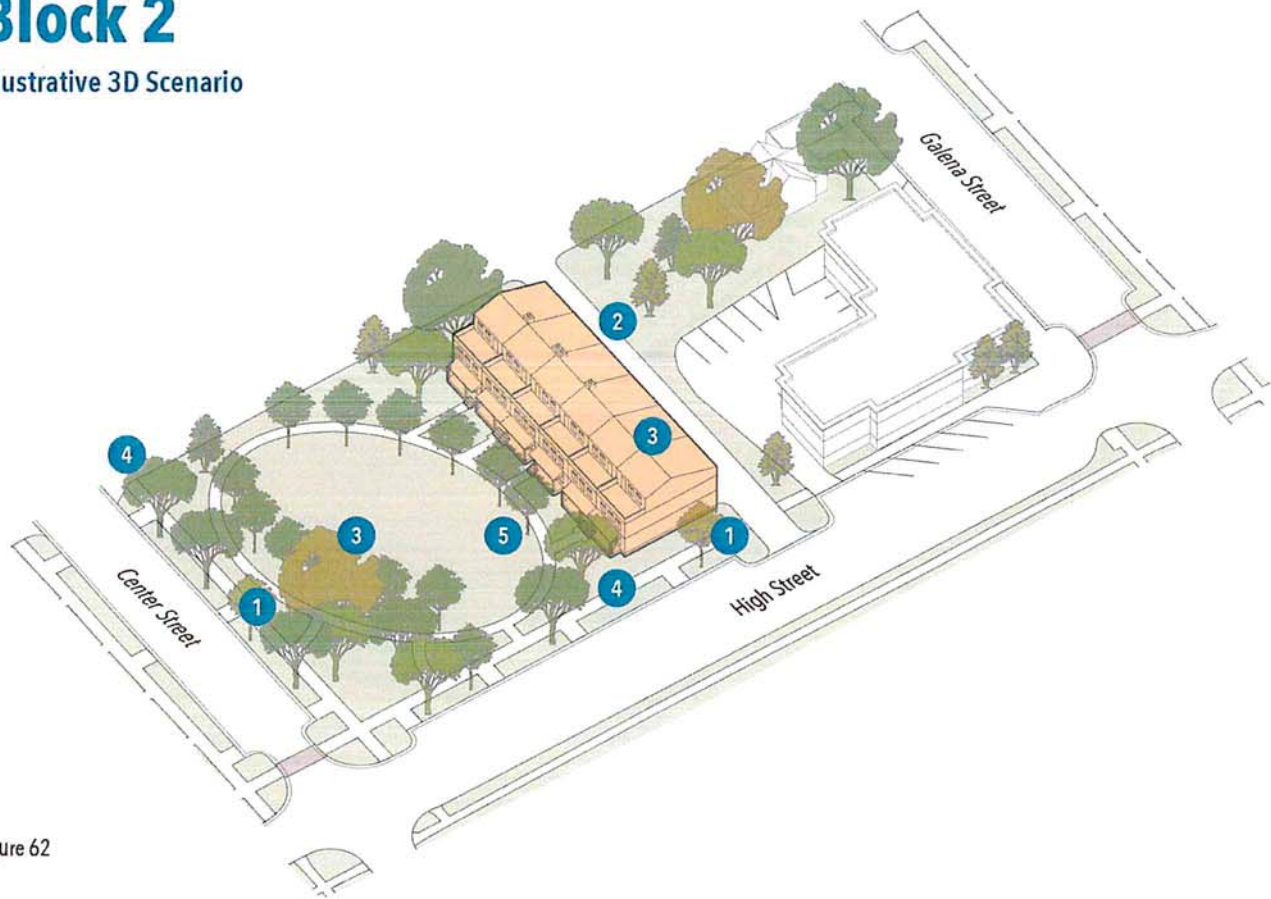


Figure 62

### Block 2: Townhomes

<b>Zoning District</b>	B-1: Central Business District
<b>Block Area</b>	0.79 acres (34,246 square feet)
<b>Unit Count</b>	6 Townhomes
<b>Density</b>	8 units / acre
<b>Height</b>	Three-Story max.; Two-Story min.
<b>Stormwater Req.</b>	1,205 cubic feet

- 1 Orient frontages towards High Street / Center Street
- 2 Locate parking at rear of building off alley
- 3 Buildings should respect scale of historic homes on High Street
- 4 Utilize existing alley; build additional driveway if necessary
- 5 Potential for carriage house unit above garage

Block 2 includes the vacant parcels at the corner of Center Street and High Street. This site is central to Downtown and is an excellent location for a small 0.25-0.40 acre pocket park with a tot lot playground. The park should address both Center Street and High Street while maintaining enough room for development parcels on the park's edge. This example shows townhomes fronting the pocket park to put more eyes on the park for a greater perception of safety. An alley off High Street intersects the existing alley perpendicularly, providing access these townhomes.

Currently, Block 2 has no built structures on the City-owned parcels; however, there is a historic coach house along the alley that should be considered for preservation.

*(see page 55 for block specific stormwater recommendations)*

## Block 3

### Illustrative 3D Scenario



Figure 63

#### Block 3: Multi-Family Apartments and Townhomes

<b>Zoning District</b>	B-1: Central Business District
<b>Block Area</b>	1.78 acres (77,374 square feet)
<b>Unit Count</b>	60 Apartments; 14 Townhomes
<b>Density</b>	41 units / acre
<b>Height</b>	Five-Story max.; Two-Story min.
<b>Stormwater Req.</b>	34,354 cubic feet

- 1 Corner plaza at the intersection of Center Street / Main Street
- 2 Architectural emphasis at corner plaza
- 3 Townhomes along Center Street / High Street
- 4 Emphasize corner at Chicago Street / Main Street
- 5 Align driveway with alley across Center Street

Block 3 is surrounded by Main Street, Center Street, Chicago Street, and High Street. It is the only full block development site owned by the City. Along Main Street, midrise apartments that front onto the plaza at the corner of Main Street and Center Street establish an anchor at the south end of the two-block Downtown core. The corner of these apartments should also include a visual landmark on the plaza that aids in the procession from Metra station to Downtown core. Townhomes along High Street respect the scale and character of the historic neighborhood.

Currently, Block 3 includes multiple single-family homes and Frank's Automotive Repair, which adds a layer of complexity to the block's redevelopment. The timing of lease expirations must align with developer schedules, so demolition and site clearing can occur prior to redevelopment.

*(see page 55 for block specific stormwater recommendations)*



# Block 4

## Illustrative 3D Scenario



Figure 64

### Block 4: Multi-Family Apartments and Townhomes

<b>Zoning District</b>	B-1: Central Business District
<b>Block Area</b>	2.45 acres (106,640 square feet)
<b>Unit Count</b>	120 Apartments; 6 Townhomes
<b>Density</b>	51 units / acre
<b>Height</b>	Five-Story max.; Two-Story min.
<b>Stormwater Req.</b>	39,675 cubic feet

- 1 Architectural emphasis at Wilson Avenue terminus
- 2 One driveway for parking access allowed along Main Street
- 3 Align street and alley with driveways
- 4 Respect historic scale with townhomes along Chicago Street
- 5 Retain church parking lot

Block 4 faces both Main Street and Chicago Street, as well as S. Oakwood Avenue on the north end of the block. Water's Edge Bible Church owns the irregular shaped parking lot at the center of the block, so the illustrated redevelopment excludes their parcel. Midrise multi-family apartment/condominium buildings along Main Street and townhomes along Chicago Street would complement the scale and character of both edges of the block. The terminus of High Street is aligned with the primary access drive and drop-off for the apartments. One right-in/right-out access point off Main Street may be necessary to access parking.

