

Minimize Vehicle/Pedestrian Conflicts

Curb cuts and driveways should be minimized with new development. They expose pedestrians to potential conflicts with vehicles and are often eyesores from the pedestrian standpoint. Vehicle access should be consolidated and no wider than 24 feet at drives or parking garage openings.



Figure 46

Screen Surface Parking Lots

Ideally, surface parking lots would not be adjacent to the sidewalk as redevelopment occurs; however, in certain situations this is unavoidable. Surface parking lots should be set back from the public right-of-way and screened using short fences, decorative walls, and/or landscape treatments.

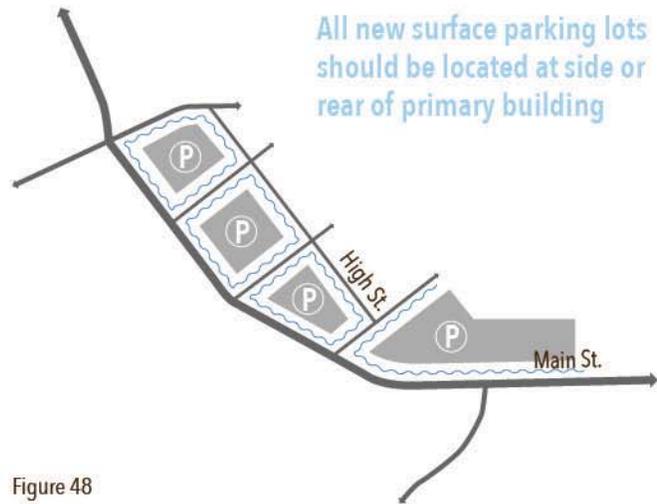


Figure 48

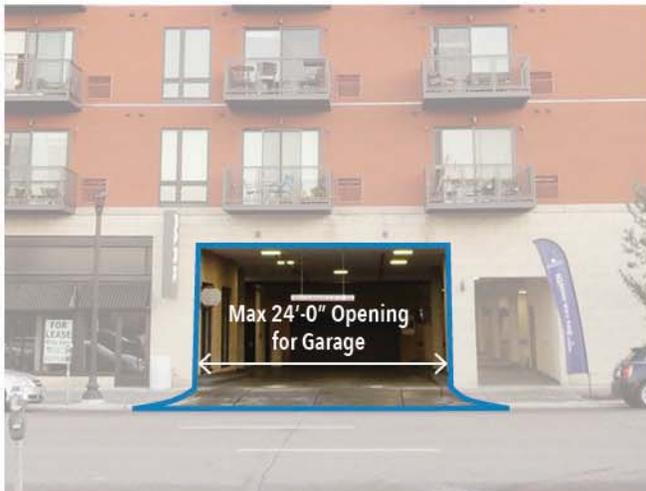


Figure 47 (source: Google)



Figure 49 (source: Land Perspectives)

Shade the Sidewalks

Trees should be provided along all sidewalks to shade pedestrian pathways. Main Street should have regularly spaced trees (no more than 50 feet on-center), while High Street and other side streets may be less consistent, depending on the type of redevelopment.



Figure 50

Comfortable Sidewalk Width

Industry standards suggest that sidewalks adjacent to mixed-use or commercial uses should be a minimum of 8 feet wide. Residential streets should have a minimum sidewalk width of 4 feet.

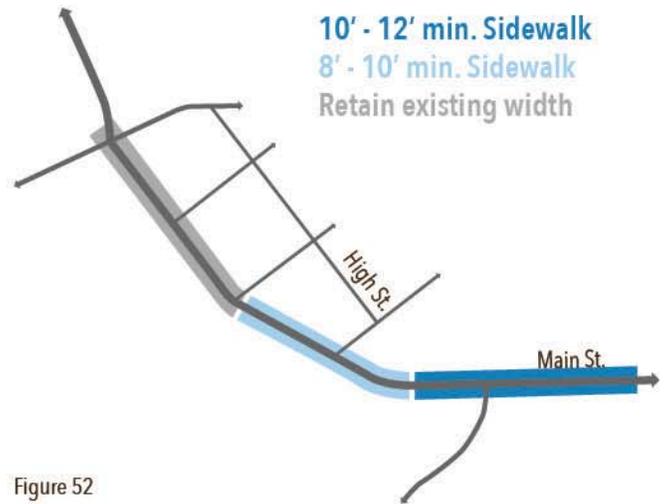


Figure 52



Figure 51 (source: SF Better Streets)



Figure 53 (source: Pinterest)



Stormwater Green Infrastructure Toolkit

Integrating Stormwater Management

Younger adults and families are demanding opportunities for outdoor recreational activities such as canoeing, hiking, and bird watching, in urban centers. These interests are fueling a demand for suburban communities with thriving urban centers in relatively close proximity to high quality open space. At the same time, there is increased public understanding that roofs, pavement, and other urban surfaces are contributing to flooding and degradation of our streams, lakes, and wetlands. Thus, it is essential that urban revitalization projects recognize these issues and integrate high performance stormwater measures into the urban fabric with each project. Integrating high quality and visible stormwater features into the architecture and landscapes provide an opportunity to differentiate the project from every other project while simultaneously reducing flooding and protecting the natural areas that are cherished by the public.

Impervious Cover Requirements

The DuPage County and West Chicago stormwater ordinances require (1) water quality treatment with Post Construction Best Management Practices (PCBMPs); and, (2) site runoff storage using some form of detention that provides storage for up to the 100-year storm event. However, the requirements only become effective if the post-development increase in impervious cover exceeds certain thresholds. The PCBMP requirement becomes effective if the increase in impervious cover exceeds 2,500 square feet. The detention requirement becomes effective if the increase in impervious cover exceeds 25,000 square feet. Once the detention threshold of 25,000 square feet of net new impervious is exceeded, the project is treated like new development and detention must be provided based on the proposed cover conditions, regardless of existing cover.

Stormwater Green Infrastructure Toolbox

Green infrastructure stormwater practices are inspired by and designed to mimic the management of rainwater in the natural environment in terms of infiltration, evaporation, and surface runoff.

Below is a summary of green infrastructure tools applicable to the West Chicago study area. These practices are proposed due to their high level of environmental performance, their ability to be integrated into site and streetscape plans, and their ability to enhance the urban aesthetic of downtown West Chicago. Because these practices can be integrated into most any landscape or pavement area, they are very space efficient, reducing or negating the need for single purpose detention basins.

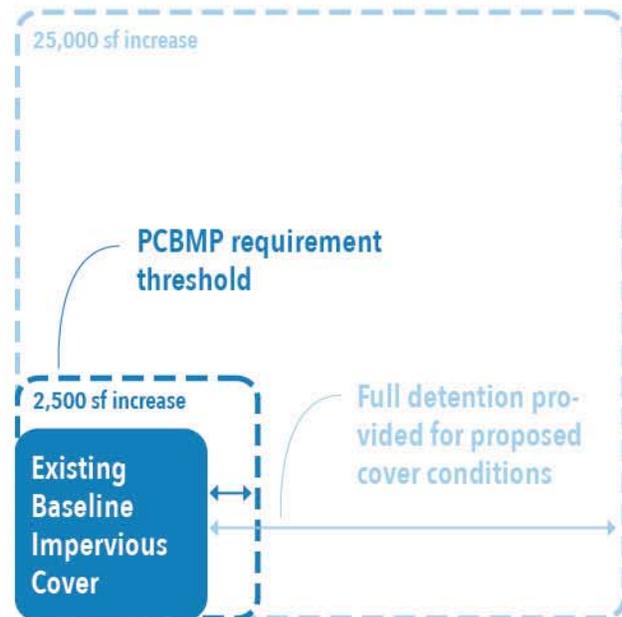


Figure 54 - Impervious Cover Requirements

Permeable Paving



Figure 55 - Permeable Paving (source: Conservation Design Forum)

Permeable paving products, such as porous asphalt and concrete, as well as permeable pavers allow water to pass through the surface and into a stone storage layer below.

The water stored in the stone layer either infiltrates into the soil below or is slowly released to a sewer or other drainage system to reduce stormwater runoff volumes and rates. Sediment, metals, and organic compounds are filtered and/or biologically treated as the runoff moves through and is stored in the system.

Properly designed permeable paving systems are applicable to both pedestrian and vehicular areas. Permeable paving should be avoided in the through lanes of high traffic areas (such as County and State highway routes) and areas of high sediment or other pollutant loading that could clog the system or overwhelm the system's ability to treat typical urban runoff pollutants.

Bioretention Landscapes



Figure 56 - Bioretention Landscape (source: Conservation Design Forum)

Bioretention systems are engineered landscapes that are depressed to receive and manage runoff from adjacent areas. These systems are typically composed of an engineered topsoil layer above a stone drainage and storage layer.

