

# 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

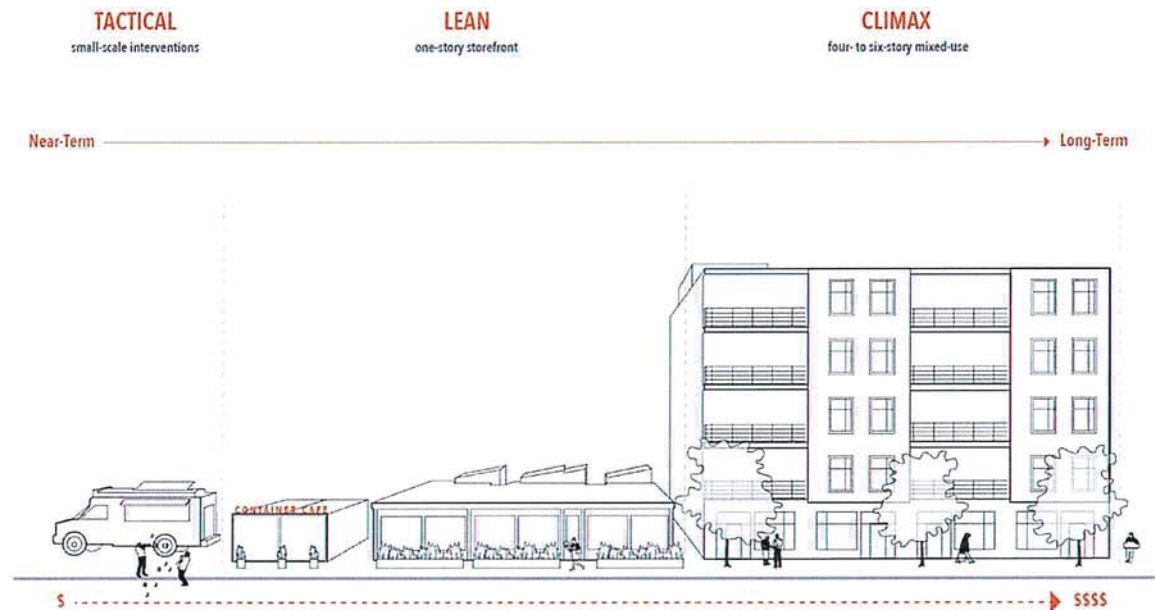


Figure 69 - TLC diagram (source: Farr Associates)

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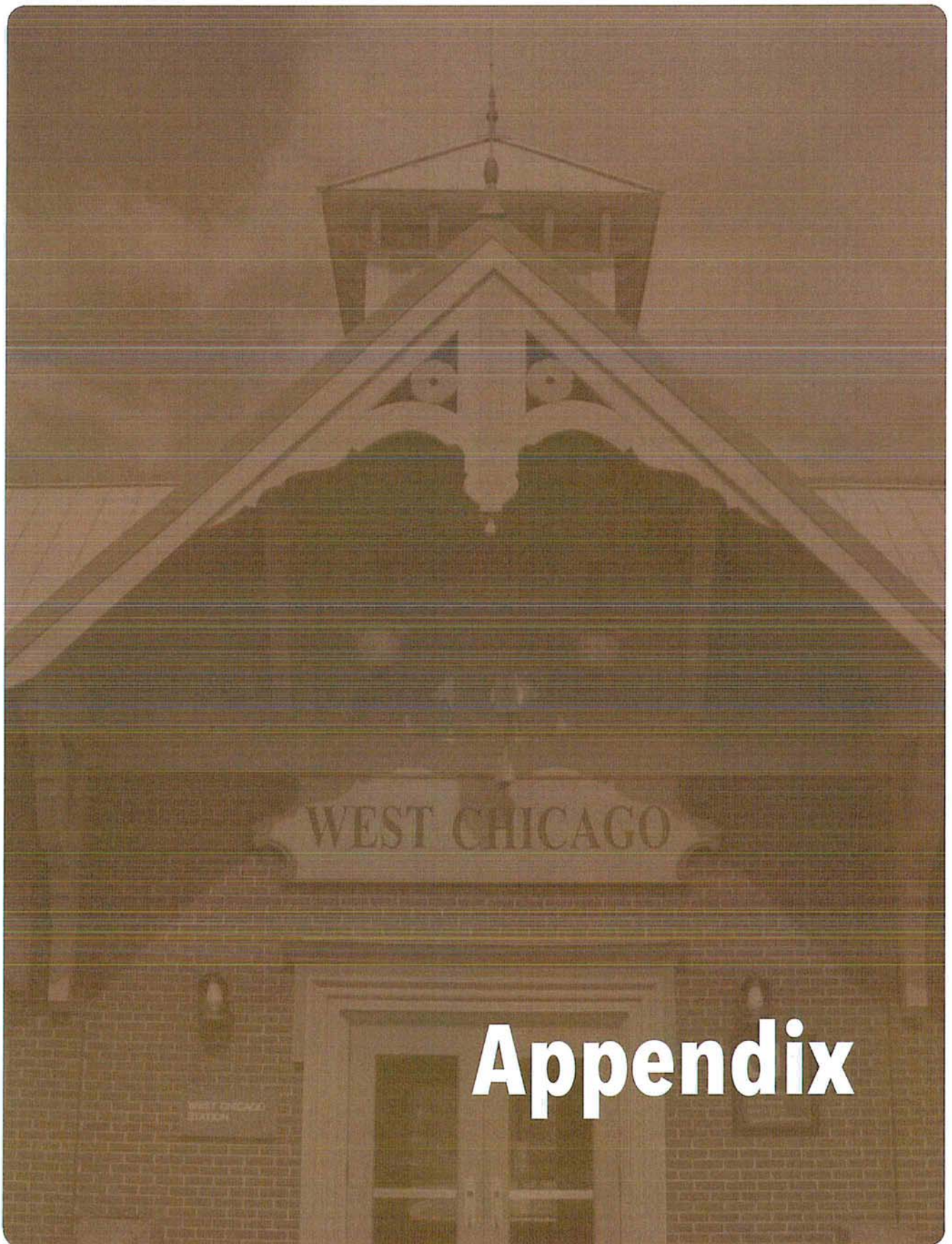
**Maintain a healthy community.  
Take chances. Imagine the future!**