Currently, Block 4 includes multiple single-family homes. The block is mostly city-owned, so redevelopment may require the acquisition of one more parcel. If the remainder of the block becomes available on the market, it should be purchased for additional redevelopment opportunities.

*(see page 55 for block specific stormwater recommendations)*

# Block 5

## Illustrative 3D Scenario

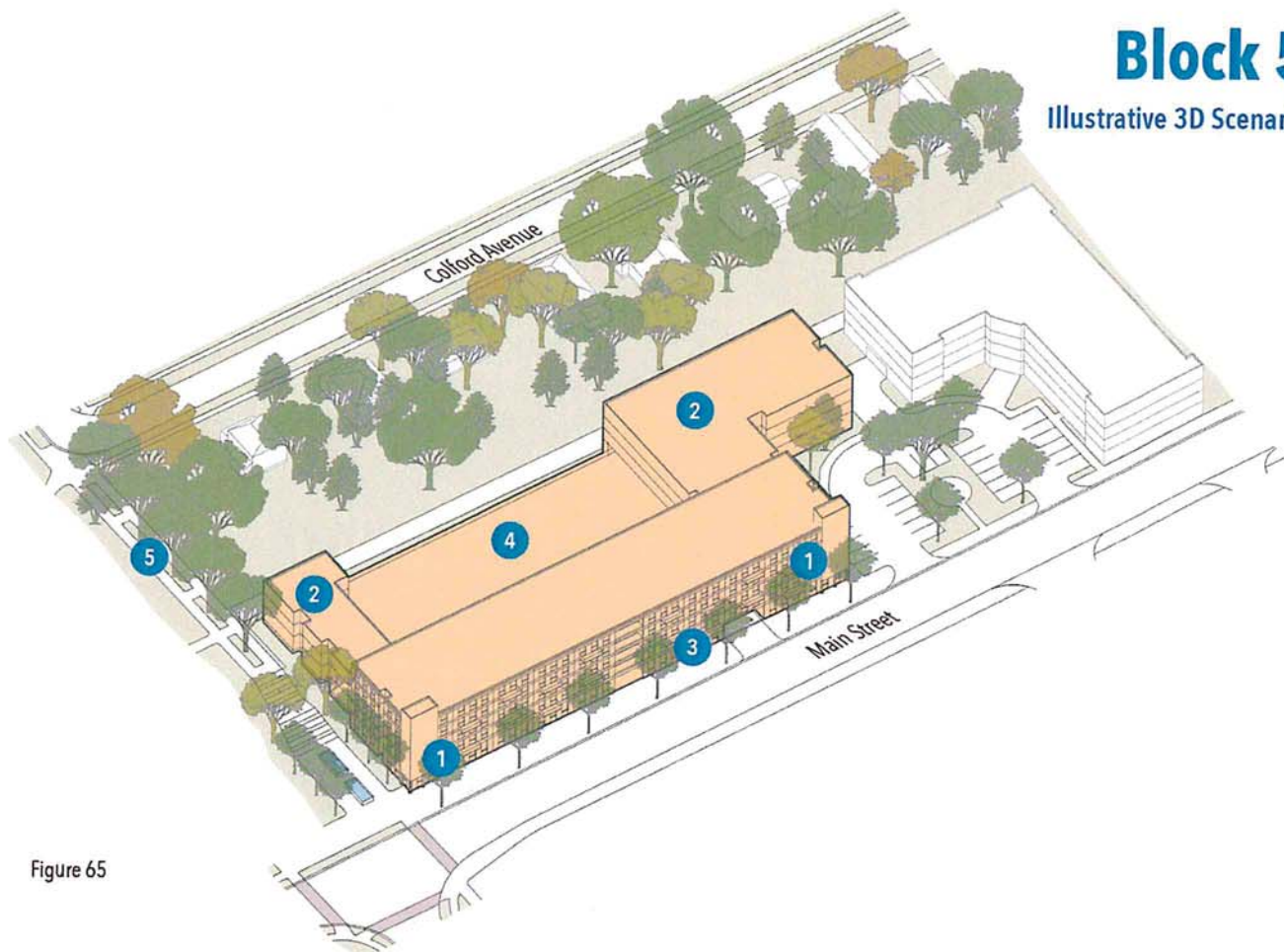


Figure 65

### Block 5: Multi-Family Apartments

<b>Zoning District</b>	B-1: Central Business District
<b>Block Area</b>	2.09 acres (91,033 square feet)
<b>Unit Count</b>	150 Apartments
<b>Density</b>	72 units / acre
<b>Height</b>	Five-Story max.; Four-Story min.
<b>Stormwater Req.</b>	46,923 cubic feet

- 1 Architectural emphasis at building corners
- 2 Reduce height adjacent to single-family homes
- 3 One driveway for parking access allowed along Main Street
- 4 Parking garage wrapped with building
- 5 Path connection to Main Street from S. Oakwood Avenue

Block 5 is across from the Metra station along Main Street. This site offers the opportunity to build a truly transit-supporting development with a high unit count. The building should be a maximum of five-stories along Main Street and should step down towards the rear of the site to respect the lower scale of the single-family homes. The illustration shows a two-level parking garage that requires minimal excavation. The building would wrap the parking garage, so it does not front Main Street.

Currently, Block 5 includes not only the City Hall building and parking lot, but the neighboring for-sale parcel to the east. Though relocation plans for City Hall are under consideration, no permanent location has been identified to date. One possibility is relocating City Hall to the West Washington Street Plan study area; however, if timely redevelopment is desired, it may be necessary to temporarily relocate City Hall until a permanent home can be identified.

*(see page 55 for block specific stormwater recommendations)*





# Realizing the Plan

## Chapter 5: **Realizing the Plan**

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**The role the City can play in setting the stage for private investment is critical to the redevelopment of the Central-Main Street area. Accelerating the process is crucial.**

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The 2017 Plan update is a plan for action. The City must complete the Developer Ready Checklist (*see page 27*), which requires the City to take an active role in prepping, marketing, and delivering the sites to investors. Coordinated efforts will produce quick results. Identifying the potential “hold-ups” that the development community may face and breaking down any unnecessary barriers, both physical and regulatory, can accelerate redevelopment.

Phasing is not necessarily linear for the redevelopment of West Chicago. Though Blocks 2, 3, and 4 are ready to redevelop due to city ownership and building vacancy, certain moves may open

up opportunities on Blocks 1 and 5 in the near-term. One of the most significant obstacles to redevelopment is the presence of City Hall on Block 5 and an unknown timeline on a future relocation for the building. A path towards implementation is outlined on pages 68-69 that identifies what needs to be done to open each block up for redevelopment.

While efforts advance to bring the 2017 Plan to fruition, the City should continue to advertise Downtown as an active destination for West Chicagoans. Small improvements and regular community events.



# Taking Action

## Role of the City: Set the Table for Development

As the primary land owner within the Study area, the City of West Chicago will play a crucial role in determining the timing of redevelopment.

Each of the following is delaying potential redevelopment. Many existing single-family homes are either occupied or being used as businesses and services within the Study Area. Additionally, other businesses, such as Frank's Automotive Repair and Republic Bank, occupy actively used buildings. Lease termination agreements for these City-owned properties should be revisited and executed to align with potential redevelopment. The City of West Chicago City Hall sits directly across Main Street on Block 5. The adjacent parcel, 487 Main Street, is currently on the market. Republic Bank owns the 100 block of High Street, which includes a drive-thru facility and surface parking lot. Each of these is delaying potential redevelopment.