Bioretention systems come in many forms including landscape rain gardens, depressed parking lot bioswales, depressed street bump outs, and building and sidewalk planters. Runoff is filtered by the vegetated topsoil where microbial activity and plant uptake can utilize nutrients and other runoff pollutants.

When designing and sizing bioretention systems, care must be taken not to overload them with runoff and sediment that will lead to poor plant health and increased maintenance. The required soil layer thickness varies with the type of vegetation, the surface depth, and gravel layer thickness.

Depending on the depth of bioretention and the design of the soil in the bioretention system, a minimum bioretention area of 15% to 20% of the tributary impervious area is recommended to avoid overloading the bioretention with water and sediment, degrading the quality of the landscape.

Surface Detention



Figure 57 - Surface Detention (source: Conservation Design Forum)

Surface detention systems are typically designed to provide both flood control and water quality benefits and include features such as open pools of water, wetland vegetation, and naturalized shorelines and side slopes.

While surface detention is one of the least expensive methods of stormwater storage to install, it can take considerable high-value space and is therefore less applicable to small infill and redevelopment projects in West Chicago.

Underground and Above Ground Storage



Figure 58 - Underground Storage Tank (source: Conservation Design Forum)

Underground tanks or vaults can store runoff from all surfaces. Runoff can be stored and slowly released to meet detention requirements or harvested for irrigation, cooling tower makeup water, toilet flushing, and most other uses that don't require potable water.

Above ground tanks are often used to store harvested roof runoff for seasonal irrigation. Caution should be used when using runoff from surfaces other than roofs due to runoff contaminants that can be detrimental to mechanical systems and plant material. Underground tanks can take many forms, including enclosed tanks, open bottom arch chambers, and enlarged pipe systems.

Systems intended for rainwater harvesting and reuse should be lined to prevent leakage. Conversely, systems designed to improve water quality and provide detention should have open bottoms to allow infiltration. Instead of a tank, runoff may also be stored within open graded stone (void space = 36%) located below permeable paving and bioretention systems. Runoff water should not be discharged directly to open graded stone storage without pre-treatment such as filtering through the surface of permeable paving or bioretention.

Vegetated Roofs



Figure 59 - Vegetated Roof (source: Conservation Design Forum)

Vegetated roofs (often referred to as green roofs) are engineered systems designed to allow establishment of vegetation on the roofs of buildings.

The systems reduce the rate and volume of stormwater runoff, provide urban habitat for beneficial insects and birds, and can reduce cooling and heating load on building climate control systems.

Light weight systems can readily be located on most existing roofs without structural modification. However, the systems must be used with compatible roof waterproofing materials. Like bioretention systems, vegetated roofs have a soil layer and a drainage layer. However, the layers on a green roof are much thinner and made from lighter materials.

From a stormwater design perspective, green roofs can generally be assumed to be pervious surfaces and therefore require less detention than a standard impermeable roof. Vegetated roofs can be designed with a range of engineered soil thicknesses, depending on the desired vegetation.

Green Streets



Figure 60 - Stormwater Bulb-Out (source: Conservation Design Forum)

Green streets are an application of permeable paving and/or bioretention systems.

Green street projects are limited to sidewalk planters and street bumpouts that also serve to provide protected parking. These features are designed to manage runoff from streets, sidewalks, and/or roofs.

More expansive green street projects may include permeable paving sidewalks and/or streets. For these projects, the gravel storage extends under most or all of the right of way, receiving runoff from the permeable paving and bioretention surfaces above.

Redevelopment Stormwater Strategies

Stormwater Strategies

Stormwater requirements will vary by redevelopment block (See Chapter 4 for definition of redevelopment blocks) based on existing and proposed impervious cover. There are three categories of strategies for providing required stormwater management: Site Strategies that provide all the required management onsite, District Strategies that provide all required stormwater offsite, and Hybrid Strategies that provide a portion of required management storage onsite and a portion offsite.

For the Study Area, a hybrid strategy is will likely be the only way to support a marketable density that promotes TOD and checks the box for stormwater detention; however, early and continued communication with the County to confirm compliance with stormwater requirements is recommended. Downtown infill sites often require innovative solutions to handling stormwater and these sites within the Study Area warrant out of the box solutions.

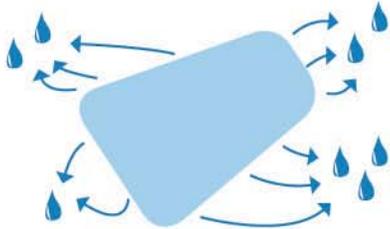
Strategy A: Site Stormwater Management



Each of the strategies described under the Stormwater Toolbox are appropriate for managing stormwater within the West Chicago redevelopment blocks. However, it is often useful to consider the cover type when selecting the most appropriate strategy:

- **Surface parking and other at-grade paving:** For parcels where only PCBMPs are required, bioretention islands located within a parking lot can meet the storage requirements. However, when detention is required, permeable paving is often a more effective strategy since all the gravel beneath the parking lot can be used for stormwater storage.
- **Roof areas:** Vegetated roofs can be used to meet PCBMP requirements. However, green roofs will generally be inadequate to meet the full detention requirements. When detention is required, underground storage beneath permeable paving parking and bioretention areas can be used to meet the detention requirements for the roof area. However, since pre-treatment is recommended prior to discharging roof runoff into underground gravel storage, bioretention planters around the building are recommended to provide that treatment.
- **Vegetated areas:** Under the DuPage County stormwater ordinance, even vegetated lawns and landscape require stormwater detention once the 25,000 square foot impervious cover threshold is exceeded.

Strategy B: District Stormwater Management



A district strategy may be used where the stormwater management is provided off-site from the redevelopment blocks. There are two basic approaches to providing District stormwater:

- **Regional detention:** Regional detention could be provided by constructing a large detention facility downstream of the redevelopment blocks. Storm sewers from the blocks would need to be adequately sized to convey the runoff to the regional basin and adequate land area would be required to construct the basin. A well designed surface detention basin that includes a naturalized pond and shoreline would be suitable to meet both the PCBMP and detention requirements. An underground detention vault would be adequate to provide the stormwater detention requirement but would not be able to meet the PCBMP requirement without additional measures.
- **Detention trading:** It may be feasible to provide detention for existing developed areas not requiring detention instead of providing detention on a redevelopment block. This could be done by providing PCBMP and detention storage for an existing area that was developed prior to stormwater requirements. Another option would be to provide PCBMP and detention storage for a parcel that falls below the thresholds requiring storage. Turner Court and other areas have been identified as candidate locations for providing detention credit towards storage required for the redevelopment blocks. The candidate locations are described further on subsequent pages. Utilization of detention trading would require preparation of a Stormwater Master Plan for the downtown area. The Master Plan would identify proposed receiving sites for stormwater storage as well as the proposed development sites that would utilize the detention credits. The Master Plan as well as the proposed development plans would need to demonstrate that the proposed development would not increase flooding in the downstream system.

Strategy C: Hybrid Stormwater Strategies



In some cases, the most cost effective option may be to utilize a hybrid approach where the PCBMP storage is provided on site but the detention storage is provided within regional detention or through detention trading. The details of a hybrid strategy should be specified in a Stormwater Master Plan for the downtown area as described under Strategy B, Detention Trading.

Hybrid Stormwater Approach



Identifying Potential Off-site Detention Locations

The above map identifies locations for four potential offsite detention locations that may work together or independently in easing the required load for the Study Area blocks. The four areas include: permeable paver improvements to Turner Court, expansion and improvements of the public library detention basin, expansion and improvements of the Metra detention area, and a regionally scaled detention area west of the Public

Works facilities. Each location should be considered from a cost, capacity, and timing standpoint to better evaluate which improvement has the most impact in the least amount of time, with as little financial strain as possible. It is recognized that the City's resources are valuable and limited, so these improvements should also be considered to qualify as a TIF expense.

Turner Court: Detention Trading

Turner Court provides a significant stormwater retrofit opportunity as part of an overall redevelopment program. Turner court is currently paved with asphalt but as part of revitalization program, the Court could be repaved in permeable brick pavers to enhance the aesthetics of the court while providing stormwater storage in the gravel below. Further, the buildings backing Turner Court all have external downspouts that could be directed to the gravel storage via building planters and other features. The total area tributary to Turner Court is approximately 64,000 square feet and the entire area is impervious. The required storage to meet the DuPage County release rate requirement is 31,400 cubic feet and all this storage could be used to offset storage requirements for other locations where it would be difficult to provide storage on-site.

