



WEST ELEVATION:



SOUTH ELEVATION:

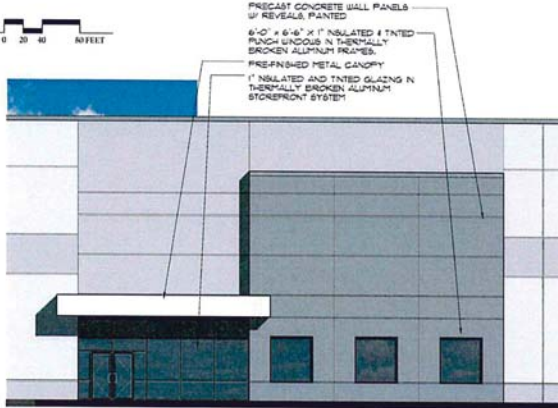


EAST ELEVATION:



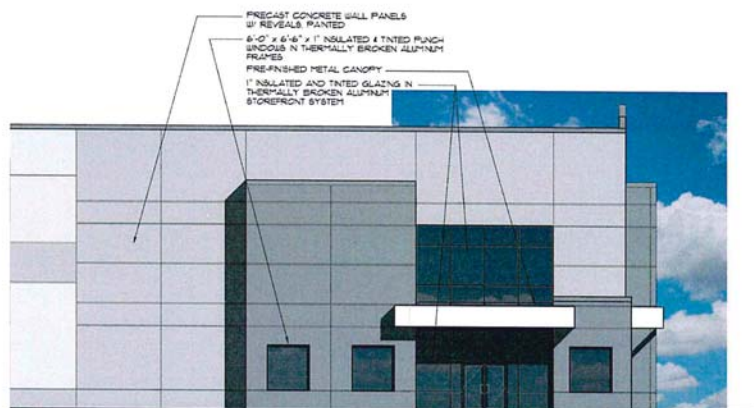
NORTH ELEVATION:

ELEVATIONS:
SCALE 1" = 40'-0"



CENTER ENTRANCE:

ELEVATIONS:
SCALE 3/16" = 1'-0"



NORTHWEST ENTRANCE:
NORTHEAST SIMILAR & OPPOSITE

PROPOSED BUILDING STUDY

DUPAGE BUSINESS CENTER — WEST CHICAGO, ILLINOIS

MARCH 6, 2018 #16224

©CORNERSTONE ARCHITECTS LTD. 2018

Cornerstone
Architects Ltd.

CITY OF WEST CHICAGO

DEVELOPMENT COMMITTEE AGENDA ITEM SUMMARY

ITEM TITLE:

Second Amendment to the Final Development Plan
2500 Enterprise Circle
DS Container RTO Enclosure

Resolution No. 18-R-0024

AGENDA ITEM NUMBER: 4. C.

FILE NUMBER: _____

COMMITTEE AGENDA DATE: April 9, 2018

COUNCIL AGENDA DATE: _____

STAFF REVIEW: Tom Dabareiner, AICP

SIGNATURE 

APPROVED BY CITY ADMINISTRATOR: Michael Guttman **SIGNATURE** _____

ITEM SUMMARY:

DS Container is proposing a second amendment to the previously approved final site development plans for their existing industrial building located within the inner circle of Enterprise Circle in the South Park Area of the DuPage Business Center (DBC). The amendment entails the construction of a new 30' x 86' enclosure on the north side of the building. The enclosure is designed to screen a Regenerative Thermal Oxidizer (RTO), which is a large piece of equipment used in the manufacturing process of the metal aerosol can products they produce on-site. The proposed enclosure will be made of 20 foot tall precast concrete walls and will be located within a small portion of an existing parking lot. The construction of the enclosure will result in the loss of 11 parking spaces. Even with the loss of the 11 parking spaces the site will remain in compliance with the City's minimum off-street parking requirements. There is no proposed roof on the addition due to the extreme heat produced by the RTO equipment. Two proposed vertical pipe stacks will rise 52 feet into the air, 10 feet above the height of the existing building. The proposed stacks comply with the City's maximum height limitations and will be visually screened with decorative louver panels.

In accordance with the Intergovernmental Agreement (IGA) with the DuPage Airport Authority (DAA), both the DAA and City shall approve any development proposal within the DBC. The DAA Board has not approved the proposed amendment to the final development plan as of yet, but is required to do so before City Council consideration of the matter. The attached Resolution includes specific site plans and building elevations for the proposed RTO enclosure associated with this second amendment to the previously approved site development plans. The terms of the IGA require the City Council to approve the final development plan (and any amendments thereto) if it is in conformance with all of the controlling documents (the City's Airport Zoning District regulations and the DAA's Minimum Design Standards). City staff acknowledges that the proposed RTO enclosure plans do comply.

ACTION PROPOSED:

Consideration of a second amendment to the final development plan for DS Container's RTO enclosure located at 2500 Enterprise Circle.

CITY OF WEST CHICAGO

COMMITTEE RECOMMENDATION:

RESOLUTION NO. 18-R-0024

A RESOLUTION APPROVING A SECOND AMENDMENT TO THE FINAL DEVELOPMENT PLAN FOR THE DS CONTAINER DEVELOPMENT 2500 ENTERPRISE CIRCLE - DUPAGE BUSINESS CENTER

WHEREAS, the City Council of the City of West Chicago shall consider proposed development within the DuPage Business Center to determine compliance with the applicable codes and ordinances of the City of West Chicago; and,

WHEREAS, the City Council approved the final development plan for phase I of the DS Container development by Resolution 14-R-0084 on January 5, 2015; and,

WHEREAS, the City Council approved the final development plan for phase II of the DS Container development by Resolution 16-R-0003 on January 18, 2016; and,

WHEREAS, the City Council approved a first amendment to the final development plan for the DS Container development by Resolution 16-R-0046 on October 17, 2016; and,

WHEREAS, the DuPage Airport Authority approved the second amendment to the final development plan for the DS Containers Development by Resolution 2018-_____ on _____, 2018; and,

WHEREAS, the City Council of the City of West Chicago has determined that the proposed second amendment to the Final Development Plan for the DS Container development does comply with the applicable codes and ordinances of the City of West Chicago.