## Prioritizing Walkable Standards

The existing Zoning Ordinance establishing regulations for the B-1 Central Business District and R-6 Multiple-Family Dwellings District contains restrictions that do not complement compact, walkable development: and need to be reevaluated. The following are specific criteria outlined in the zoning ordinance:

### B-1 Central Business District

- 10.2-1.(A) suggests all establishments should be primarily retail or service, while the Vision Plan includes residential;
- 10.2-1.(F1) identifies a minimum area of stand-alone building footprint, while the bank drive-thru does not meet this minimum area;
- 10.2-2(G) establishes a maximum height of four-stories, or 48 feet, while the Vision Plan recommends five-stories, or 60 feet
- 10.2-4(G) recognizes dwelling units below the second story as a special use, while the Vision Plan recommends this to be allowed by-right

### R-6 Multiple-Family Dwellings District

- 9.7-1(A1) establishes a minimum ground floor footprint of 750 square feet, which limits the opportunity to build tuck-under parked townhomes;
- 9.7-1(A3) identifies a minimum size 650 square feet per dwelling unit, while the residential target market analysis

identifies smaller studio units as marketable;

- 9.7-1(B1&4) limits both the height and possibility of including a carriage house or accessory dwelling unit (ADU) over a detached garage, while the Vision Plan recommends ADUs as a valuable urban housing type;
- 9.7-2(A3) establishes a minimum site area of 5,000 square feet, which is far more than the area per dwelling unit than the Vision Plan recommends;
- 9.7-2(B1) requires a minimum front yard of 25 feet, which is suburban in nature and does not promote walkability;
- 9.7-2(B3) requires a minimum rear setback of 30 feet, which is more than necessary in Downtown;
- 9.7-2(D) suggests a maximum lot coverage of 60%, which is less than many urban lots

The existing parcel conditions and zoning limitations are two examples of constraints that should be addressed to better pave the way for private investment. The land acquisition and development approval process would need to be streamlined for the City to take the lead on removing these zoning constraints and checking as many boxes as possible on the Developer Ready Checklist (see p. 27). Additionally, a review of potential building code restrictions that do not align with today's most cost effective building standards should commence.

## Alternative Routes to Zoning

The City should consider a form-based code (FBC), prepared by a third-party professional services consultant, as an alternative to making multiple zoning ordinance amendments or approving zoning variances. The Form-Based Codes Institute defines a FBC as a "land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A FBC is a regulation, not a mere guideline, adopted into city, town, or county law. A FBC offers a powerful alternative to conventional zoning regulation." Additionally, it may better equip Downtown with the potential for a streamlined development approval process that the City, the Plan Commission, and the Zoning Board of Appeals all trust to enforce good development. Another strategy would be to prepare a zoning overlay for Downtown that considers the aforementioned constraints as well as other constraints that may hinder timely redevelopment of the Study Area.

## Reaching Full Build-Out

### Phase 1 - Building Momentum

The redevelopment area of Blocks 2, 3, and 4 are almost entirely on City-owned land. These three blocks may be more attractive to a developer combined than as separate, individual developments. The total 180 multifamily apartment/condominium units between Blocks 3 and 4 are well suited for a market offering.

The first phase would get the ball rolling, as well as introduce much needed public space to Downtown and may be considered a risk for investors because West Chicago is an unproven market, so higher incentives will likely be necessary, such as lower interest financing.

### Phase 2 - Make Way for TOD

Though Block 5 may be the single most attractive development site within the Study Area, its redevelopment hinges on multiple variables. First, the City Hall must be relocated to either a permanent or temporary home to free up much of the site. Second, the parcel adjacent to the City Hall site (487 Main Street) would need to be acquired. This parcel is currently for-sale.

Block 5 will be a critical location to bring more residences into Downtown. Identifying a future location for City Hall should be a priority for the City.

### Phase 3 - Completing the Central-Main Street Redevelopment

Similarly, Block 1 requires the relocation of an existing use. Redeveloping this site is more complicated because the land is not for sale or City-owned; at the same time, there are more visible and accessible locations for a bank drive-thru elsewhere in West Chicago. The current land-owner has expressed interest in the redevelopment of its parking lot and drive-thru to a higher and better use.

It is important to note that Republic Bank is a productive asset to the community and this site is not as critical to TOD redevelopment of the Study Area as other blocks, so a successful redevelopment plan is not necessarily contingent on the redevelopment of Block 1.

Phase 1 (Blocks 2, 3, and 4)



Figure 66

Phase 2 (Block 5)



Figure 67

Phase 3 (Block 1)



Figure 68



# A Path Towards Implementation

## Responsibility Matrix

Timeframe	Action Step	Responsibility
<b>Phase 0 - City Completes Development Ready Checklist</b>		
< 1 year	Adopt Central-Main Street Redevelopment Plan Update	City Council; Farr Associates
< 1 year	Pre-Approve Zoning/Code Variances for Blocks 1 - 5 ( <i>see page 66</i> )	Plan Commission and Zoning Board of Appeals
< 1 year	Complete TIF District Update and Restart with New Boundaries	Community Development; Finance Committee; Development Committee
< 1 year	Complete Preliminary Soil Tests for Blocks 1 - 5	Community Development; Public Works
< 1 year	Prepare Downtown Stormwater Master Plan	DuPage County; Public Works; Infrastructure Committee
< 1 year	Prepare Developer Recruitment RFQ / RFP	City Council; Community Development
1 - 3 years	Establish Protocol for O&M of Downtown Public Space	Public Works; Park District
1 - 3 years	Pilot Form-Based Code or Zoning Overlay for Study Area	City Council; Community Development
<b>Phase 1 - Building Momentum</b>		
1 - 3 years	Sign Redevelopment Agreement with Developer	City Administrator
1 - 3 years	End Leases for Single-Family Homes and Frank's Automotive Repair	City Administrator
1 - 3 years	Bid Package for Demolition and Site Prep (Blocks 2, 3, 4)	Community Development; Finance Committee; Private Developer
1 - 5 years	Construction of Off-site Regional and Stormwater Banking Facilities	DuPage County; Public Works; Infrastructure Committee
1 - 5 years	Coordinate Plaza Construction Through Public - Private Partnership on Block 3	Community Development; Public Works; Park District; Private Developer

Table 7

Timeframe	Action Step	Responsibility
<b>Phase 2 - Make Way for TOD</b>		
1 - 3 years	Finalize Relocation Plan for City Hall	City Council; City Administrator
3 - 5 years	Relocate City Hall to New Facility	City Council
3 - 5 years	Bid Package for Demolition and Site Prep (Block 5)	Community Development; Finance Committee; Private Developer
3 - 5 years	Coordinate Path Connection to Main Street Construction Through Public - Private Partnership on Block 5 to S. Oakwood Avenue	Community Development; Public Works; Private Developer
<b>Phase 3 - Completing the Central-Main Street Redevelopment</b>		
1 - 3 years	Engage Republic Bank about Drive-Thru and Parking Relocation	Community Development
1 - 8 years	Work with Republic Bank to Identify Alternate Site to Relocate Drive-Thru and Parking	Community Development; Development Committee
1 - 8 years	Bid Package for Demolition and Site Prep (Block 1)	Community Development; Finance Committee; Private Developer
<b>Greater Downtown Projects</b>		
1 - 5 years	Fremont Street / Main Street Intersection Realignment	City Council; Public Works
1 - 5 years	Implement West Washington Street Plan	City Council; Community Development
1 - 5 years	Apply Form-Based Code to Redevelopment Areas City-Wide	City Council; Community Development