Library Detention Basin: Detention Trading

There is an existing detention basin southwest of the Library on Washington Street. Under existing conditions, it does not appear that the properties to the northwest of the basin drain to it. However, it appears that with minor interventions the runoff could be intercepted and redirected to the basin and additional storage provided to serve as detention trading volume. If utilized the basin should be designed as a naturalized detention basin, as opposed to the current mowed turf, to provide both water quality and detention benefits.

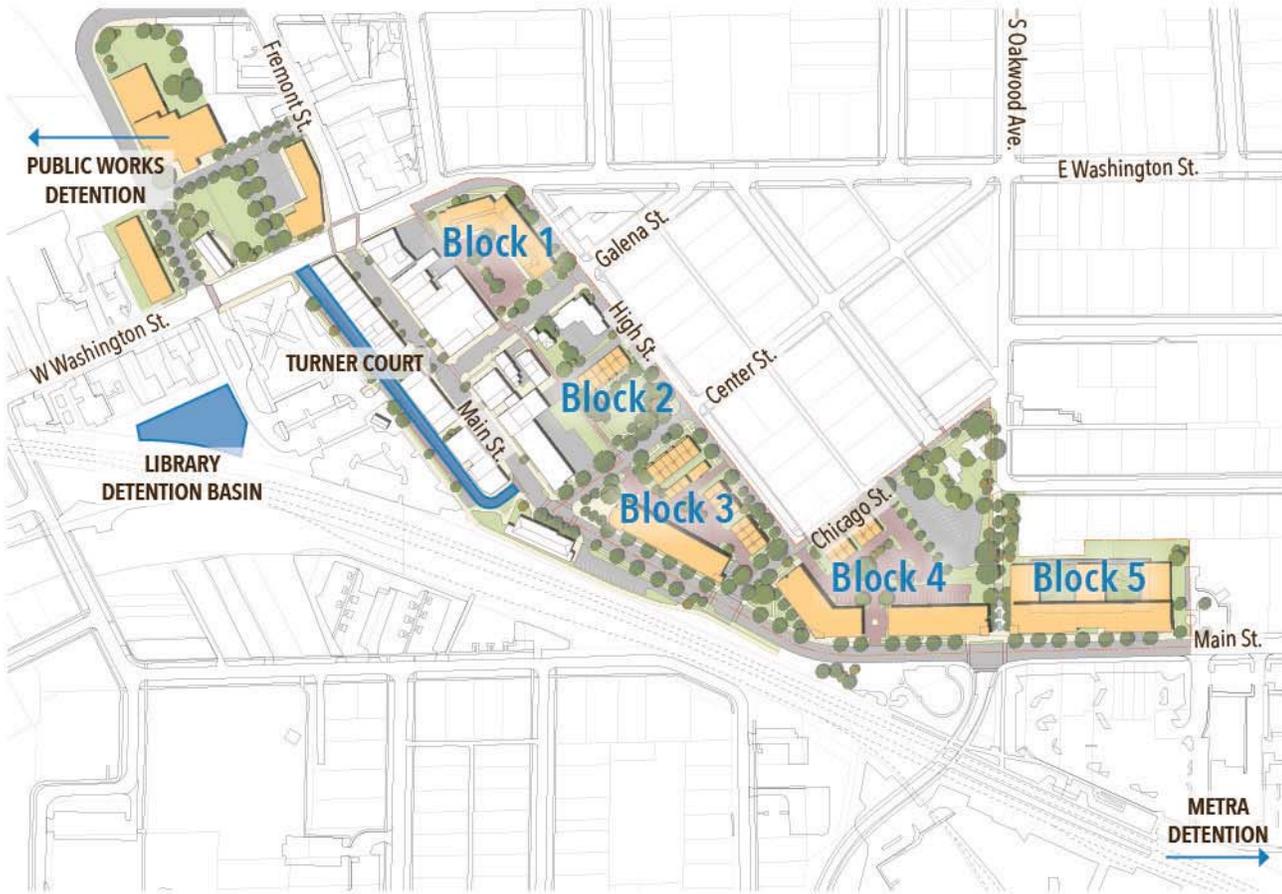
Metra Detention: Detention Trading

There is insufficient information to determine the drainage area to the basin. However, there may be opportunities to route additional runoff to the basin and the storage increased to serve as detention trading volume. If utilized, the basin should be redesigned as a naturalized detention basin (the basin is currently mowed turf) to provide both water quality and detention benefits.

Public Works Detention: Regional Detention

There is open area between the public works facility and the railway that could be developed as regional detention. Runoff from the Washington Street storm sewer could be diverted into the basin, detained, and then routed back to the storm sewer. Since runoff from the Block parcels are tributary to this storm sewer, the Public Works Detention could serve as offsite, regional detention for one or more of these blocks. Additional information, including invert elevations of the Washington Street storm sewer and property ownership, would be required to determine the volume of storage that could be provided at this location. If utilized, the storage should be designed as naturalized detention to provide both water quality benefits and detention storage.

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

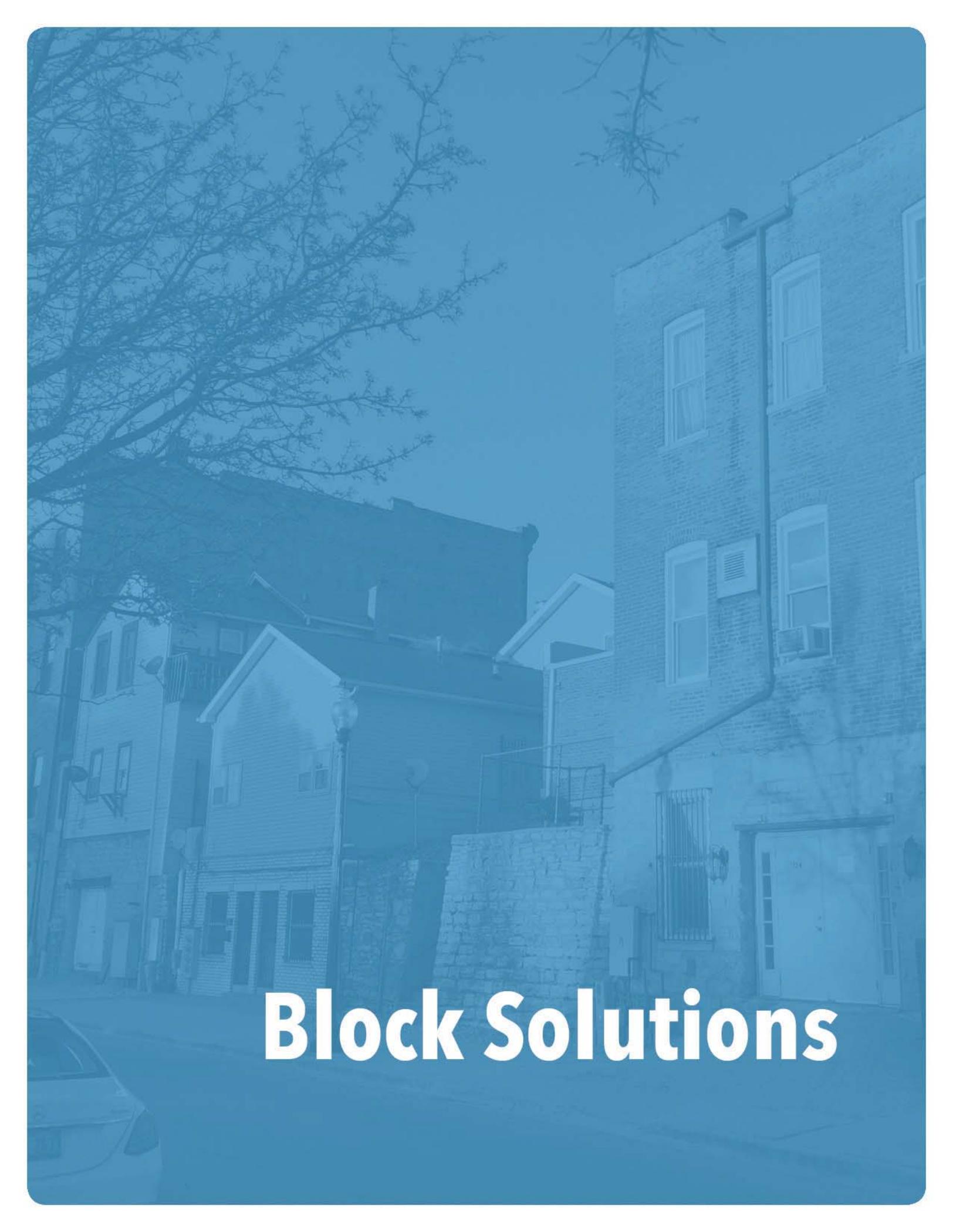
The increase in impervious cover for Block 3 exceeds 25,000 square feet and therefore PCBMP and site runoff (detention) storage are required. Based on the total area of the block of 77,374 square feet and the proposed impervious cover of 60,081 square feet, the total required detention storage would 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 Solutions

Chapter 4: Block Solutions

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.