BE IT RESOLVED by the City Council of the City of West Chicago, in regular session assembled as follows:

Section 1. That the second amendment to the Final Development Plan for the DS Container development is hereby approved in accordance with the Site Plan SD-00, Project Specific Site Plan SD-01, and Elevations SD-02 and SD-03, all prepared by Eckenhoff Saunders Architects, dated April 3, 2018, attached hereto as Exhibit "A".

Section 2. That all resolutions, or parts thereof, in conflict with the provisions of this Resolution are, to the extent of such conflict, expressly repealed.

Section 3. That this Resolution shall be in full force and effect from and after its adoption and approval as provided by law.

APPROVED this ____ day of _____ 2018.

AYES: _____

NAYES: _____

ABSTAIN: _____

ABSENT: _____

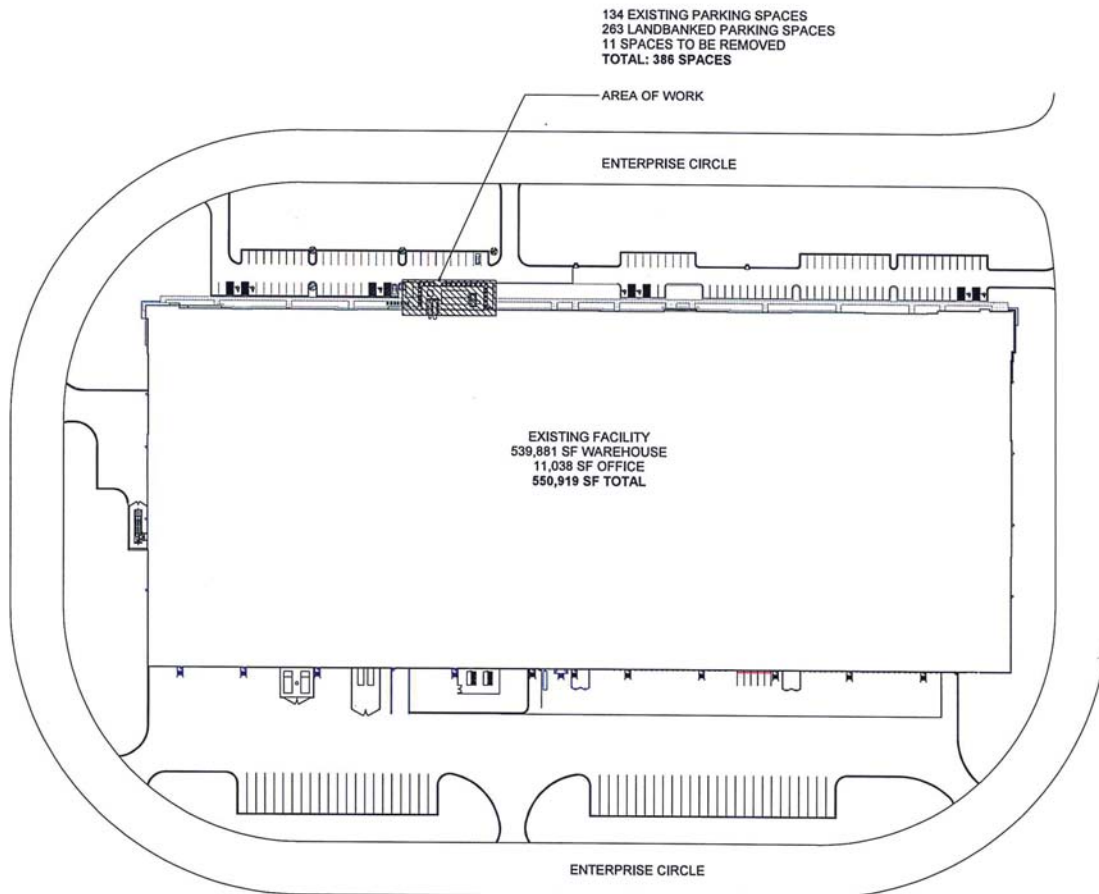
Mayor Ruben Pineda

ATTEST:

City Clerk Nancy M. Smith

Exhibit "A"

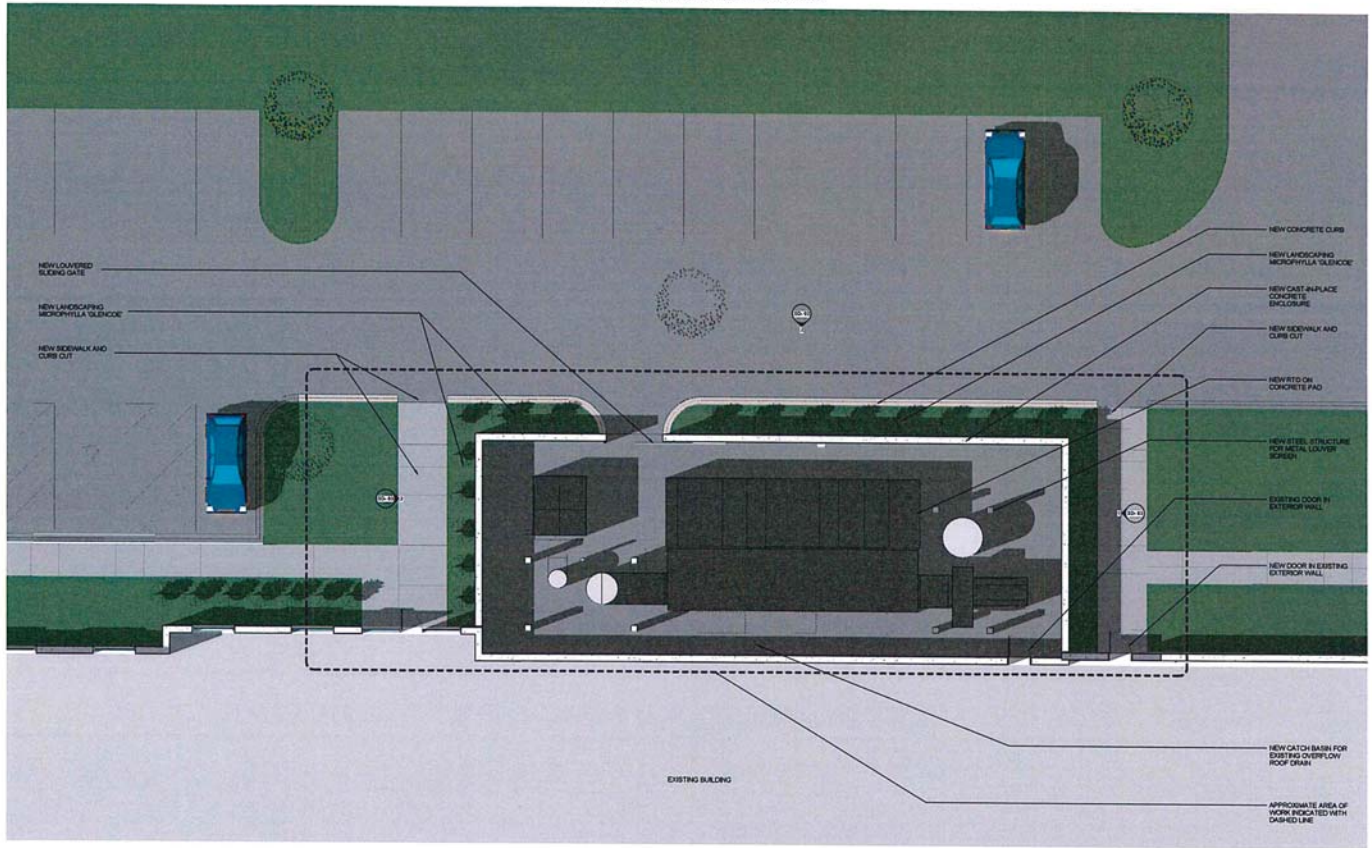
(insert Site Plans and Building Elevation Plans here)