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





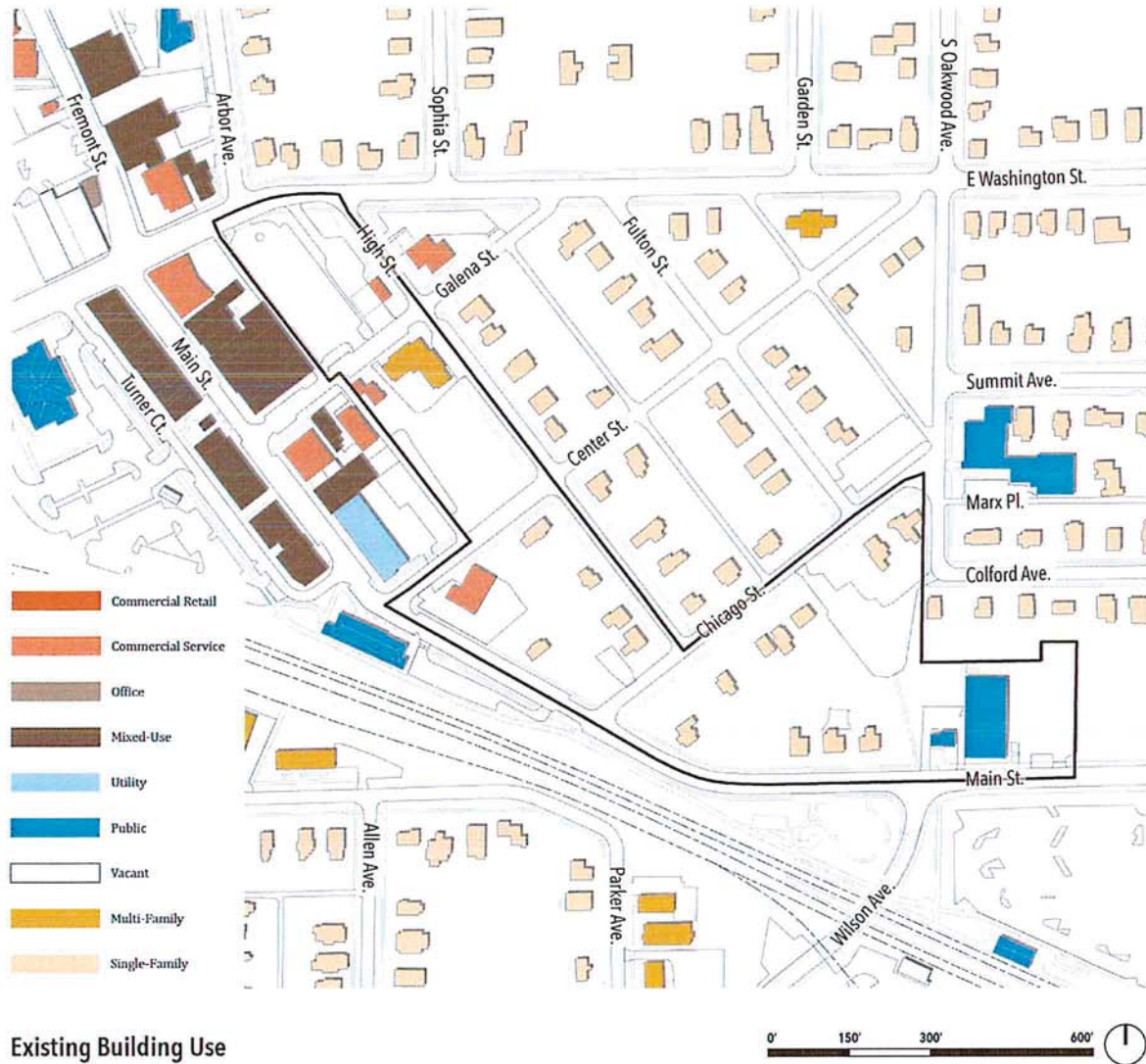
## Chapter 6: **Appendix**

### **Appendix Contents**

- 68 Existing Conditions Mapping
- 76 Preliminary Three-Redevelopment Plans
- 85 Block Design Precedents



Figure 71



### Existing Building Use

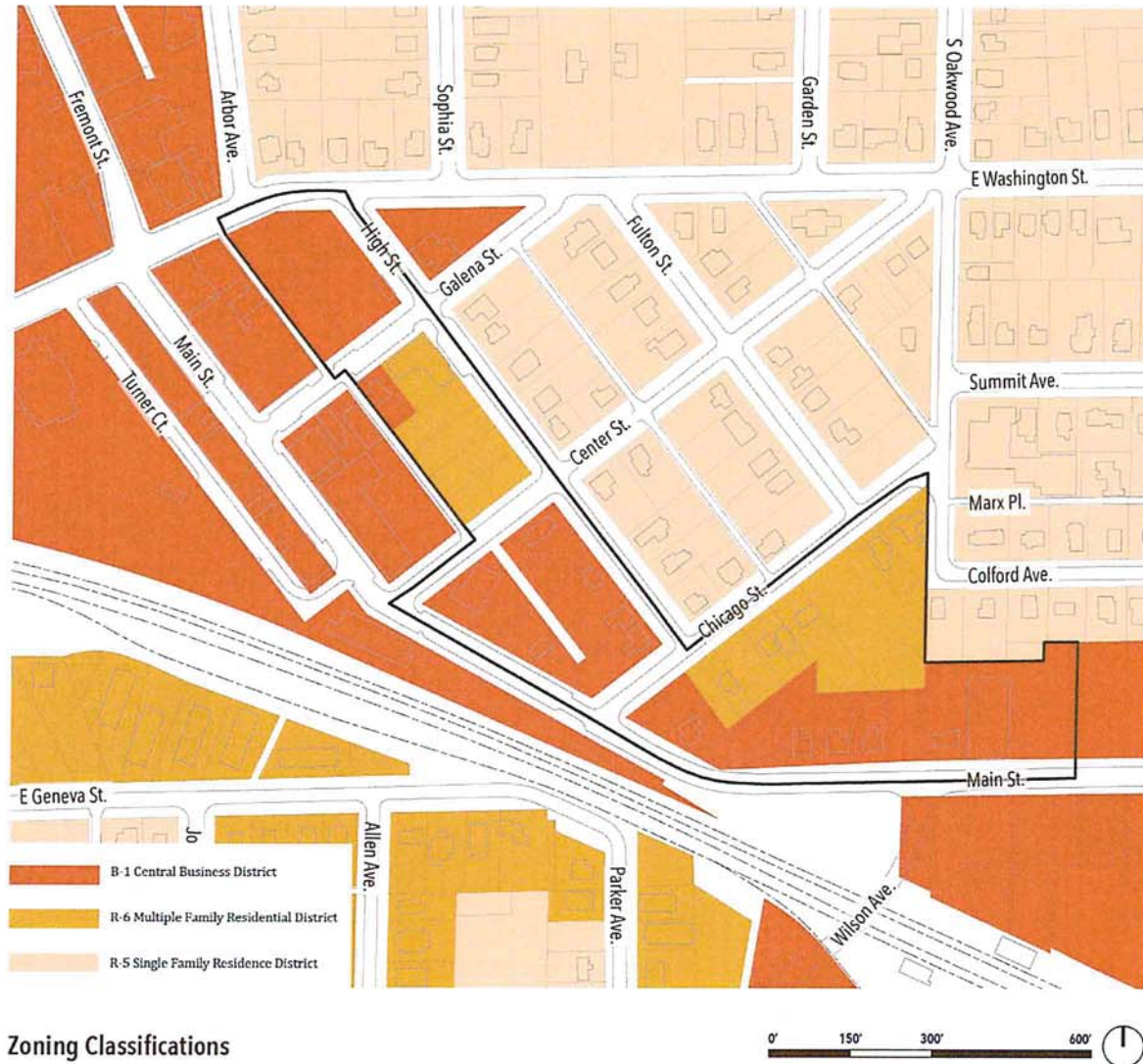
Many different building uses are within downtown West Chicago with the primary mixed-use corridor located along Main Street between Center Street and E Washington Street.