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

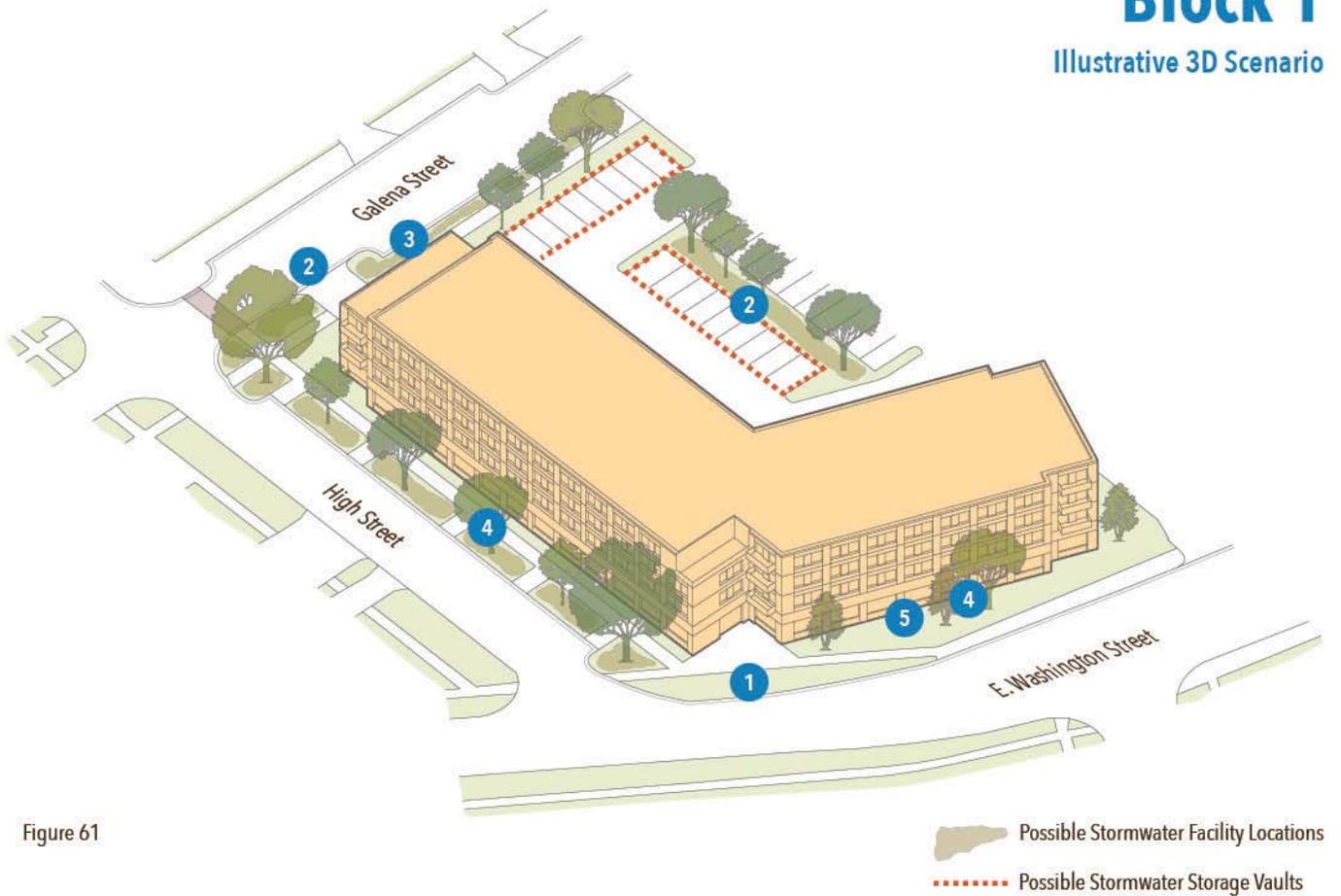


Figure 61

Block 1: Multi-Family Apartments

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 2

Illustrative 3D Scenario

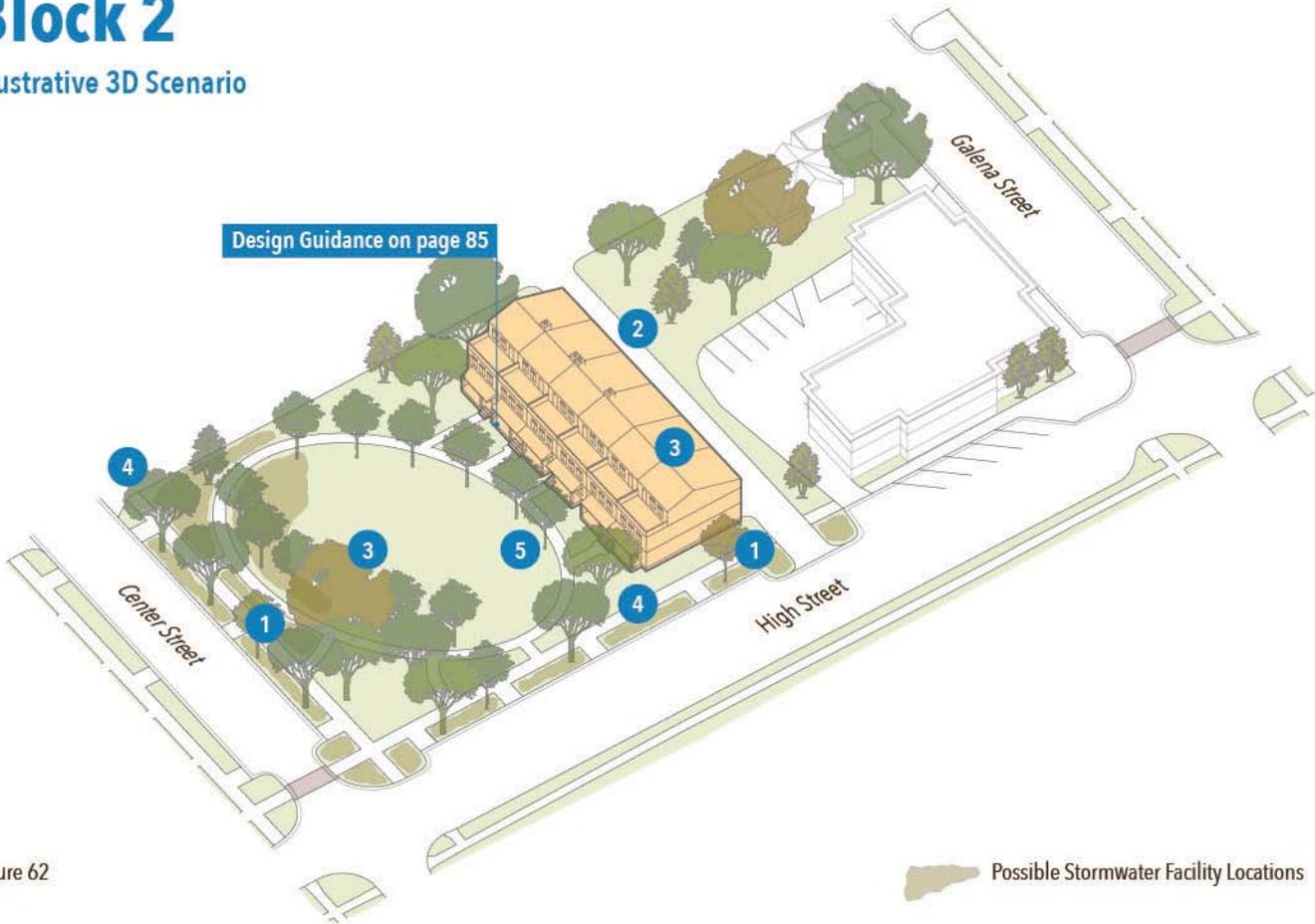


Figure 62

Block 2: Townhomes

Zoning District	B-1: Central Business District
Block Area	0.79 acres (34,246 square feet)
Unit Count	6 Townhomes
Density	8 units / acre
Height	Three-Story max.; Two-Story min.
Stormwater Req.	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; see page 85 for further block specific design guidance)