1 Overall Site Plan



11 PARKING SPACES TO BE REMOVED



Site Plan - Project Specific



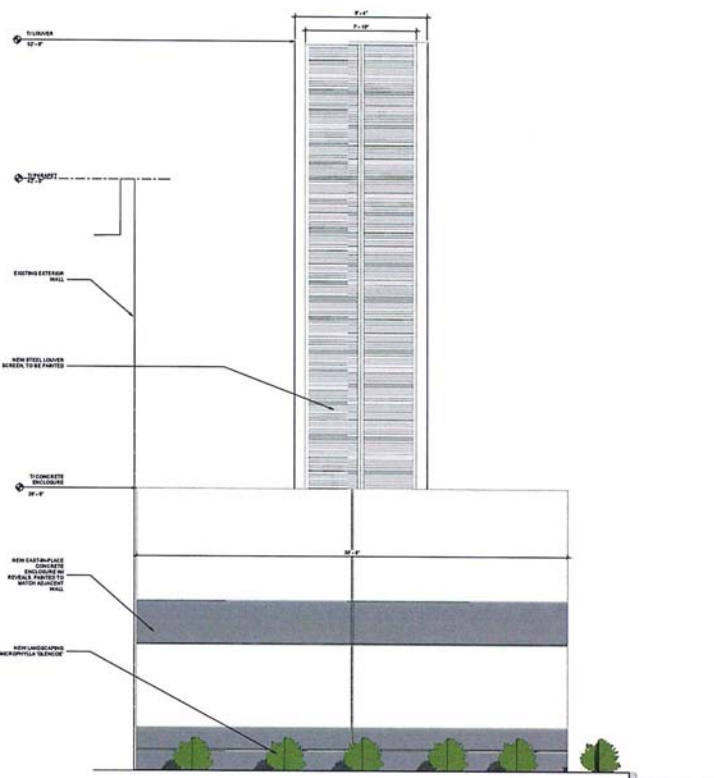
ECKENHOFF SAUNDERS ARCHITECTS

©2017 Eckenhoff Saunders Architects, Inc.

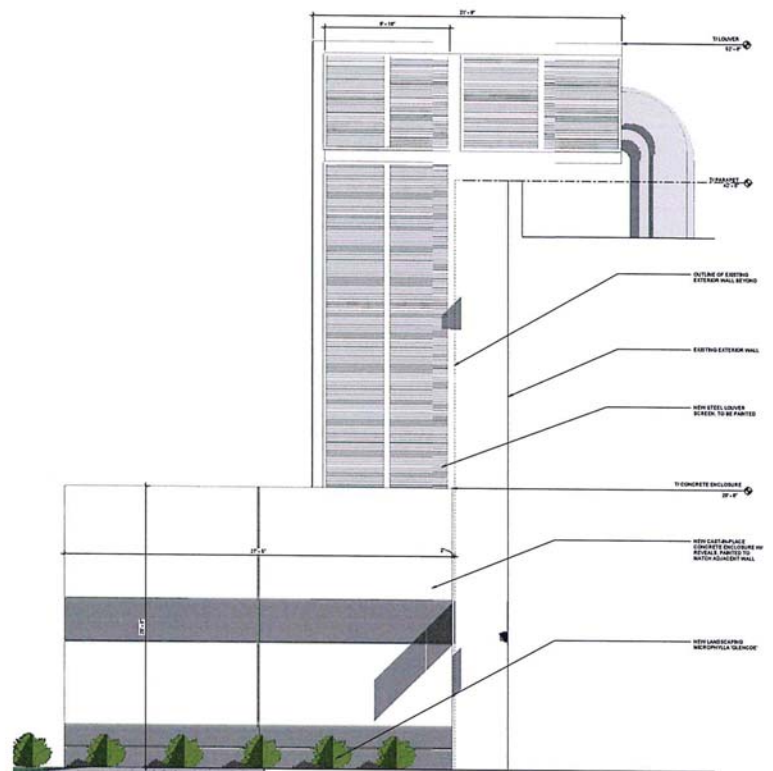
Project Specific Site Plan | SD-01

DS Containers
RTO Enclosure

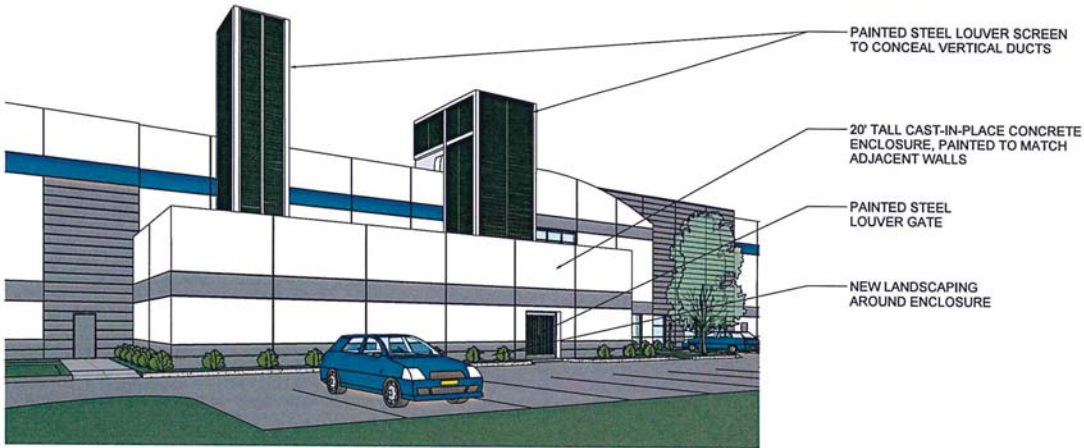
2000 Enterprise Drive West Chicago, IL | Project No. 17104 | Date: 04/03/2018