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

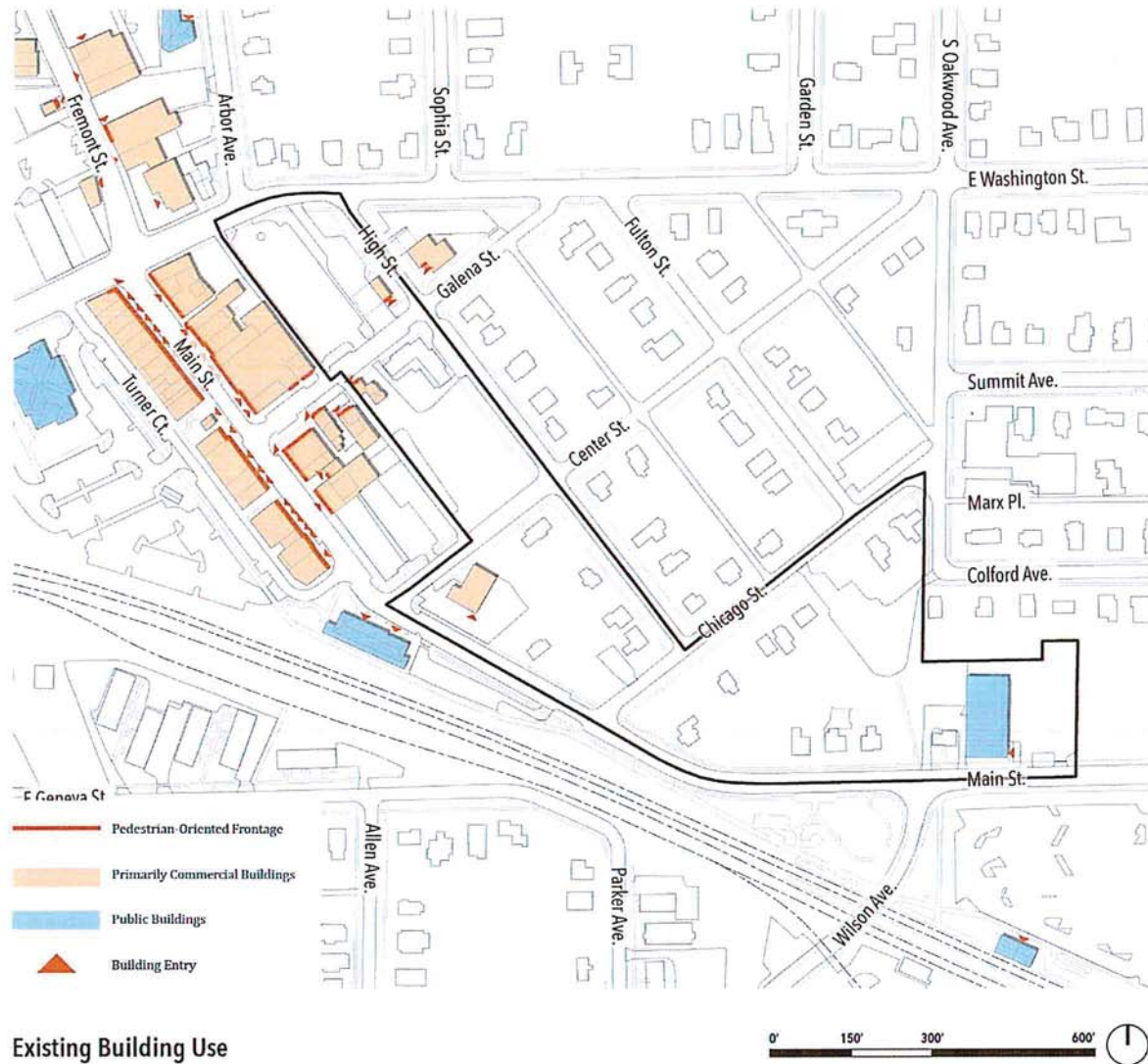
The Study Area is primarily classified as B-1 Central Business District and R-6 Multiple Family Residential District. These classifications are appropriate to their locations; however, some zoning restrictions may inhibit the highest quality urban form.