Block 3

Illustrative 3D Scenario

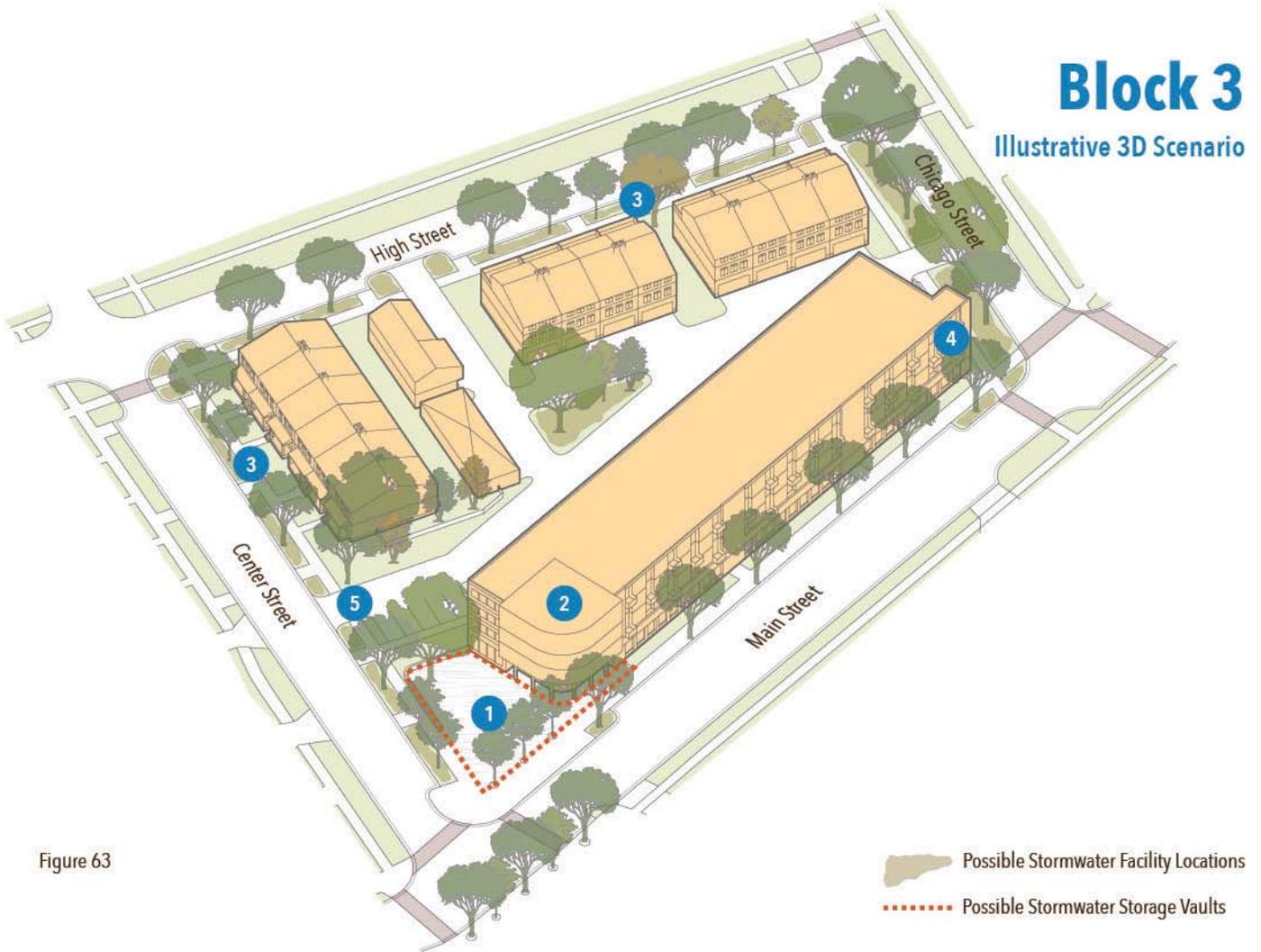


Figure 63

Block 3: Multi-Family Apartments and Townhomes

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

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)