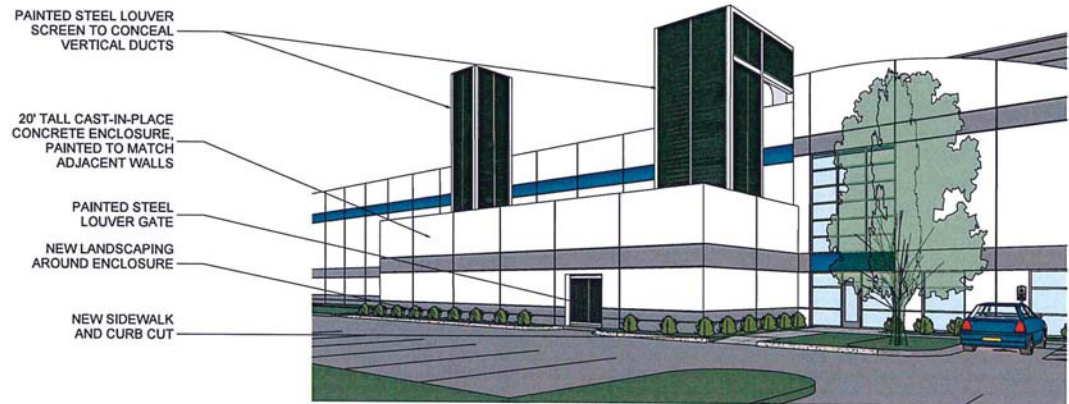
1 Concrete Enclosure - East Elevation
12'-0"



2 Concrete Enclosure - West Elevation
12'-0"



1 3D View - Northeast



2 3D View - Northwest

CITY OF WEST CHICAGO

DEVELOPMENT COMMITTEE AGENDA ITEM SUMMARY

ITEM TITLE:

Central-Main Street Redevelopment Plan Update –
REVISED Final Draft Plan

AGENDA ITEM NUMBER: 5.A.

FILE NUMBER: _____

COMMITTEE AGENDA DATE: April 9, 2018

COUNCIL AGENDA DATE: _____

STAFF REVIEW: Tom Dabareiner, AICP

SIGNATURE 

APPROVED BY CITY ADMINISTRATOR:

SIGNATURE _____

ITEM SUMMARY:

At the November 14, 2016 Development Committee meeting, three consultants provided presentations summarizing their proposals for the Central Main Street Plan Update. At its December 12, 2016 meeting, the Development Committee recommended approval of a resolution to contract with Farr Associates to prepare the update, which was approved by the City Council on December 19, 2016 as 16-R-0062. Work commenced soon thereafter, with completion of the Final Draft Plan about one year later. Copies were distributed in December to Committee members (and the full City Council) and a presentation by the consultant occurred at the Development Committee meeting on January 8, 2018.

At the Development Committee's January meeting, requests were made for architectural bulk changes to Block 5 and for added stormwater detail, along with accompanying changes to the plan's text. Because the request constituted additional work beyond the scope of the original contract, an amended agreement was reached with Farr Associates dated February 26, 2018. Farr's revised draft was completed in March and copies of the pages with the changes are attached.

The changes include pulling more of the proposed building on Block 5 closer to Main Street, resulting in a taller building but with less proximity to and possible visual impact for the neighbors to the north. Blocks 4 and 5 see an increase in stormwater demand. The consultant will review the details with Committee.

Once the Plan is adopted by the City Council, the City will have in hand one of the key documents needed to recruit developers for the acquisition and development of the City-owned properties within the Central-Main Street Plan area. Ultimately the addition of residents will lead to the revitalization of the downtown. Staff anticipates consideration of these next steps later this year.

ACTIONS PROPOSED:

Review, consideration and recommendation of a Resolution adopting the Central-Main Street Redevelopment Plan Update, as revised by substituting the pages provided.

COMMITTEE RECOMMENDATION:

West Chicago

Central-Main Street Redevelopment Plan Update

March 2018

FARR ASSOCIATES



A Vision for West Chicago



Key Vision Recommendations

Encourage High Density Residential Near Station

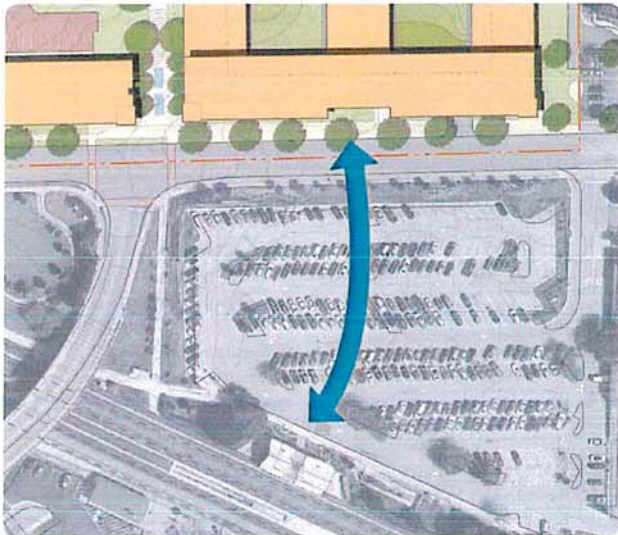


Figure 18

West Chicago is a natural fit for TOD. Other Chicagoland suburbs, who also have Metra stations near the Downtown core, are capitalizing on TOD. To leverage this asset, the City should encourage a minimum of four stories, illustrated in the Vision Plan as five-stories, for mixed-use development across from the station. The development may incrementally step down in height away from Main Street where it is closer to the single-family neighborhood beyond.