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

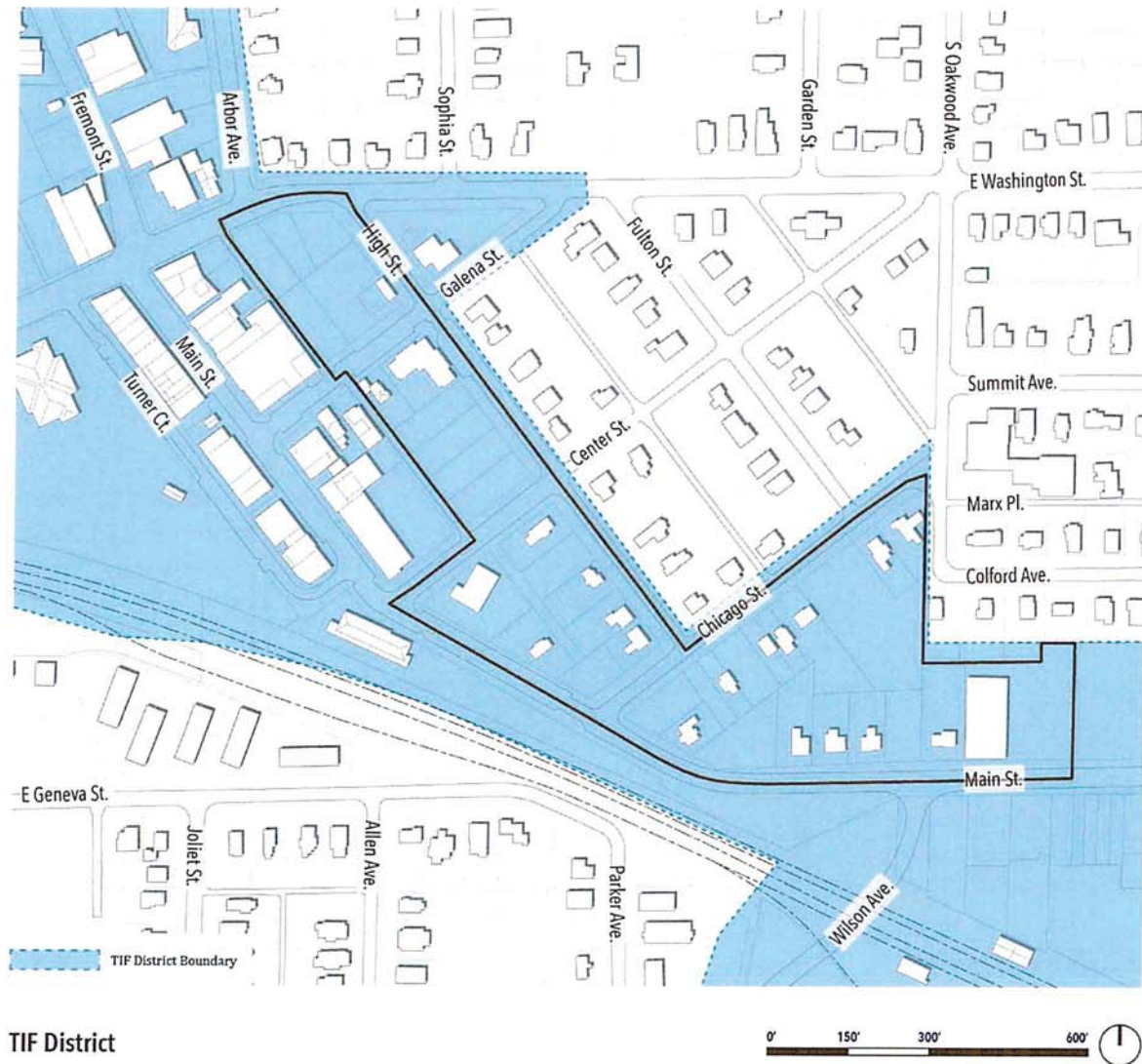


## Existing Building Use

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



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"

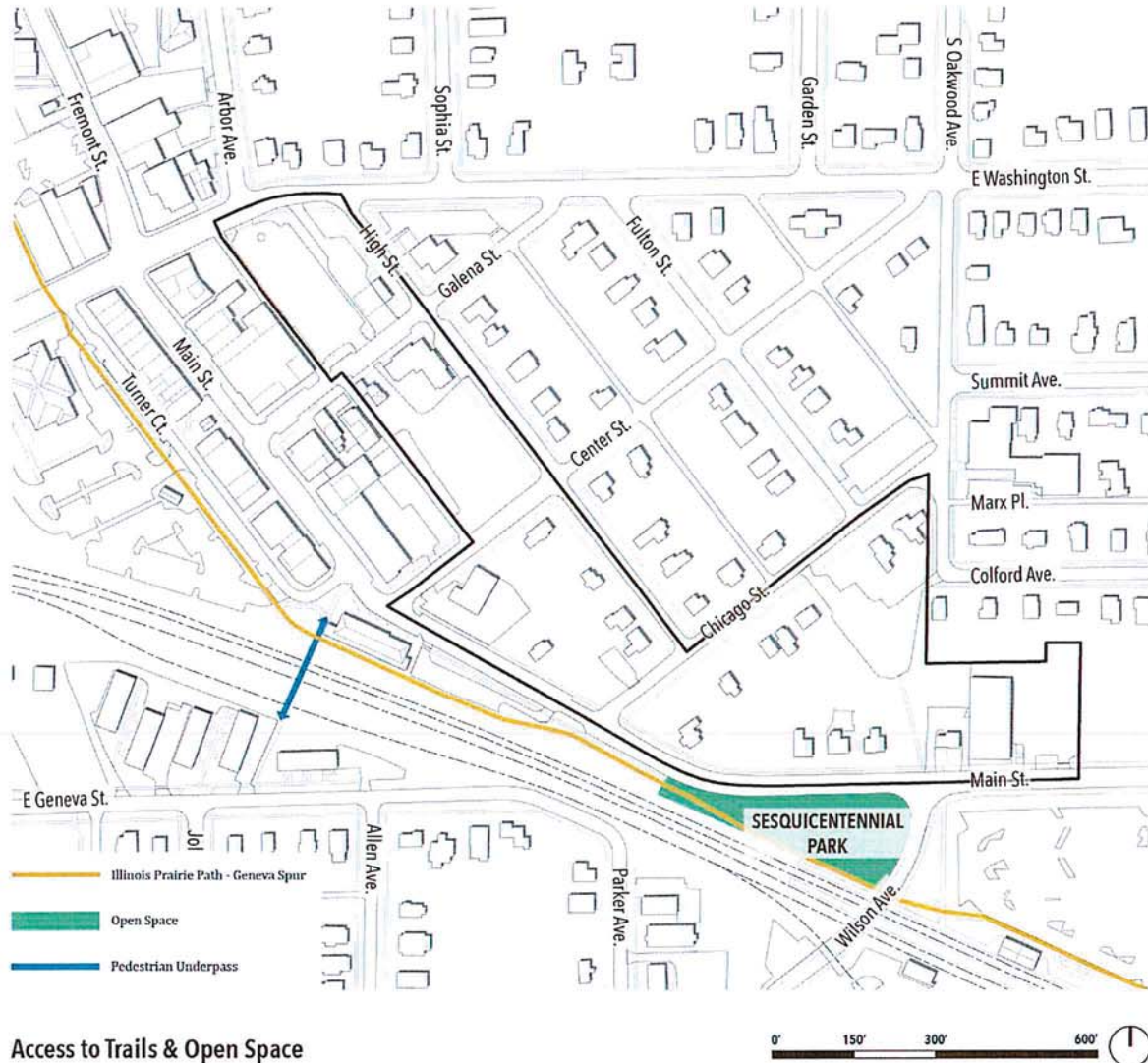
"Pedzones" is a methodology that helps in identifying strong and weak points in a pedestrian sidewalk experience.