Block 5

Illustrative 3D Scenario

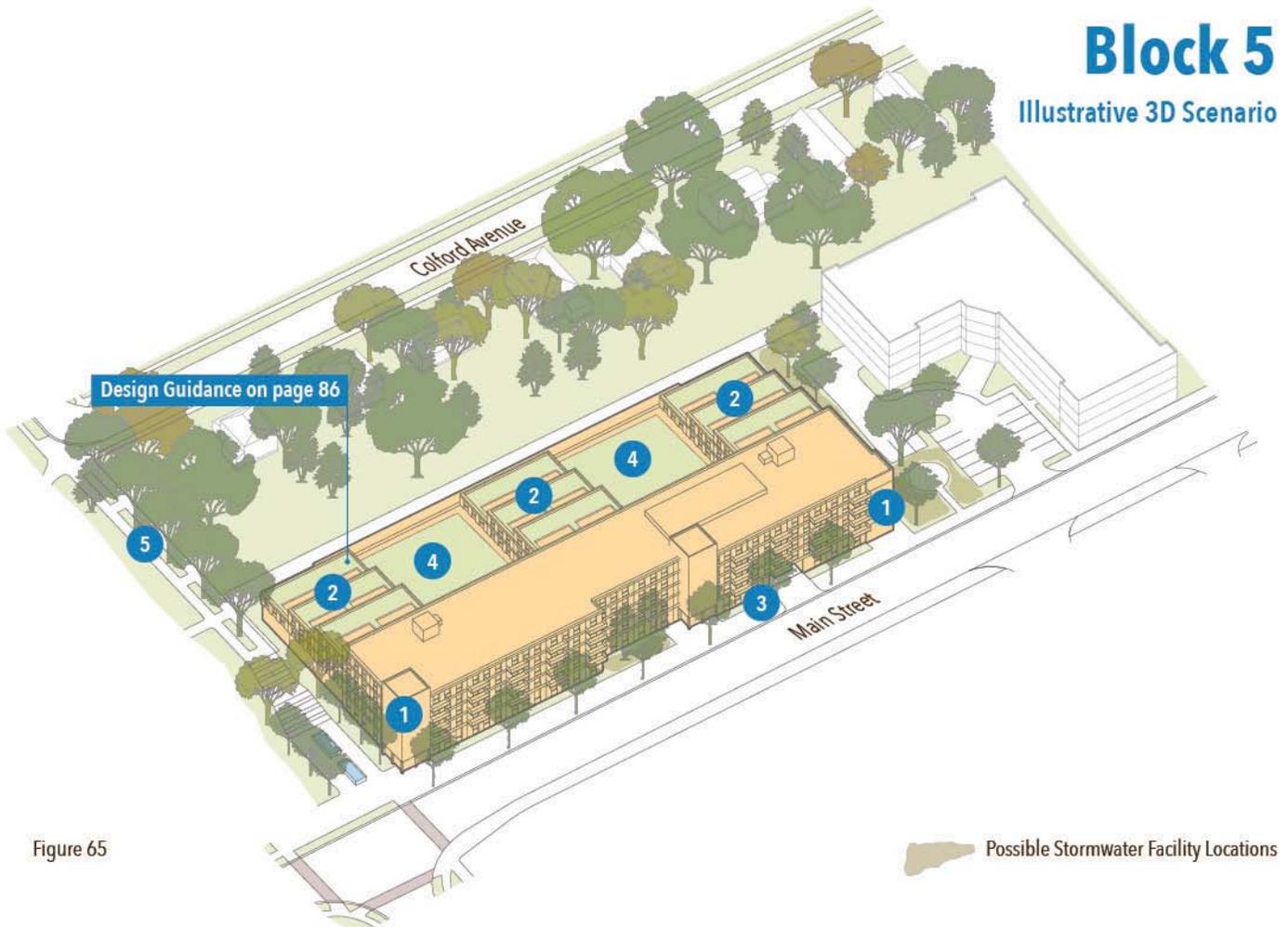


Figure 65

Block 5: Multi-Family Apartments

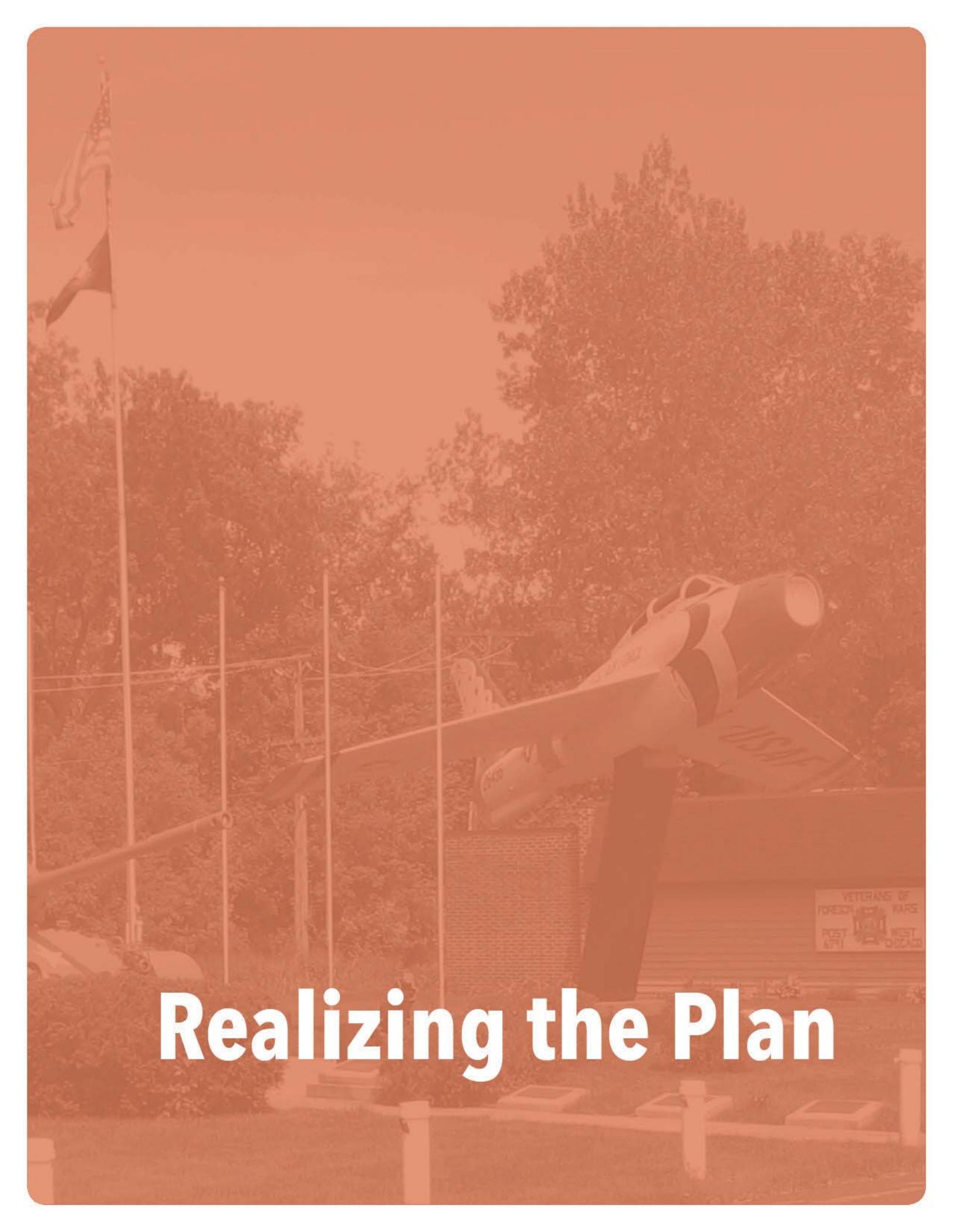
Zoning District	B-1: Central Business District
Block Area	2.09 acres (91,033 square feet)
Unit Count	150 Apartments
Density	72 units / acre
Height	Five-Story max. fronting Main Street; height should step down to accommodate winter sunlight into rear yards of adjacent homes
Stormwater Req.	6,873 cubic 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 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; see page 86 for further block specific design guidance)



Realizing the Plan

Chapter 5: **Realizing the Plan**

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.

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
Phase 0 - City Completes Development Ready Checklist		
< 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
Phase 1 - Building Momentum		
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
Phase 2 - Make Way for TOD		
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
Phase 3 - Completing the Central-Main Street Redevelopment		
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
Greater Downtown Projects		
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

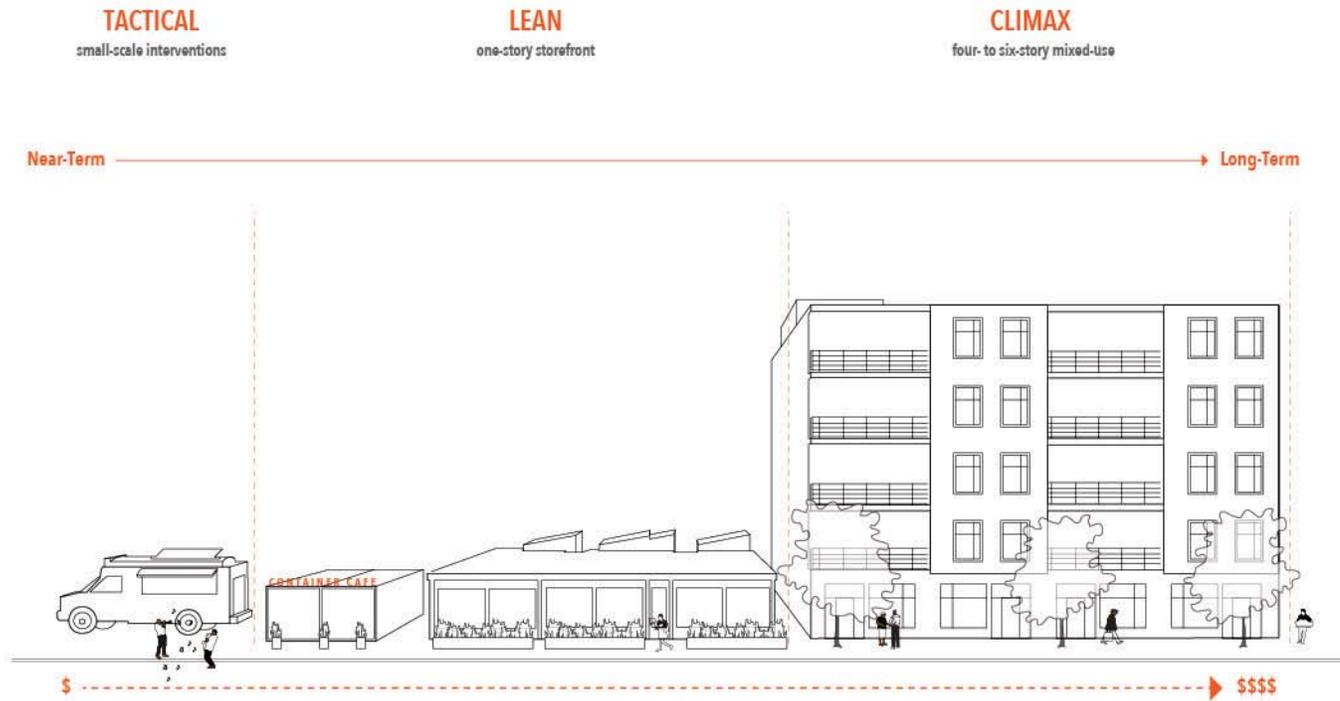


Figure 69 - TLC diagram (source: Farr Associates)

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.

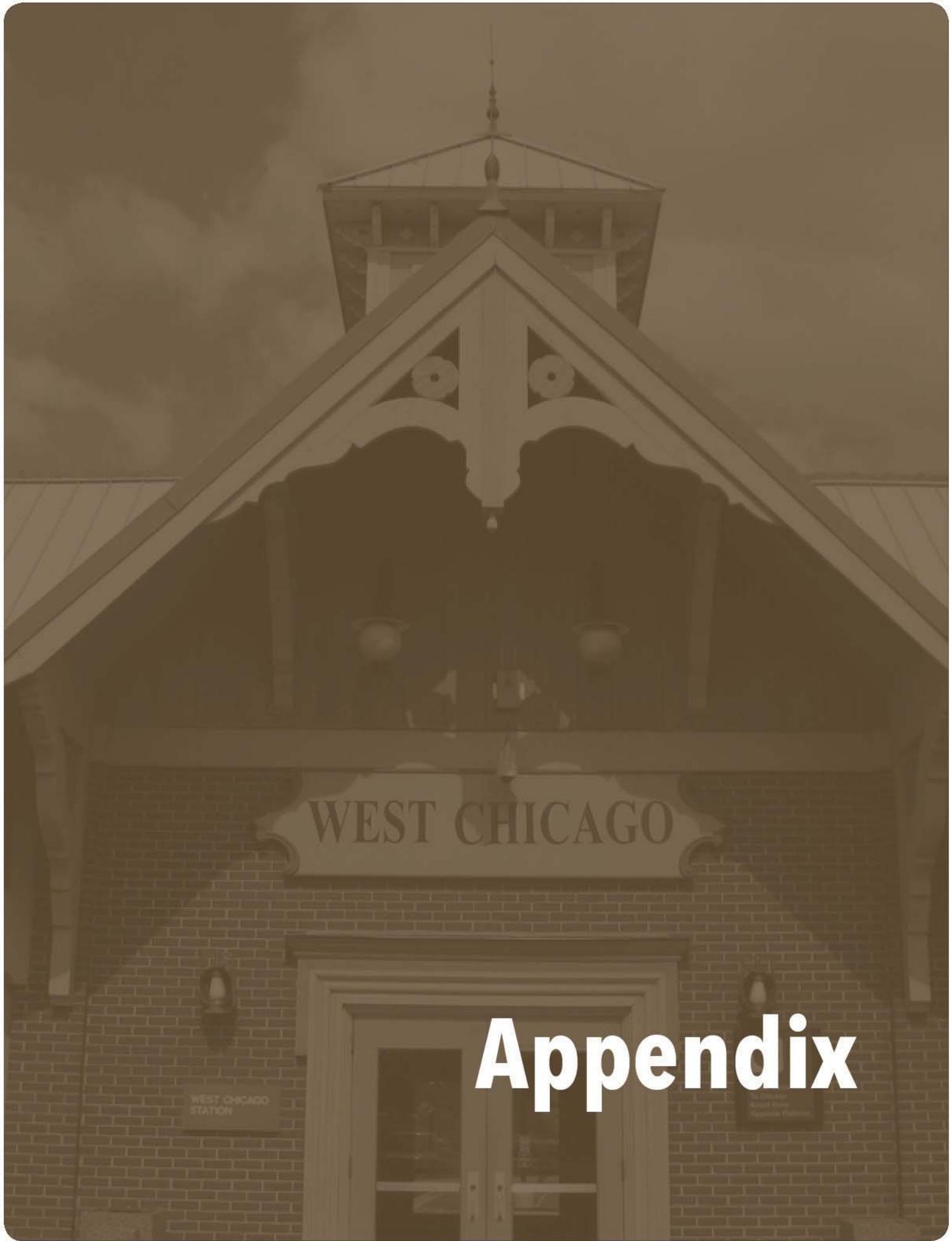
A successful plan, in this instance, should reflect a timely redevelopment of the Study Area to bring more residents and businesses into Downtown. If Phase 1 proves successful, it may open the flood gates to further investment. West Chicago has a long history to build upon. Change in the form of new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