As redevelopment occurs and parking needs change with the introduction of driverless cars and the increasing rideshare industry, the Metra parking lot immediately adjacent to the station may become available for mixed-use redevelopment.

(see page 10)

Allow Taller Building Heights Along Main Street



Figure 19

Like Block 5 which fronts onto Main Street, the frontages of Blocks 3 and 4 should be redeveloped with a maximum of five-story buildings. These facades will play a significant role in adding to the perceived walkability from Metra station to Downtown core. These buildings should also provide residential entrances along the facades and commercial storefronts at intersections. The buildings should be located near the front property line with minimal setback, except in the case of a small landscape buffer or private outdoor space. Allowing the taller, five-story buildings may be the difference between a project being financially feasible or not, so consideration of the trade-offs should be heavily weighed. Building stepbacks towards the smaller scale neighborhood and only allowing five-stories within 80 feet from the Main Street property line may help mitigate the taller height along Main Street.

Redevelopment along High Street should respect the scale of the historic single-family homes on the north side of the street. A residential vernacular should help complement the scale and character of the homes, while allowing for a higher density product type to support more Downtown living.

(see page 10)

Create a Series of Landmarks Through Downtown



Figure 20

Introducing a series of visual landmarks would greatly enhance wayfinding and architectural character. The Vision Plan demonstrates strategic locations for architectural towers and corner public spaces that attempt to draw people down Main Street and into the Downtown core. These visual landmarks occur each time the street bends.

The corner public spaces should include water features to reinforce West Chicago as a city of fountains.

(see page 11)

Build a Park to Support Downtown Residents



Figure 21

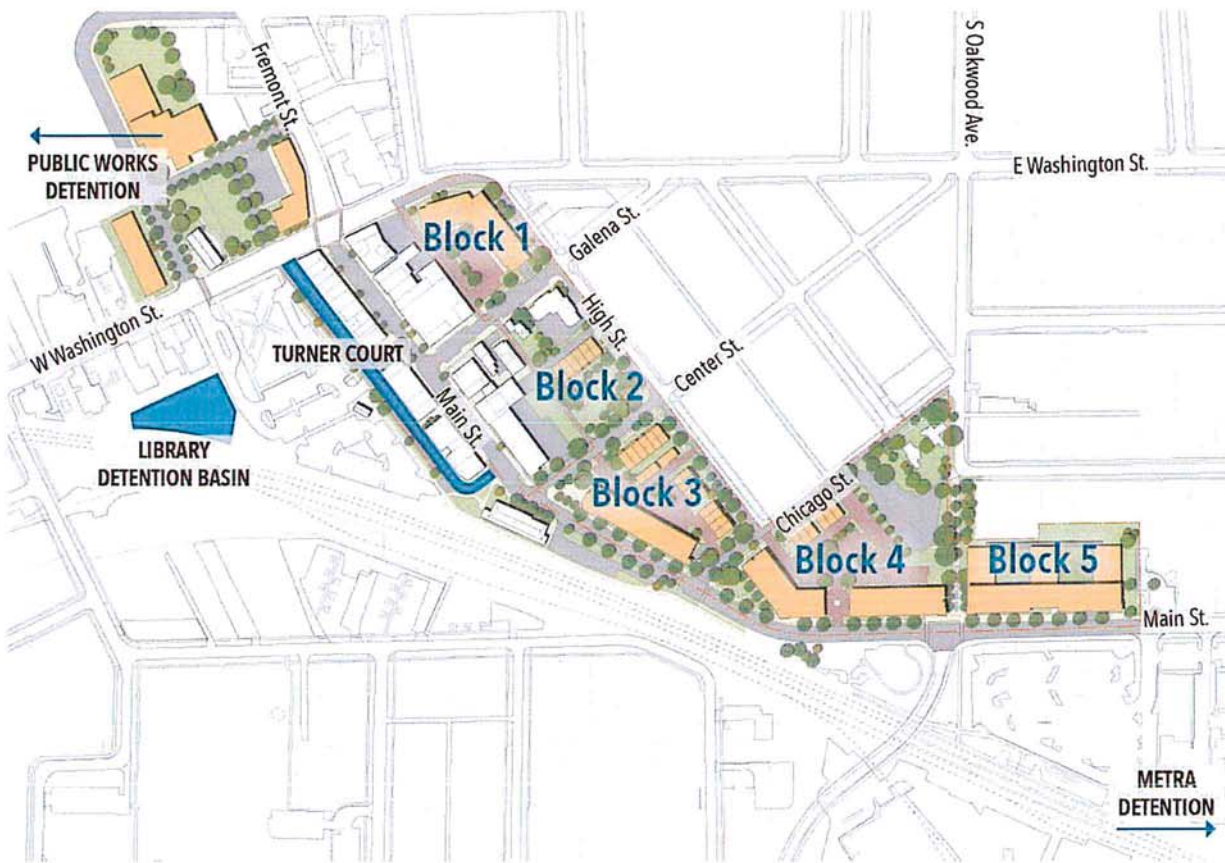
To address one of the most glaring Downtown deficiencies, the City should commission a landscape architect or incentivize a private developer to complete the design of a neighborhood pocket park and tot lot playground at the corner of Center Street and High Street. This location is already a vacant lot that has provided recreational space for the community. The current site is over-scaled for the size of Downtown, so redevelopment on a portion of this City-owned lot is recommended.

The pocket park should include a variety of active and passive program options, such as a tot lot playground, exercise equipment, flexible lawn seating, a water feature, sidewalks, or any other program that complements the surrounding neighborhood. As designs are finalized for the West Washington Street Plan, the uses within the two parks should be coordinated to avoid overlapping programming.