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



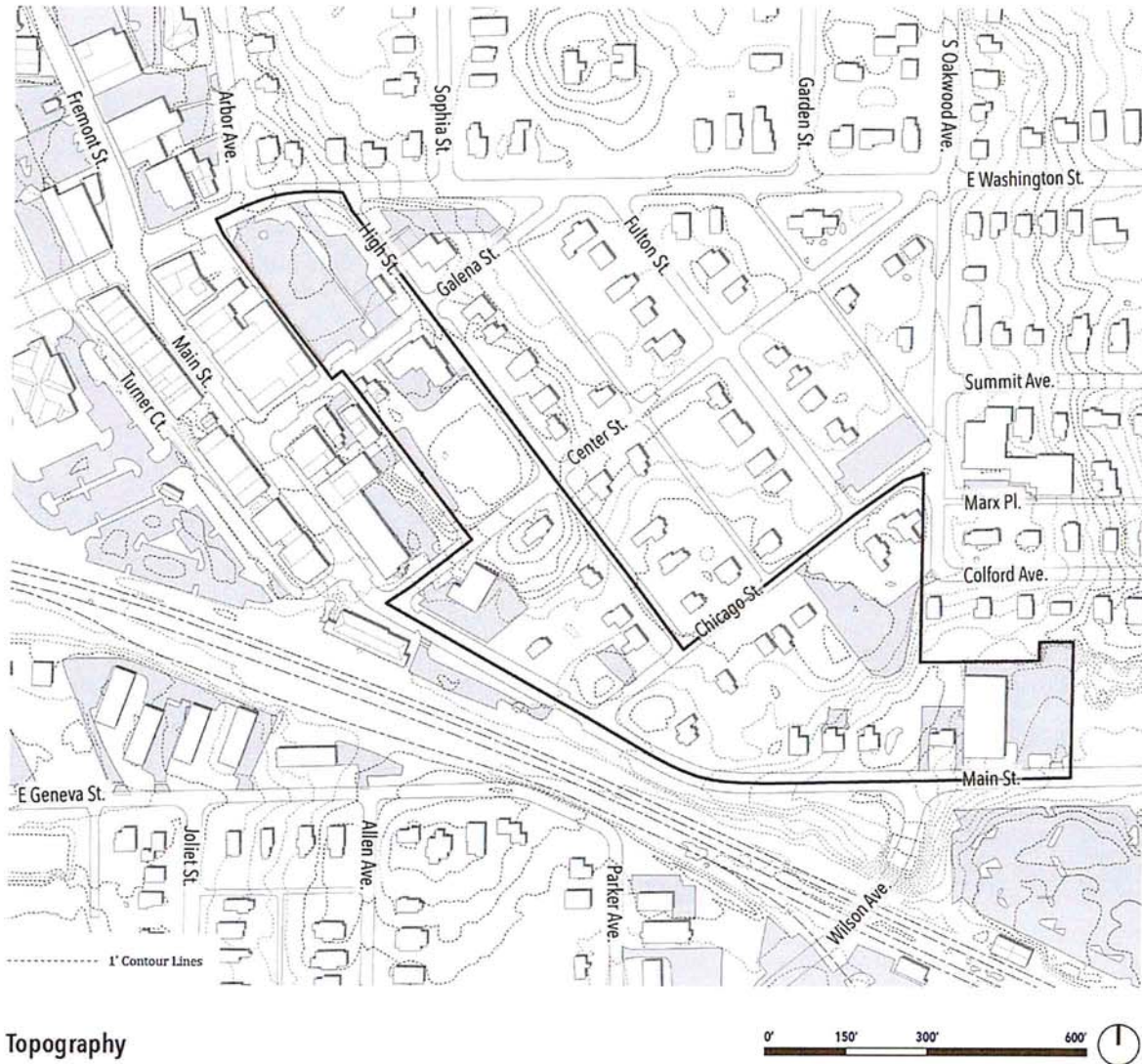
### Access to Trails & Open Space

Defined open space is rare near the Study Area. The primary recreation or open space amenity is the Illinois Prairie Path - Geneva Spur which 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







Figure 82 - Townhome Frontage with Elevated Ground Floor (source: Apartments.com)



Figure 83 - Townhome Privacy (source: Virginia Housing Development, Inc.)



Figure 84 - Tuck-Under Townhome Parking (source: Google)

## Block 2 Townhome Precedent

Block 2 features townhomes fronting a neighborhood park. Not unlike a townhome fronting a public sidewalk, when fronting a public park, it is important to delineate a zone of privacy or semi-private transition between sidewalk and interior space. Short walls, fences, plantings, level changes with steps, and porches are all strategies that help achieve an often desired level of privacy for the townhome residents. Vegetation and short fences can help provide a series of thresholds and visibility screening at the front of the building.

The rear of Block 2's townhomes include a small drive lane

to access tuck-under parking. This parking, as depicted in an example in Figure 84, provides up to a two-car garage for each townhome. Additionally, private decks or terraces could be integrated above the parking on the rear of the townhome.