# Getting Started

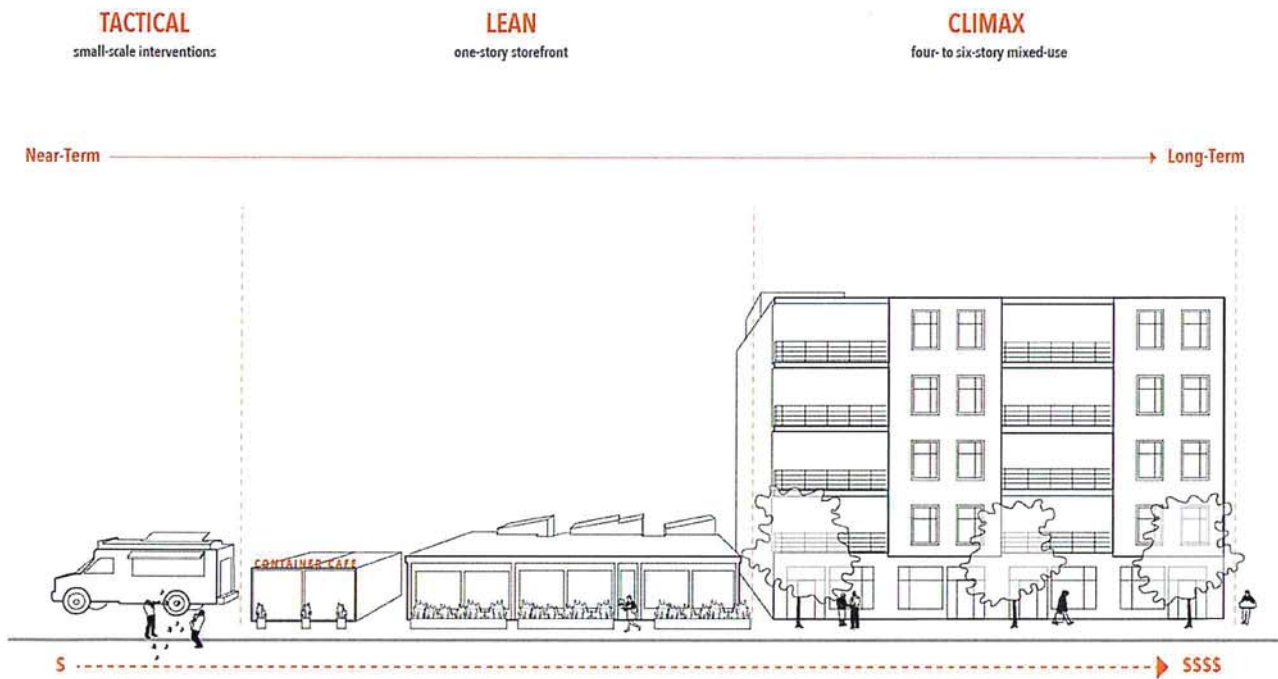


Figure 69 - TLC diagram (source: Farr Associates)

## Build Community Interest in Downtown

Build interest and awareness of the desirable qualities of Downtown while the Study Area is prepared for redevelopment. A tactical, lean, and climax approach, or “TLC,” proposes short-term implementation tactics that ultimately lead to high-investment climax conditions. This approach allows for testing through prototypes and more immediate results, which lead to incremental, but impactful, development. TLC may mean different things depending on a community’s situation.

Tactical approaches ask the question “what can we do right away?” The strategies derived from this question outline low-

risk, temporary solutions to help test the market for future, long-term investments, as well as build awareness in an area. This might include Hispanic cultural events, art markets, or food festivals held on Main Street. Be creative and try new things!

Lean and climax strategies are what the City is striving for, and what the development community wants: multifamily apartment/condominium buildings and townhomes. However, tactical solutions should not be underestimated, as they help reinforce Downtown West Chicago as the place to be.

### The Goal of this Plan: Progress

Downtown West Chicago has endless potential. It should and can be recognized as the heart of the community. Plans to improve infrastructure, signage, streetscapes, and make tenant upgrades should remain goals for the City; however, there is little reason to commit public funds to a stagnant area. If private investment does happen, additional public funds should flow into Downtown, as well.

A successful plan, in this instance, should reflect a timely redevelopment of the Study Area to bring more residents and businesses into Downtown. If Phase 1 proves successful, it may open the flood gates to further investment. West Chicago has a long history to build upon. Change in the form of new faces and buildings may be shocking to long-time residents, but this

approach looks toward the inevitable future. To maintain a healthy community moving forward, change is required to not only bring a new population into the City, but demonstrate that West Chicago is willing to take chances. Starting today, it is time to imagine the future of West Chicago.

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**Maintain a healthy community.  
Take chances. Imagine the future!**

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Figure 70 - Looking northwest along Main Street (source: Farr Associates)