(see page 11)



Site Stormwater Approach



Required Detention Analysis						
Block	Total Area (sf)	Proposed Impervious Area (sf); delta	Required Storage (cubic feet)		Potential Provide Storage (cubic feet)	
			PCBMP	Total	PCBMP	Total
Block 1	48,031	37,794; 4% decrease	-	-	3,937	21,422
Block 2	34,246	11,566; 22% increase	1,205	1,205	1,205	12,192
Block 3	77,374	60,081; 46% increase	6,258	34,354	-	-
Block 4	106,643	80,623; 65% increase	8,398	46,923	8,398	46,923
Block 5	90,988	65,980; 22% increase	6,873	6,873	-	-
Turner Court	64,000	64,000	-	-	6,667	31,360
Public Works Detention	-	-	-	-	-	-
Library Detention Basin	43,300	43,300	-	-	4,510	21,217
Metra Detention	-	-	-	-	-	-
Totals	-	-	22,734	89,355	24,717	133,113

Table 6

Block 1 - Reduce Impervious Surface

Because the impervious cover for Block 1 will decrease with the preferred plan, no water quality or detention stormwater storage is required to redevelop this block. However, since the proposed development plan includes surface parking, an opportunity exists to provide water quality and/or detention storage that could be used to provide credit for storage required on other blocks where storage will be difficult to provide (detention trading). Based on the site and impervious areas of 48,031 and 37,794 square feet, respectively, approximately 21,422 cubic feet of storage could be provided to offset detention required on other blocks.

Block 2 - Park Stormwater Management

The increase in impervious cover for Block 2 exceeds 2,500 square feet but does not exceed 25,000 square feet. Based on the net new impervious area of 7,491 square feet, the required PCBMP storage is 1,205 cubic feet and no detention storage is required. However, since the proposed development plan includes significant open space where stormwater storage could be provided, an opportunity to provide detention storage exists and that storage could be used to provide credit for storage required on other blocks where storage will be difficult to provide (detention trading). Based on the site and impervious areas of 34,246 and 11,566 square feet, respectively, approximately 10,987 cubic feet of storage (in excess of the 1,205 cubic feet required) could be provided to offset detention required on other blocks.

Block 3 - Near-Term Need for Offsite Solutions

The increase in impervious cover for Block 3 exceeds 25,000 square feet and therefore PCBMP and site runoff (detention) storage are required. Based on the total area of the block of 77,374 square feet and the proposed impervious cover of 60,081 square feet, the total required detention storage would be approximately 34,354 cubic feet. Due to the topography of Block 3, it may be difficult to provide onsite storage to meet all of the required PCBMP and detention storage on site.

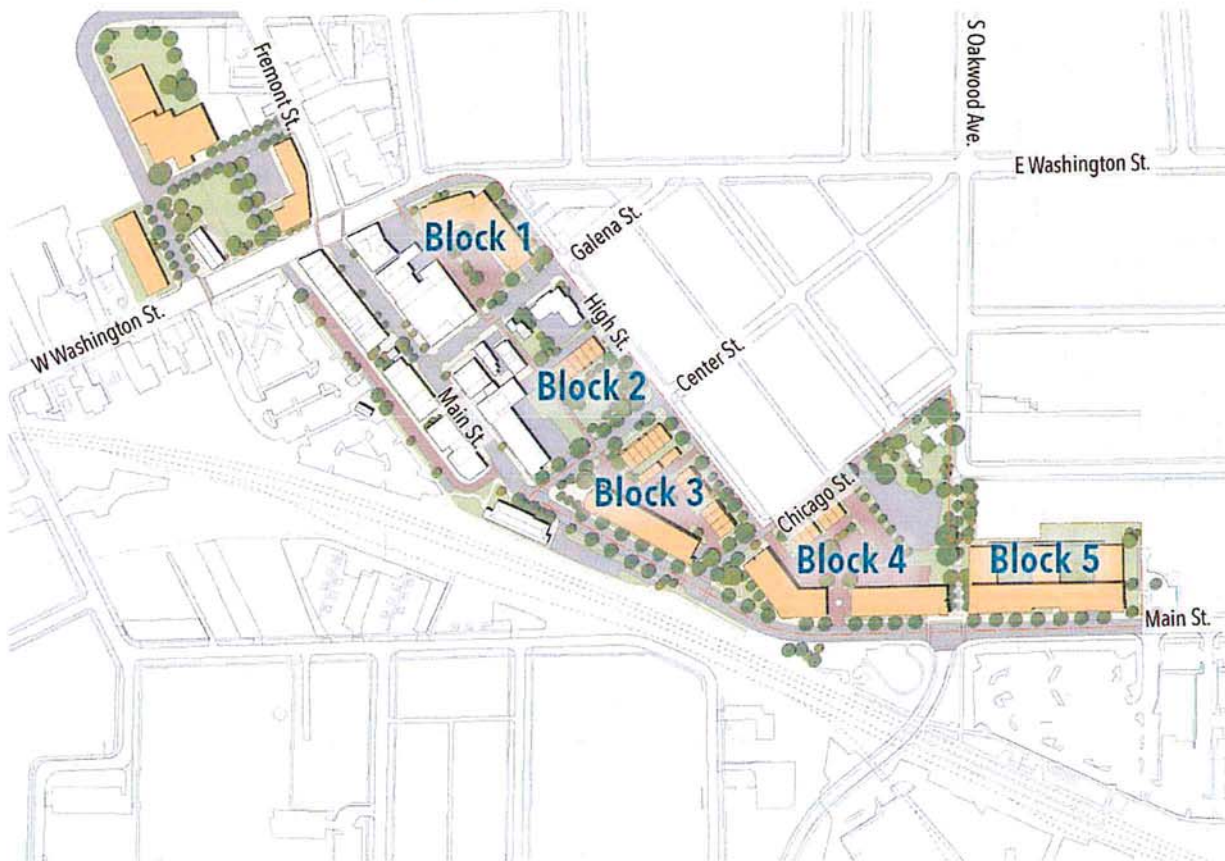
Block 4 - Accommodate on Site

The increase in impervious cover for Block 4 exceeds 25,000 square feet and therefore PCBMP and detention storage are required. Based on the total area of the block of 106,643 square feet and the proposed impervious cover of 80,623 square feet, the total required detention storage would be approximately 46,923 cubic feet. Due to the relatively flat topography over the majority of this site, it should be feasible to provide onsite stormwater management for this block using permeable paving and bioretention with underground storage.

Block 5 - Possible to Accommodate on Site

The increase in impervious cover for Block 5 exceeds 2,500 square feet but does not exceed 25,000 square feet. Based on the total area of the block of 90,988 square feet and the proposed impervious cover of 65,980 square feet, the total required PCBMP detention storage would be approximately 6,873 cubic feet. Due to the topography of Block 5 and the proposed underground parking that extends outside the building footprint, it may be difficult to provide onsite storage to meet all of the required PCBMP storage on site; however, green stormwater solutions could take place along the Main Street frontage, at the rear of the site, or on the east and west edges of the site. These locations provide limited surface area, but may be enough to accommodate the relatively small requirement and effectively eliminate the need for offsite improvements associated with a Block 5 development.