Figure 85 - Terraced Roof (source: HogarTecnocasa)

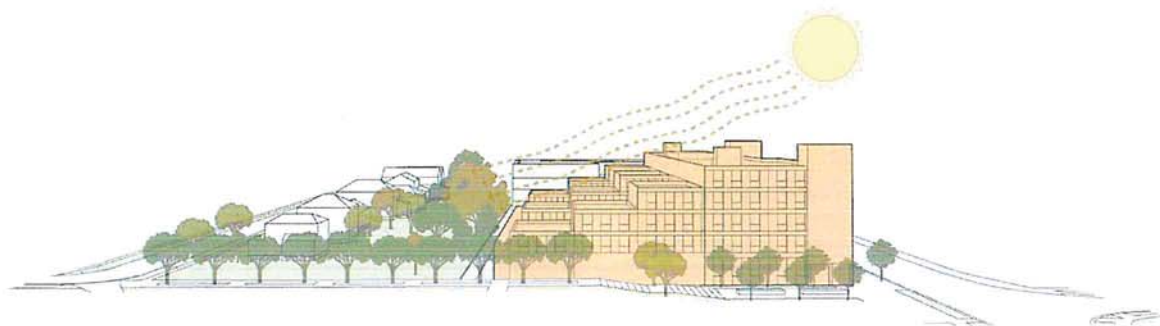


Figure 86 - Block 5 Terraced Roof Diagram (source: Farr Associates)

### Block 5 Apartment Precedent

The redevelopment of Block 5 should include a terraced or tiered roof that steps down towards the rear of the parcel. This will allow the rear yards of the homes fronting Colford Avenue to the north to receive ample access to light and air. The grade changes along the north edge of the Main Street parcels and becomes more significant further east. The west edge of Block 5 is closer to the same grade, though still includes approximately 5-8 feet of grade change depending on the precise location of measurement.

With the grade change and stepbacks, designing the building

with a terraced roof would provide the feel of a one- to two-story building adjacent to the rear yards, which should provide far less impact than the mixed-use project immediately east of Block 5. This strategy respects the scale of the single-family homes to the north, but still provides enough building square footage to reach an institutional-grade development project on Block 5.





# West Chicago

Central-Main Street Redevelopment Plan Update



## CITY OF WEST CHICAGO

### INFRASTRUCTURE COMMITTEE AGENDA ITEM SUMMARY

**ITEM TITLE:**

Resolution No. 18-R-0032 - Contract Award – Schroeder & Schroeder, Inc. for the 2018 Sidewalk, Curb, and Gutter Maintenance Program

**AGENDA ITEM NUMBER:** 8.K.**COMMITTEE AGENDA DATE:** May 3, 2018**COUNCIL AGENDA DATE:** May 21, 2018**STAFF REVIEW:** Robert E. Flatter, P.E., Director of Public Works**SIGNATURE** **APPROVED BY CITY ADMINISTRATOR:** Michael L. Guttman**SIGNATURE** \_\_\_\_\_**ITEM SUMMARY:**

For 2018, the City's annual Sidewalk Maintenance Program and its Curb and Gutter Maintenance Program were combined into a single maintenance program. The 2018 Sidewalk, Curb, and Gutter Maintenance Program will consist of approximately 12,500 square feet of concrete sidewalk removal and replacement at approximately 208 locations throughout the City, and removal and replacement of approximately 450 lineal feet of combination concrete curb and gutter at various locations. This year's program focuses on completing condition #4 hazard areas as determined from the City's 2013 Sidewalk Evaluation Report (i.e., utilizing a scale of 1 thru 4, with condition #4 being the worst condition), along with restoration of curbs, sidewalks, and driveways removed as a result of utility digs during the past year, and replacement of any serious sidewalk hazard recently brought to our attention.

Plans and bid specifications were prepared by Thomas Engineering Group, LLC (TEG), and the 2018 Sidewalk, Curb, and Gutter Maintenance Program was advertised in the Daily Herald on April 3, 2018, and bids were opened on April 24, 2018. There were six plan holders and the City received four bids. Schroeder & Schroeder, Inc. (Schroeder) of Skokie, Illinois, submitted the lowest bid of \$121,838.75. D'Land Construction, LLC of Algonquin, Illinois, submitted the second lowest bid of \$155,000.00. TEG's engineer's estimate of probable cost was \$164,892.50 (see attached bid tabulation sheets for additional clarification).

TEG called several of Schroeder's project references and spoke directly with representatives from the Village of Glenview, Village of Schaumburg, and the City of Rolling Meadows. All three municipalities provided satisfactory references for Schroeder. In addition, Schroeder was awarded the City's 2015 Sidewalk Maintenance Program and performed satisfactorily. Schroeder is registered by the Illinois Department of Transportation as a prequalified contractor.

Staff recommends that a contract be awarded to Schroeder & Schroeder, Inc. of Skokie, Illinois, for services related to the 2018 Sidewalk, Curb, and Gutter Maintenance Program, for an amount not to exceed \$121,838.75.

This year's program will be paid for using Capital Project Funds in which \$160,000.00 has been budgeted for the combined Sidewalk, Curb, and Gutter Maintenance Program (08-34-53-4863).



## CITY OF WEST CHICAGO

**ACTIONS PROPOSED:**

Approve Resolution No. 18-R-0032 authorizing the Mayor to execute a Contract with Schroeder & Schroeder, Inc. of Skokie, Illinois, in an amount not to exceed \$121,838.75 for the 2018 Sidewalk, Curb, and Gutter Maintenance Program.

**COMMITTEE RECOMMENDATION:**

The Infrastructure Committee voted 6-0 for approval.

## CITY OF WEST CHICAGO

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**COMMITTEE RECOMMENDATION:**

The Infrastructure Committee voted 6-0 for approval.

## CITY OF WEST CHICAGO

### INFRASTRUCTURE COMMITTEE AGENDA ITEM SUMMARY

**ITEM TITLE:**

Resolution No. 18-R-0033 – An Intergovernmental Agreement Between the City of West Chicago and the County of DuPage, Illinois, for the Implementation of the National Pollutant Discharge Elimination System Program in the West Branch DuPage River and Fox River Watersheds

**AGENDA ITEM NUMBER:** 8.L.**COMMITTEE AGENDA DATE:** May 3, 2018**COUNCIL AGENDA DATE:** May 21, 2018**STAFF REVIEW:** Robert E. Flatter, P.E., Director of Public Works**SIGNATURE** **APPROVED BY CITY ADMINISTRATOR:** Michael L. Guttman**SIGNATURE** \_\_\_\_\_

In 1972 the United States Congress adopted the Clean Water Act as a comprehensive effort to improve water quality throughout the nation through a series of federally mandated programs. The National Pollutant Discharge Elimination System (NPDES) Phase II Storm Water program is one such mandate and requires permit coverage for storm water discharges from certain regulated small municipal separate storm sewer systems (commonly referred to as MS4). All municipalities in DuPage County along with the County of DuPage are required to apply for and maintain a NPDES Phase II storm water permit. The General NPDES Permit No. ILR40 authorizes discharges from MS4s, requires development, implementation, and enforcement to the maximum extent practicable to protect water quality, and to satisfy the appropriate water quality requirements of the Illinois Pollution Control Board Rules and Regulations (35 Ill. Adm. Code, Subtitle C, Chapter 1) and the Federal Water Pollution Control Act (33 U.S.C. § 1251 *et seq.*).