WEST CHICAGO

# Appendix

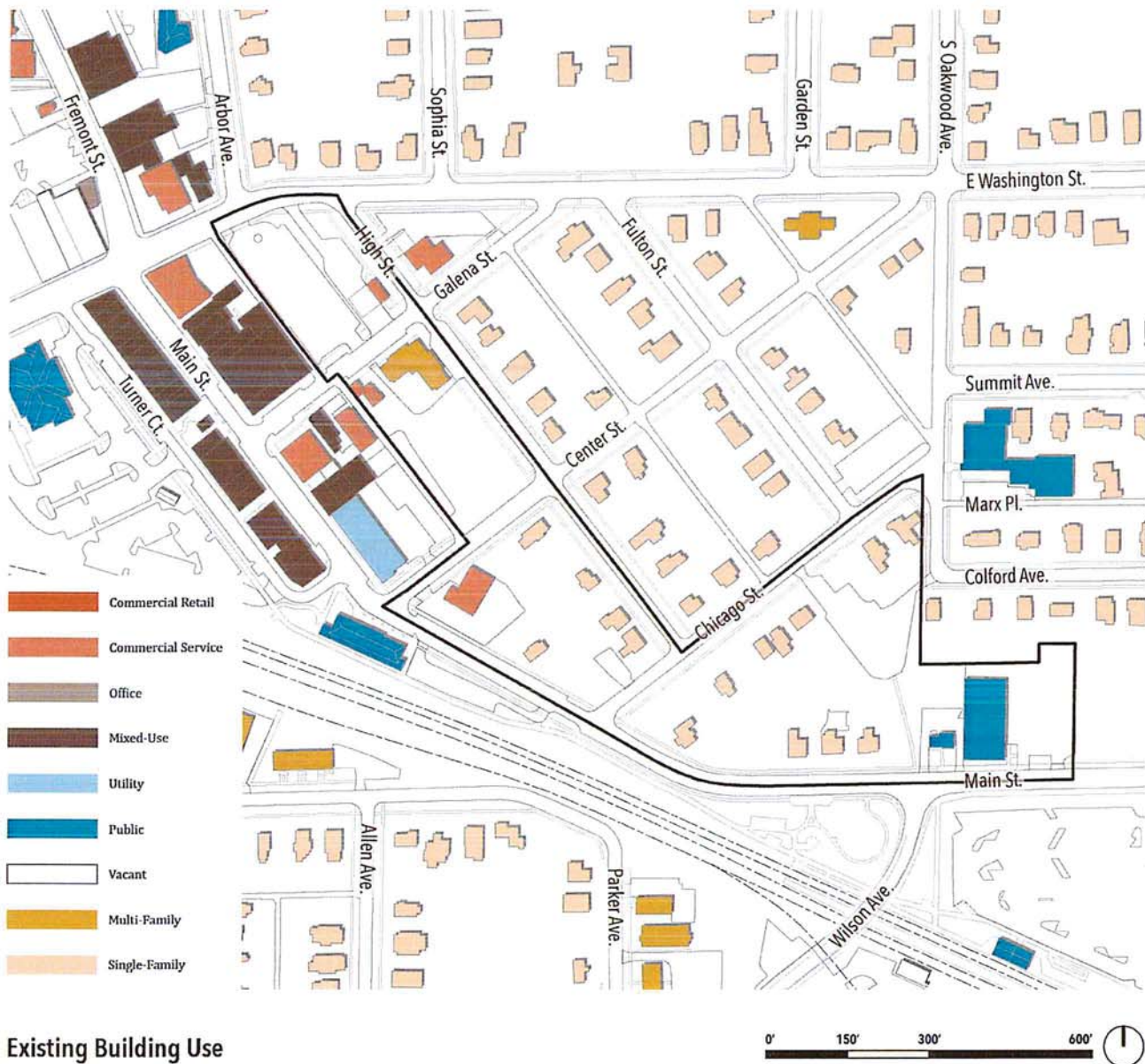
# Chapter 6: **Appendix**

## **Appendix Contents**

- 68** Existing Conditions Mapping
- 76** Preliminary Three-Redevelopment Plans



Figure 71



## Existing Building Use

Many different building uses are within downtown West Chicago with the primary mixed-use corridor located along Main Street between Center Street and E Washington Street.

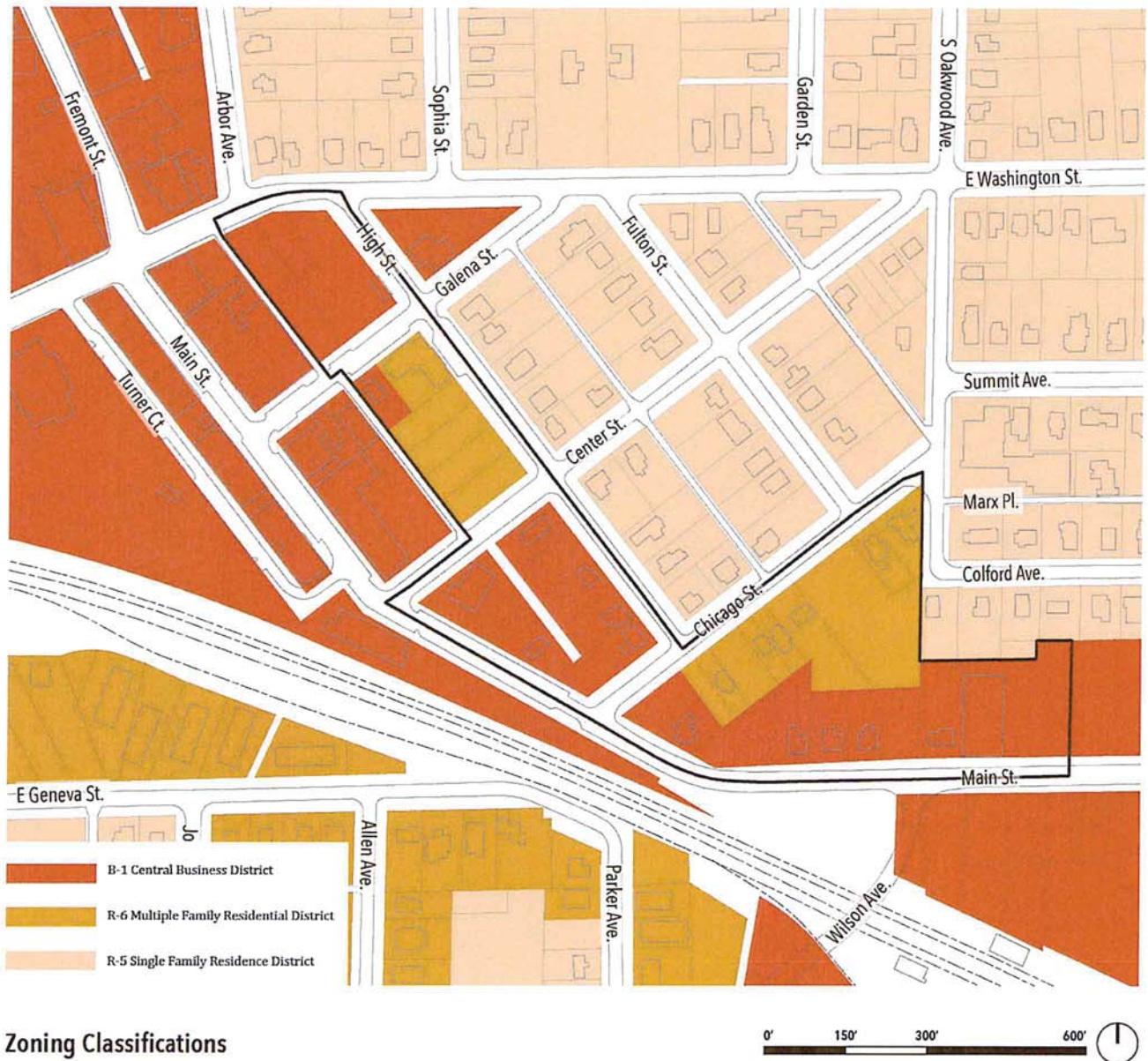
Service businesses occupy much of the ground floors of the mixed-use buildings, including law offices, restaurants, and financial services among others. Four parcels of significance include: the east corner of the Center Street and Main Street intersection, the northwest corner of the Center Street and Main Street intersection, the northeast corner of the E Washington Street and Main Street intersection, and the northwest corner

of the E Washington Street and Main Street intersection. These parcels include auto services, communications industry, and vacancy, which are not value adding uses in a walkable downtown.

The study area boundary includes one of these parcels, an auto service, public facilities, two banks, a multi-family building, and primarily single-family residences.