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

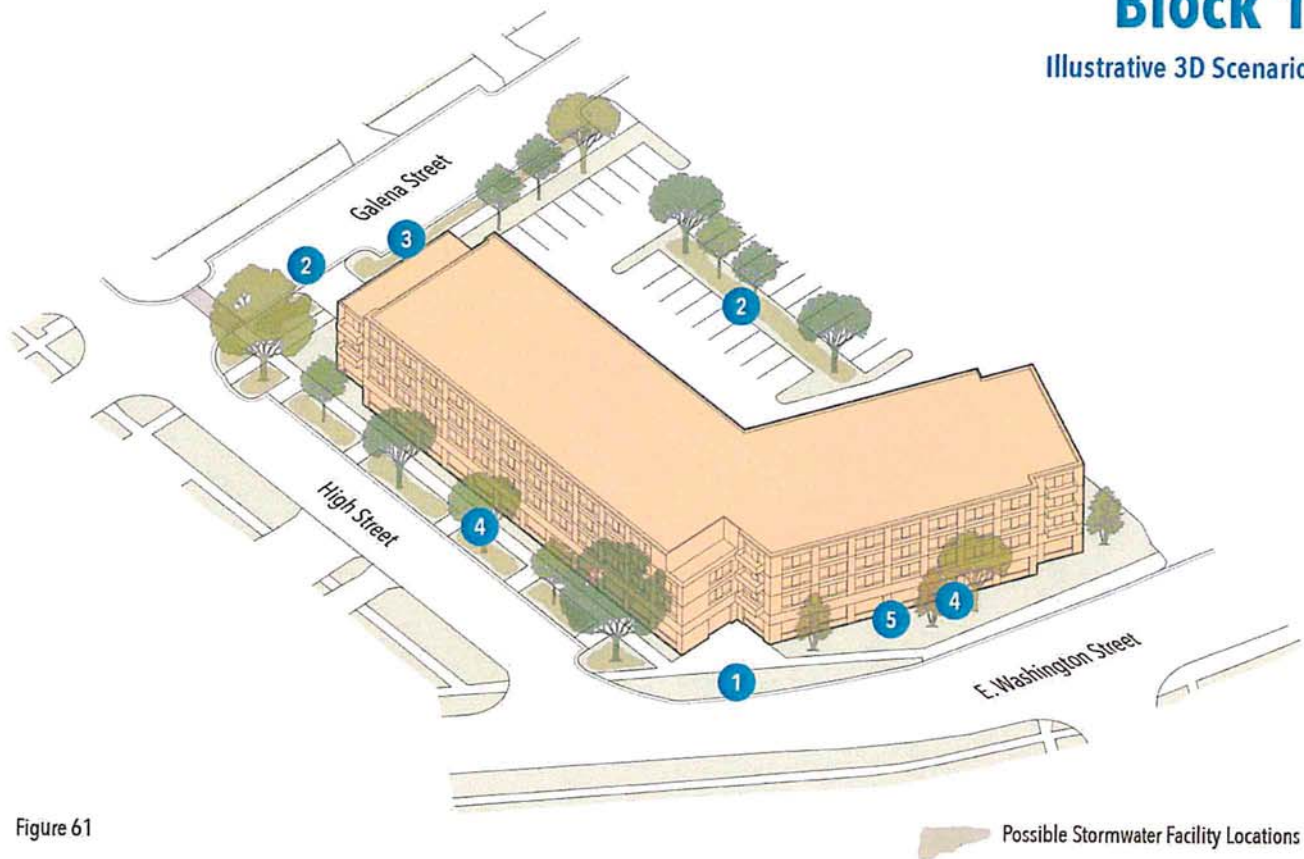


Figure 61

Block 1: Multi-Family Apartments

Zoning District	B-1: Central Business District
Block Area	1.10 acres (48,030 square feet)
Unit Count	70 Apartments
Density	63 units / acre
Height	Four-Story max.; Two-Story min.
Stormwater Req.	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 4