The MS4 storm water program requires applicants to submit an application or Notice of Intent (NOI) to the Illinois Environmental Protection Agency (IEPA) along with a storm water management plan that identifies: the best management practices (BMPs) and measurable goals for the six minimum control measures; a timetable for implementation; and the person(s) responsible for implementation. The six minimum control measures that need to be addressed by the permit applicants are:

1. Public Education and Outreach on Storm Water Impact
2. Public Involvement/Participation
3. Illicit Discharge Detection and Elimination (IDDE)
4. Construction Site Storm Water Runoff Control
5. Post Construction Storm Water in New Development and Redevelopment
6. Pollution Prevention/Good Housekeeping for Municipal Operations

West Chicago's first Illinois MS4 NOI was submitted to the IEPA March 2003 for coverage under ILR40, with renewals submitted June 2008 and June 2013. The current MS4 ILR40 permit expires May 31, 2018.

Since 2003, having realized that the NPDES allows municipalities to identify "local qualifying programs" as a mechanism to meet the Phase II permitting requirements, and realizing that a Countywide general permit has the benefits of reducing duplication of efforts and costs associated with program development and implementation, under Resolution No. 03-R-0004, the City has co-permitted or partnered with DuPage County for compliance with several of the minimum control measures, mainly Public Education and Outreach on Storm Water Impact Public Involvement/Participation. However, each municipality still had to submit its own NOI, obtain its own ILR40 permit, submit its own annual maintenance and monitoring report, and pay the annual \$1,000.00 permit fee.

Recently DuPage County has received approval to formally submit a Countywide NOI. Under the Countywide ILR40 permit, DuPage County will submit the NOI and obtain the ILR40 permit; DuPage County will take the lead



## CITY OF WEST CHICAGO

on all six minimum control measures, will submit a Countywide annual maintenance and monitoring report, and will pay the annual permit fee. In return, the City will be required to execute an Intergovernmental Agreement (IGA) with DuPage County for the implementation of the NPDES program. There will be no cost to the City, unless the City specifically requests the use of County-owned equipment, machinery, and/or County-employed personnel.

The attached IGA identifies both County and City responsibilities, and provides County rates for use of County-owned equipment, machinery, and/or County-employed personnel. Besides assisting DuPage County and sharing information, it will remain the City's responsibility to conduct private development erosion control inspections, send personnel for appropriate training, and exercise good housekeeping methods of its facilities.

### **ACTIONS PROPOSED:**

Approve Resolution No. 18-R-0033 authorizing the Mayor to execute an Intergovernmental Agreement with the County of DuPage for the implementation of the National Pollution Discharge Elimination System Program in the West Branch DuPage River and Fox River Watersheds.

### **COMMITTEE RECOMMENDATION:**

The Infrastructure Committee voted 6-0 for approval.

## CITY OF WEST CHICAGO

### INFRASTRUCTURE COMMITTEE AGENDA ITEM SUMMARY

**ITEM TITLE:**

2018 Asphalt Materials Procurement – DuPage County  
Joint Purchasing Program - Plote Construction, Inc.

AGENDA ITEM NUMBER: 8.M.

COMMITTEE AGENDA DATE: May 3, 2018

COUNCIL AGENDA DATE: May 21, 2018

**STAFF REVIEW:** Timothy R. Wilcox, Assistant Director of Public Works

**SIGNATURE** 

**APPROVED BY CITY ADMINISTRATOR:** Michael L. Guttman

**SIGNATURE** \_\_\_\_\_

**ITEM SUMMARY:**

For over 30 years the City has utilized the DuPage County Joint Purchasing Program for the procurement of asphalt materials. DuPage County has a Joint Purchasing Program similar to the State of Illinois Joint Purchasing Program where annually it solicits bids for materials by way of public bid and then allows municipalities to take advantage of the competitively bid unit prices.

Staff has been advised that Plote Construction, Inc. (Plote) was awarded a contract for Asphalt Materials, both Surface and Binder Course, along with additional Group IV Bituminous Paving Materials such as asphalt emulsion (primer), effective April 1, 2018 and expiring March 31, 2019. Plote has agreed to extend its bid to other taxing bodies in DuPage County through the Joint Purchasing Program. Public Works staff will be able to pick up hot mix asphalt (HMA) material as needed from the plant located on Washington Street, near Illinois Route 38, in West Chicago, IL.

The City uses HMA to repair street openings from water and sewer excavations, for pothole patching, repair of surface imperfections through grinding and patching, and overlayment of sections of streets where the surface is deteriorated and the street is not scheduled for contractual reconstruction or resurfacing. For FY 2018, staff anticipates using approximately 750 tons of surface mix, approximately 50 tons of binder mix and approximately 35 gallons of primer. Material cost varies from \$47.00 to \$53.00 per ton depending on the type of HMA required. Primer is \$38.00 per 5 gallon pail. The amount of \$46,000 has been budgeted in the Capital Projects Fund for the purchase of HMA asphalt and street patch materials.

Staff recommends using the DuPage County Joint Purchasing Program for the procurement of Asphalt Materials from Plote Construction, Inc.

A copy of the DuPage County bid awarded to Plote Construction, Inc. is attached for your consideration.

**ACTIONS PROPOSED:**

Authorize the purchase of HMA Asphalt Materials, as needed, from Plote Construction, Inc. for an amount not to exceed \$46,000.00, through the DuPage County Joint Purchasing Program.



## CITY OF WEST CHICAGO

**COMMITTEE RECOMMENDATION:**

The Infrastructure Committee voted 6-0 for approval.