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



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



WEST CHICAGO

Appendix

WEST CHICAGO
STATION

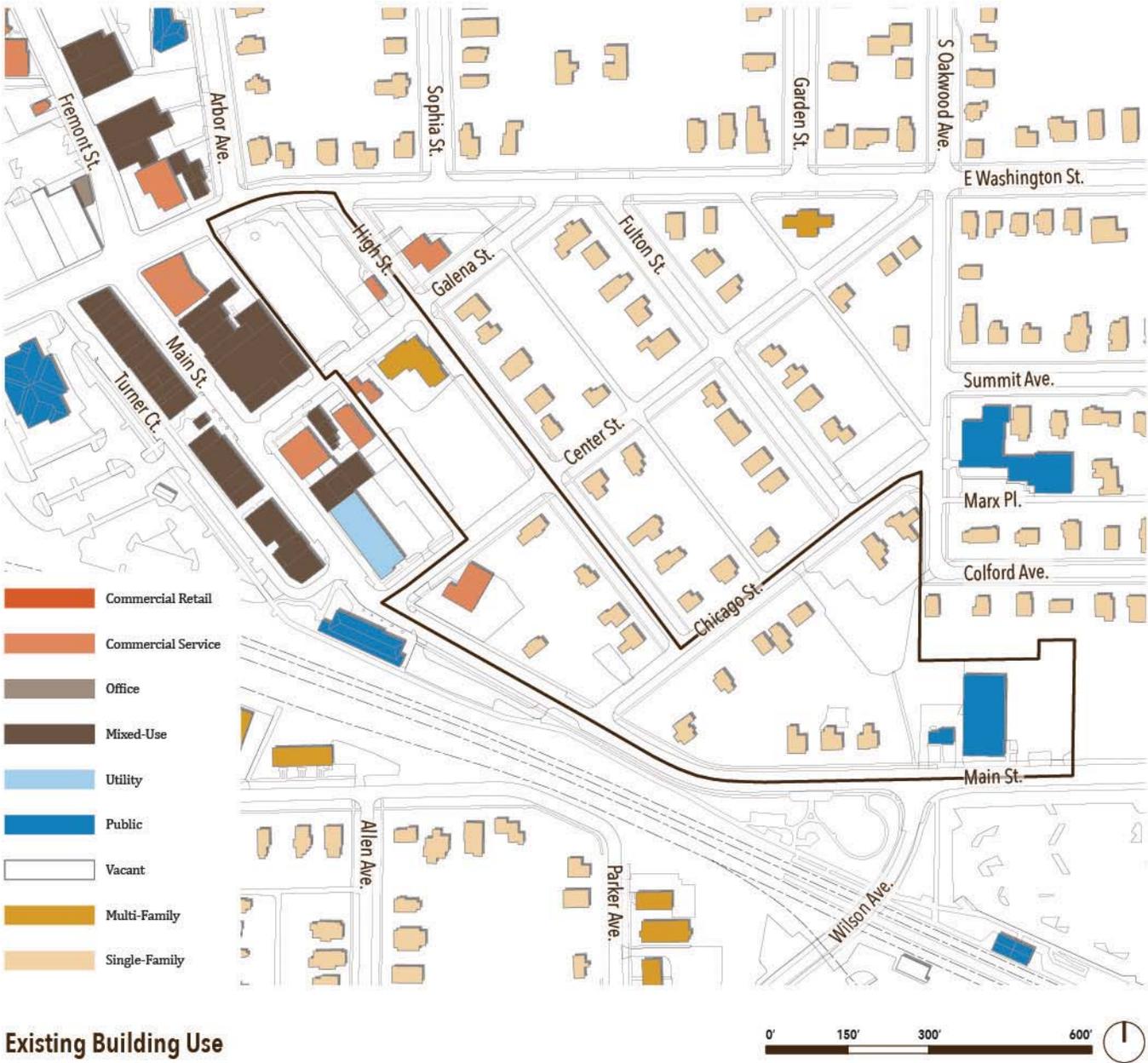
By Chicago
North Branch
Express Platform

Chapter 6: **Appendix**

Appendix Contents

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

Figure 71



Existing Building Use

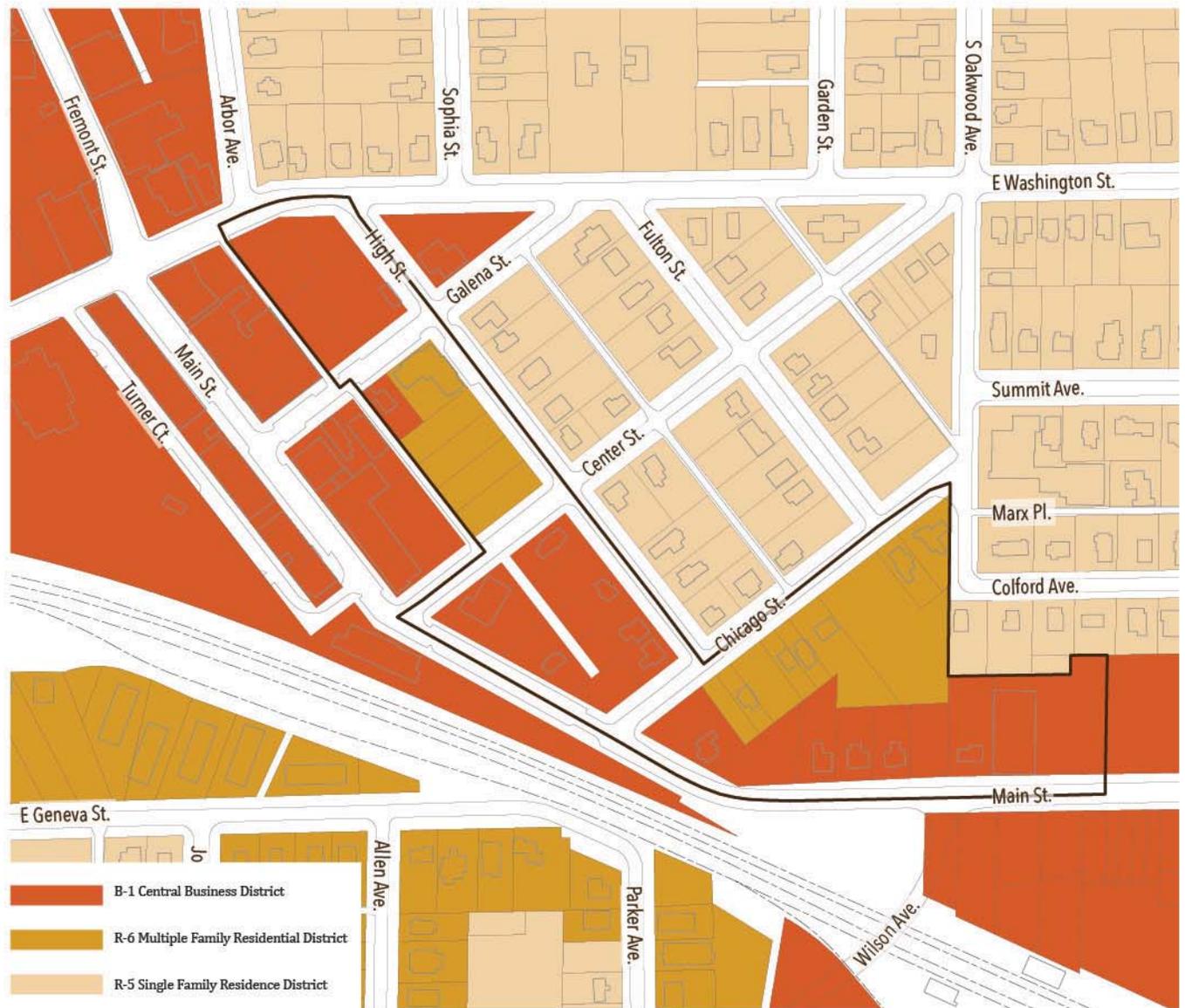
Many different building uses are within downtown West Chicago with the primary mixed-use corridor located along Main Street between Center Street and E Washington Street.