Illustrative 3D Scenario

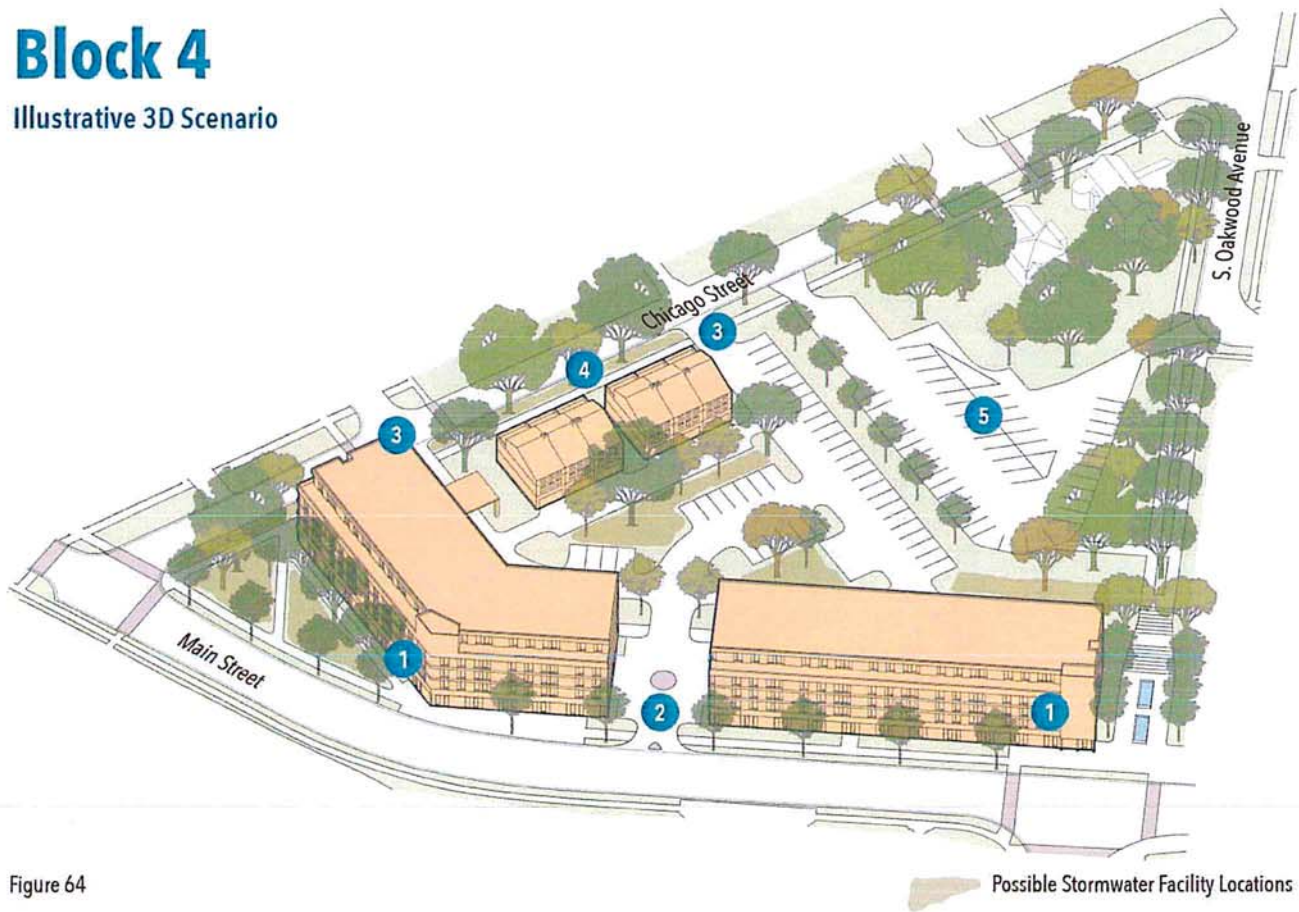


Figure 64

Block 4: Multi-Family Apartments and Townhomes

Zoning District	B-1: Central Business District
Block Area	2.45 acres (106,640 square feet)
Unit Count	120 Apartments; 6 Townhomes
Density	51 units / acre
Height	Five-Story max.; Two-Story min.
Stormwater Req.	46,923 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, but 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)

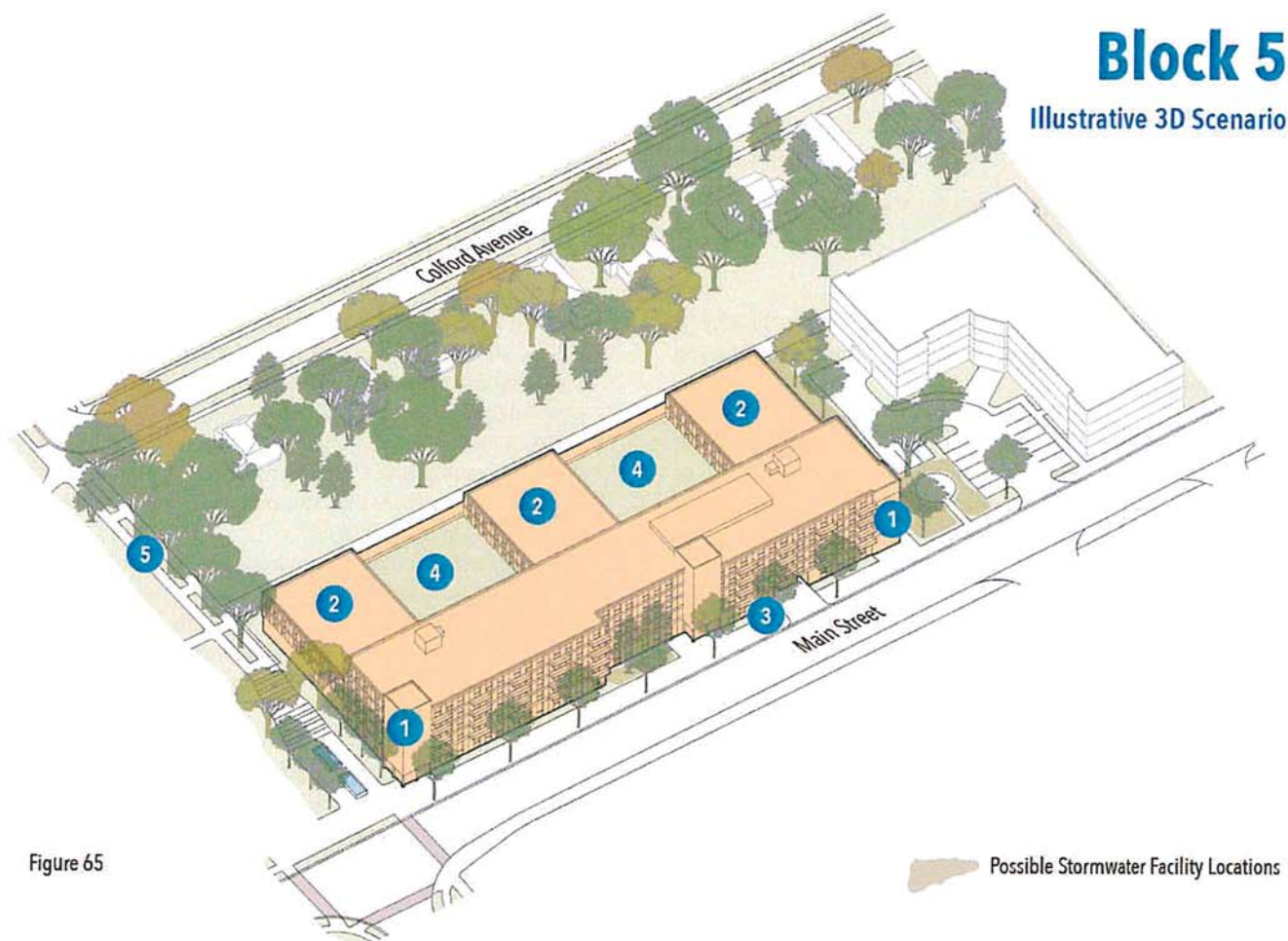


Figure 65

Block 5: Multi-Family Apartments

Zoning District	B-1: Central Business District
Block Area	2.09 acres (91,033 square feet)
Unit Count	150 Apartments
Density	72 units / acre
Height	Five-Story max., Four-Story min. along Main Street frontage; Three-Story max. at rear of the site adjacent to single-family homes
Stormwater Req.	6,873 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 Garage with vegetated roof courtyard 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 to three-stories after 80 feet from the Main Street front property line 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 the garage 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)

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