## CITY OF WEST CHICAGO

### INFRASTRUCTURE COMMITTEE AGENDA ITEM SUMMARY

**ITEM TITLE:**

Purchase of Four 2018 Ford Utility AWD Police Interceptor Vehicles – Currie Motors, Frankfort, Illinois

**AGENDA ITEM NUMBER:** 8.N.

**COMMITTEE AGENDA DATE:** May 3, 2018

**COUNCIL AGENDA DATE:** May 21, 2018

**STAFF REVIEW:** Robert E. Flatter, P.E., Director of Public Works

**SIGNATURE** 

**APPROVED BY CITY ADMINISTRATOR:** Michael L. Guttman

**SIGNATURE** \_\_\_\_\_

**ITEM SUMMARY:**

For FY 2018, the Police Department has planned and budgeted for the replacement of two 2012 Chevrolet Caprice (black and white marked patrol units) and two 2013 Ford Utility (Ford Explorer) AWD Police Interceptor vehicles (all solid black unmarked patrol units) with four 2018 Ford Utility AWD Police Interceptors (all solid black unmarked patrol units).

To allow local vendors an opportunity to quote on the 2018 Ford Utility Police Interceptor, the City of West Chicago recently solicited price quotes from eight local Ford dealerships, two Ford dealerships from that previously held State of Illinois contracts (i.e., dealership from Taylorville, Illinois and Springfield, Illinois), one Ford dealership from Greenfield, Illinois that holds the current State of Illinois contract, and one Ford dealership from Frankfort, Illinois who holds the Suburban Purchasing Cooperative (SPC) Joint Purchasing Program contract. From our request, only four dealerships responded:

- Currie Motors Fleet, Frankfort, Illinois (SPC Program) – \$29,098.00 each.
- Hawk Ford of St. Charles, St. Charles, Illinois - \$30,019.00 each.
- Joe Cotton Ford, Carol Stream, Illinois - \$30,833.00 each.
- Haggerty Ford, West Chicago, Illinois - \$32,495.00 each.

Based on comparable pricing received, staff recommends ordering the four 2018 Ford Utility AWD Police Interceptor vehicles for the Police Department from Currie Motors Fleet in Frankfort, Illinois, for an amount not to exceed \$116,392.00 (\$29,098.00 each) under the SPC Joint Purchasing Program.

Vehicles will be purchased from the Capital Equipment Replacement Fund (04-34-39-4804) in which \$131,800.00 has been budgeted in FY 2018 for these replacement vehicles. Necessary appurtenances/equipment (i.e., lights, sirens, decals, radios, etc.) will be installed by a third party after the City of West Chicago takes delivery of the units, in which an additional \$48,000.00 has been budgeted in FY 2018 for said equipment.

**ACTIONS PROPOSED:**

That the West Chicago City Council authorize the purchase of four 2018 Ford Utility AWD Police Interceptor vehicle, for a cost not to exceed \$131,800, from Currie Motors Fleet, Frankfort, Illinois, under the Suburban Purchasing Cooperative Joint Purchasing Program.



## CITY OF WEST CHICAGO

**COMMITTEE RECOMMENDATION:**

The Infrastructure Committee voted 6-0 for approval.

# CITY OF WEST CHICAGO

## PUBLIC AFFAIRS COMMITTEE AGENDA ITEM SUMMARY

**ITEM TITLE:**

Resolution No. 18-R-0028 – Contract Award - Signarama West Chicago (JRC Enterprises, LLC) for Fabrication and Installation of Entrance Signs for City Hall, Police Station, Water Treatment Plant, and the Regional Wastewater Treatment Plant

**AGENDA ITEM NUMBER:** 8.0.

**COMMITTEE AGENDA DATE:** April 23, 2018  
**COUNCIL AGENDA DATE:** May 21, 2018

**STAFF REVIEW:** Tim Wilcox, Assistant Director of Public Works

**SIGNATURE** 

**APPROVED BY CITY ADMINISTRATOR:** Michael L. Guttman

**SIGNATURE** \_\_\_\_\_

**ITEM SUMMARY:**

At the February 26, 2018 Public Affairs Committee meeting, staff sought direction for the selection of entrance signs to purchase and have placed at City Hall and the Police Station. Staff provided the Committee with three options and pricing from DeSign Group Signage Corporation for signs made or retrofitted using the same design and materials as the existing gateway signs. Staff also provided information about synthetic stucco monument signs which can be custom made to resemble the existing gateway signs. Staff also listed some additional options in the February 26, 2018 agenda summary such as sandblasted wood, signs to include an LED message board, or some other variation of material and design (these other options were not considered).

The Committee directed staff to pursue the purchase and installation of new smaller (5'6" X 8") synthetic stucco monument signs (faux stone columns) in the same style and appearance as the gateway signs for City Hall and the Police Station.

Staff prepared Request For Proposal (RFP) documents, drawings, and included photos of an existing gateway sign. The RFP document was sent to four sign companies, Aubrey Sign Company from Batavia, Signarama West Chicago (JRC Enterprises, LLC) from West Chicago, Parvin-Claus Sign Company from Carol Stream, and DeSign Group Signage Corporation, from Des Plaines. Staff also requested pricing for an optional City logo plaque to be placed on the front left column of each monument sign, similar to the ones placed on the message board monument sign at Main Street and Neltor Boulevard. To determine if lower unit prices could be realized by ordering additional signs, staff requested alternate pricing for the purchase and installation of two more: one for the City's Water Treatment Plant and another for the Regional Wastewater Treatment Plant. Currently there is no sign at the City's Water Treatment Plant and an older sign, similar to the one at the Police Station, exists at the entrance to the Wastewater Treatment Plant.

Staff received written quotes back from all four vendors. Signarama West Chicago submitted the lowest price quotes for all of the requested sign options; \$15,794.80 for two signs including the City logo plaque, or \$30,164.00 for all four signs including the City logo plaque. The total savings to purchase all four signs in one order will be \$1,425.60 (price summary and sign specifications attached).

There is currently \$35,000 budget in the Capital Projects Fund for installation of entrance signage. It is staff's recommendation that a contract be awarded to Signarama West Chicago (JRC Enterprises, LLC) for fabrication and installation of four synthetic stucco monument signs with additional City Logo plaque for City Hall, Police Station, Water Treatment Plant, and the Regional Wastewater Treatment Plant for an amount not to exceed \$30,164.00.



## CITY OF WEST CHICAGO

**ACTIONS PROPOSED:**

Approve Resolution No. 18-R-0028 authorizing the Mayor to execute a contract with Signarama West Chicago (JRC Enterprises, LLC), for an amount not to exceed \$30,164.00, for the fabrication and installation of four synthetic stucco monument signs with additional City Logo plaque for City Hall, Police Station, Water Treatment Plant, and the Regional Wastewater Treatment Plant.

**COMMITTEE RECOMMENDATION:**

The Public Affairs Committee voted 7-0 for approval.