Figure 72



## Zoning Classifications

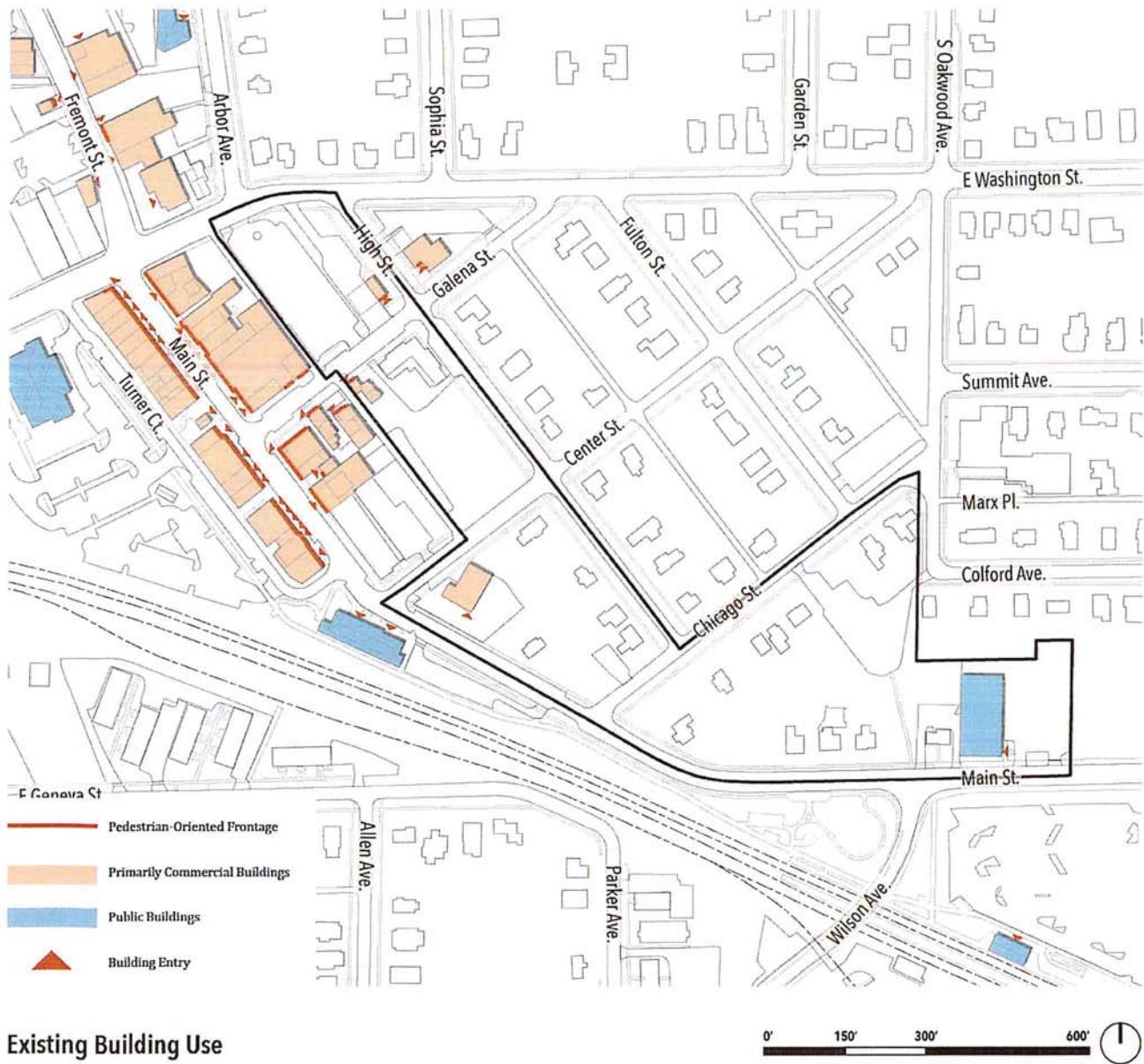
The Study Area is primarily classified as B-1 Central Business District and R-6 Multiple Family Residential District. These classifications are appropriate to their locations; however, some zoning restrictions may inhibit the highest quality urban form.

Areas of interest are 9.7-2 Lot Size and Building requirements which require a minimum amount of site area per dwelling unit. 10.2-4 limits the possibility of residential units located on the ground floor of a building, which in some cases may prevent rear accessible units. In addition, requirements, such as 'maximums' as opposed to 'minimums' in some cases, may encourage higher

quality urban buildings.



Figure 73



## Existing Building Use

Commercial / mixed-use and public buildings comprise much of the stretch of Main Street between the Metra Station and Washington Street. The stretch of Main Street between Center Street and Washington Street acts as the “heart” of downtown West Chicago. A continuous, pedestrian-oriented frontage spans this stretch with a significant amount of glazing and many building entries.

Clearly, a missing link is the stretch of Main Street between City Hall / the Metra Station and Center Street. This void limits walking desirability between these two assets.

Figure 74

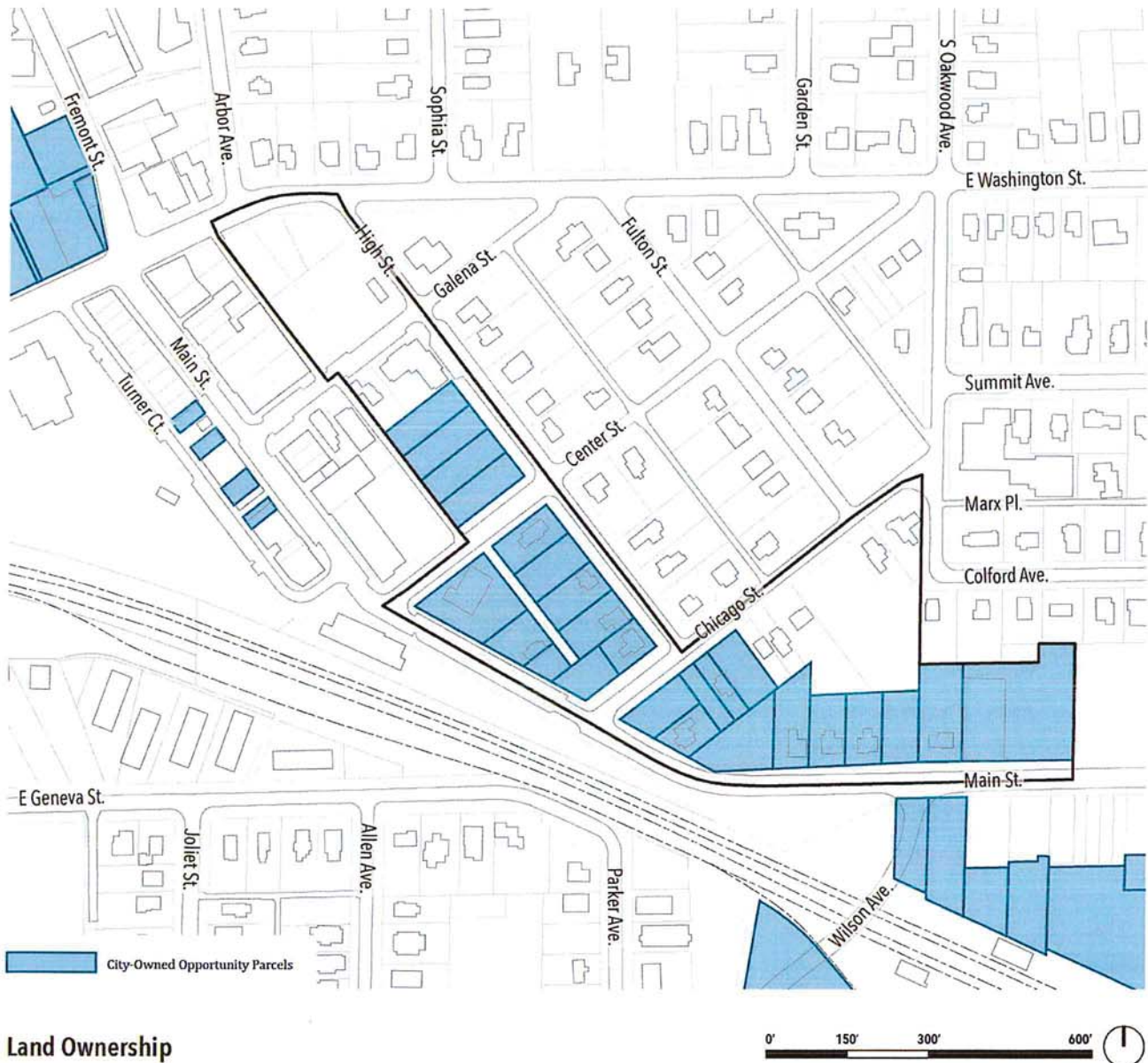


**TIF District**

The Study Area includes parcels entirely within the Downtown TIF District boundary. A recent renewal extends the maturation date to December 31, 2025. To take advantage of the benefits of the TIF, investment needs to happen as soon as possible. This TIF should provide an incentive for future private investment.



Figure 75



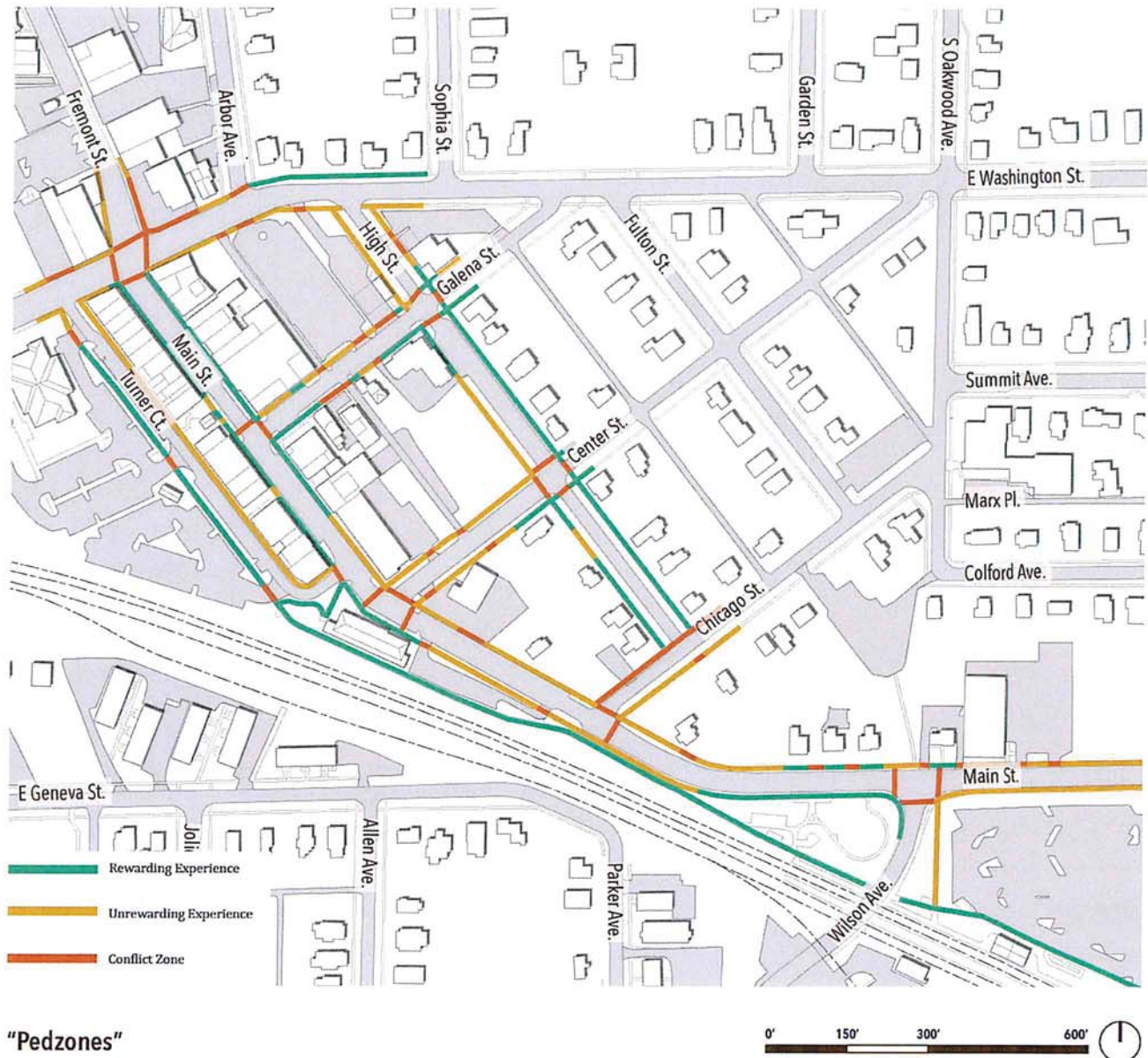
## Land Ownership

Over that past nearly two decades, the City has acquired a significant number of parcels within the study area for development. These parcels are primarily along Main Street between Wilson Avenue and Center Street, but also include several parcels along High Street between Galena Street and Chicago Street.

These parcels are integral to realizing a vision for downtown West Chicago. Determining appropriate uses that will aid in reinforcing a vibrant, walkable downtown, can help frame the character both along Main Street and High Street. Because

the City-owned opportunity parcels street continuously from Center Street to the Metra Station, their development will play a significant role in connecting the historic downtown commercial assets to one of the most advantages transportation assets within West Chicago.

Figure 76



## "Pedzones"

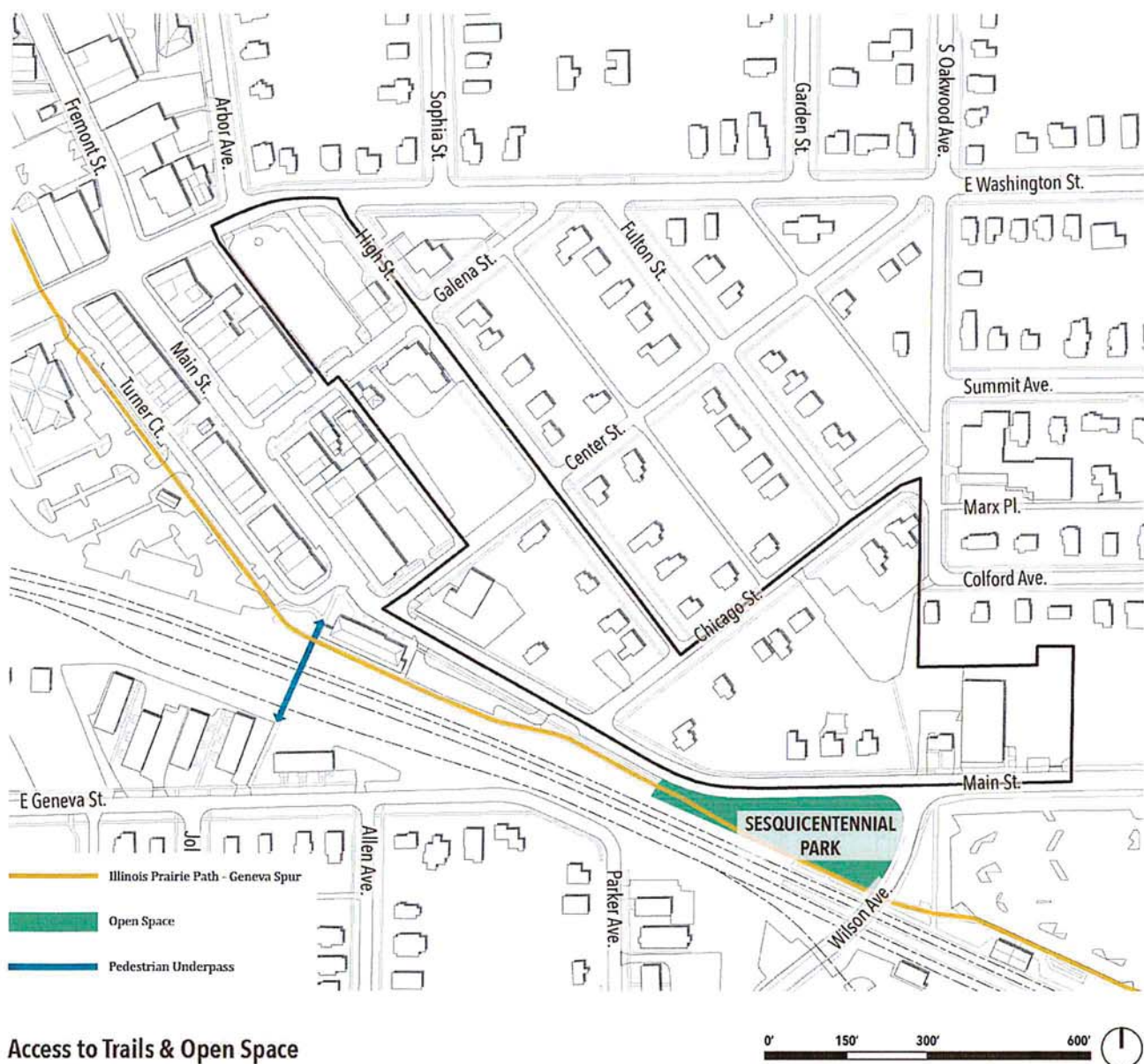
"Pedzones" is a methodology that helps in identifying strong and weak points in a pedestrian sidewalk experience.

A 'rewarding experience' typically involves adjacency to an active ground floor use, such as a bakery or dry cleaner's storefront, but may also include quality urban residential building frontages with features like stoops, high quality landscape, and porches. An 'unrewarding experience' may include sidewalks that run parallel with vacant lots, blank or simple building walls, or parking lots where driveways do not cross. 'Conflict zones' occur when pedestrians and vehicles may interact, such

as a driveway into a parking lot, a street intersection, or an alley entrance. Though it is expected to have some 'conflict zones' by necessity, a goal of a walkable, pedestrian friendly place is to minimize the amount of red and maximize the amount of green.



Figure 77



## Access to Trails & Open Space

Defined open space is rare near the Study Area. The primary recreation or open space amenity is the Illinois Prairie Path - Geneva Spur which by the runs by the Metra Station along the railroad tracks and continues northwest towards E Washington Street before it encounters a series of obstructions north of E Washington Street. This trail is a significant recreational asset and should see improvements that maintain the quality of the trail along Main Street continue north.

The Sesquicentennial Park contains a small lawn and some bench seating, as well as a locomotive model display. This lack

of access to open space within downtown may highlight an opportunity for the Plan to address.

Figure 78



## Topography

Unusual for many of Chicagoland's suburbs, downtown West Chicago features some topographic variation. An opportunity to maximize the grade for necessities such as parking and stormwater, may prove valuable to potential development proposals and infrastructure investment. The grade change helps to reinforce the transition between downtown Main Street and the historic neighborhood to the northeast.



Figure 79



## Preliminary Scheme #1

### "Station Living"

- 400 Multi-Family Apartments
- 41 Townhomes
- 10,000 sf Co-Working Space
- 'Queen Anne' House Reuse
- 0.75 acres Park Space





Figure 80



## Preliminary Scheme #2

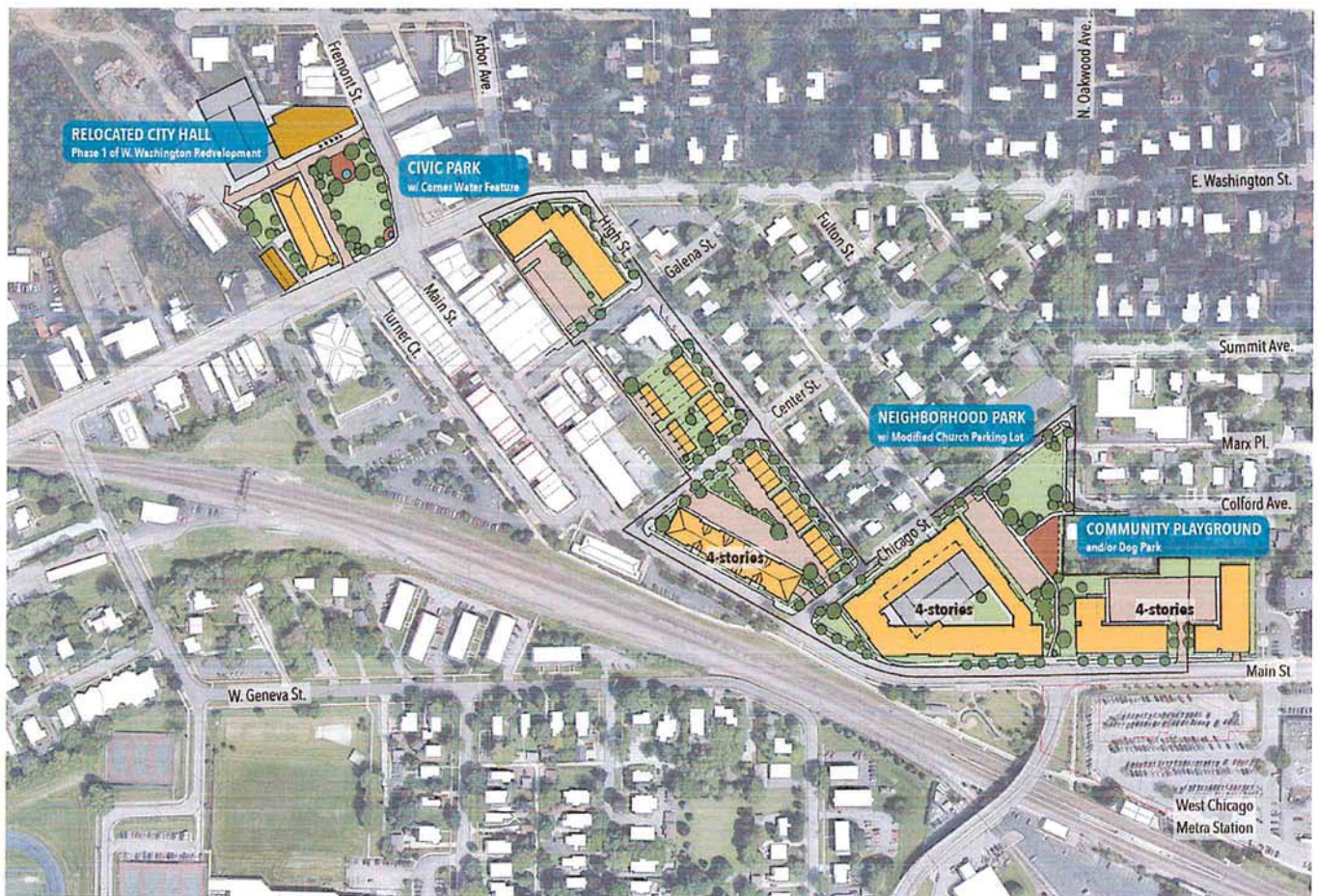
### "Main Frame"

- 320 Multi-Family Apartments
- 53 Townhomes
- 1,500 sf Commercial Space
- Re-Purposed Depot Building
- 1.0 acre Stormwater Park





Figure 81



### Preliminary Scheme #3

#### "Bookend Parks"

- 440 Multi-Family Apartments
- 30 For-Sale Condos
- 20 Townhomes
- Relocated City Hall
- 1.5 acre Park Space







# West Chicago

Central-Main Street Redevelopment Plan Update