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



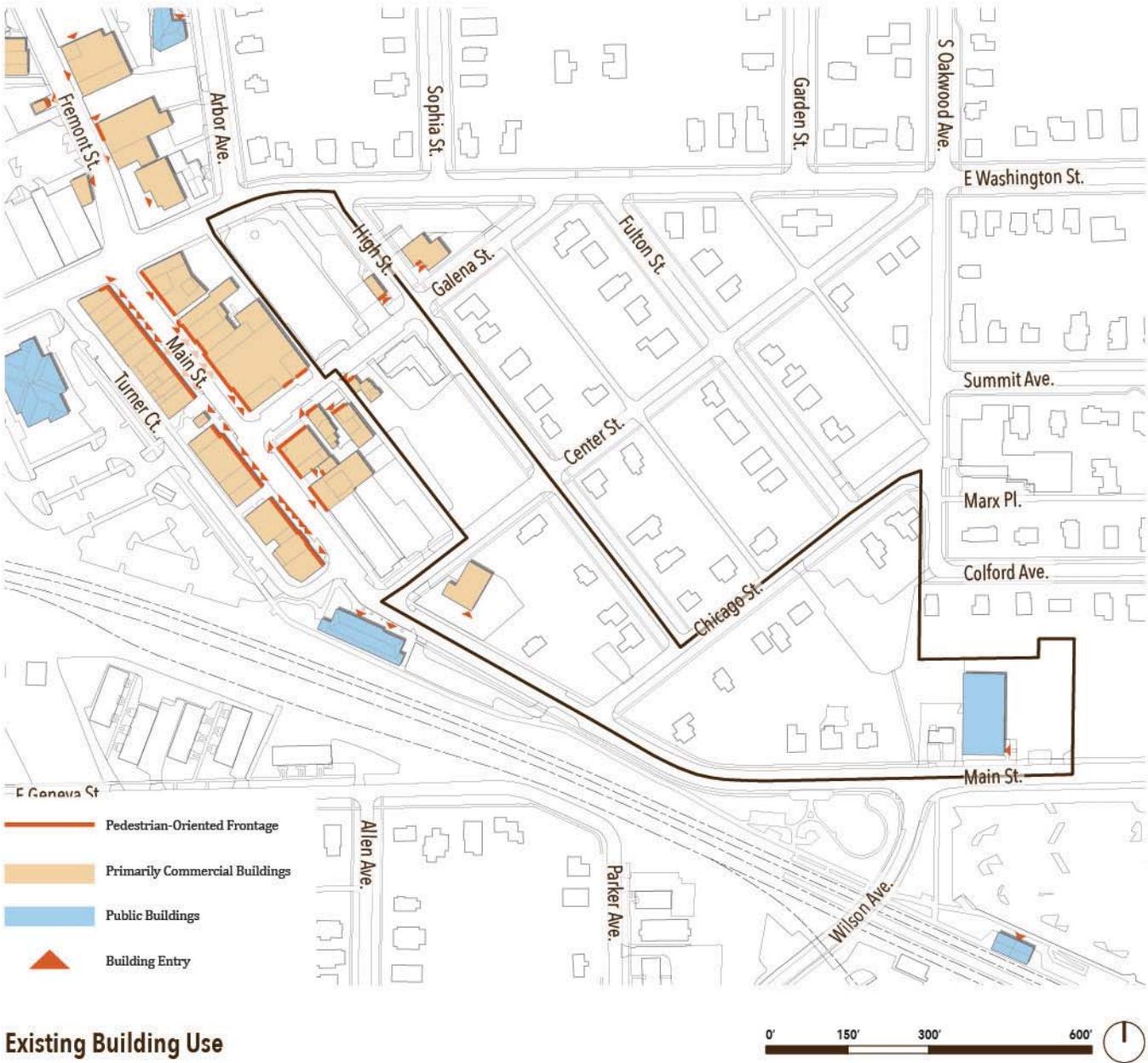
Zoning Classifications

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

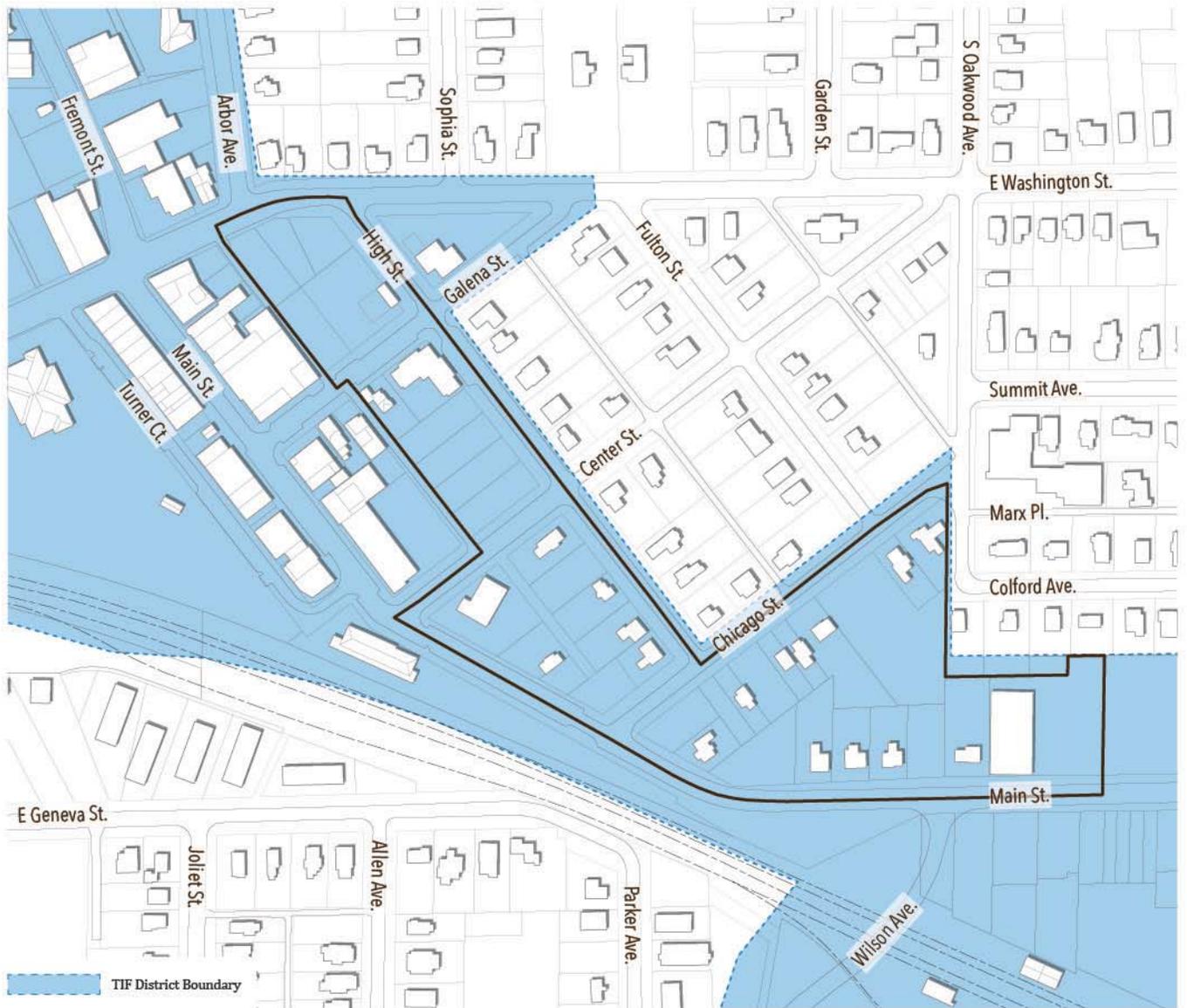


Existing Building Use

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.

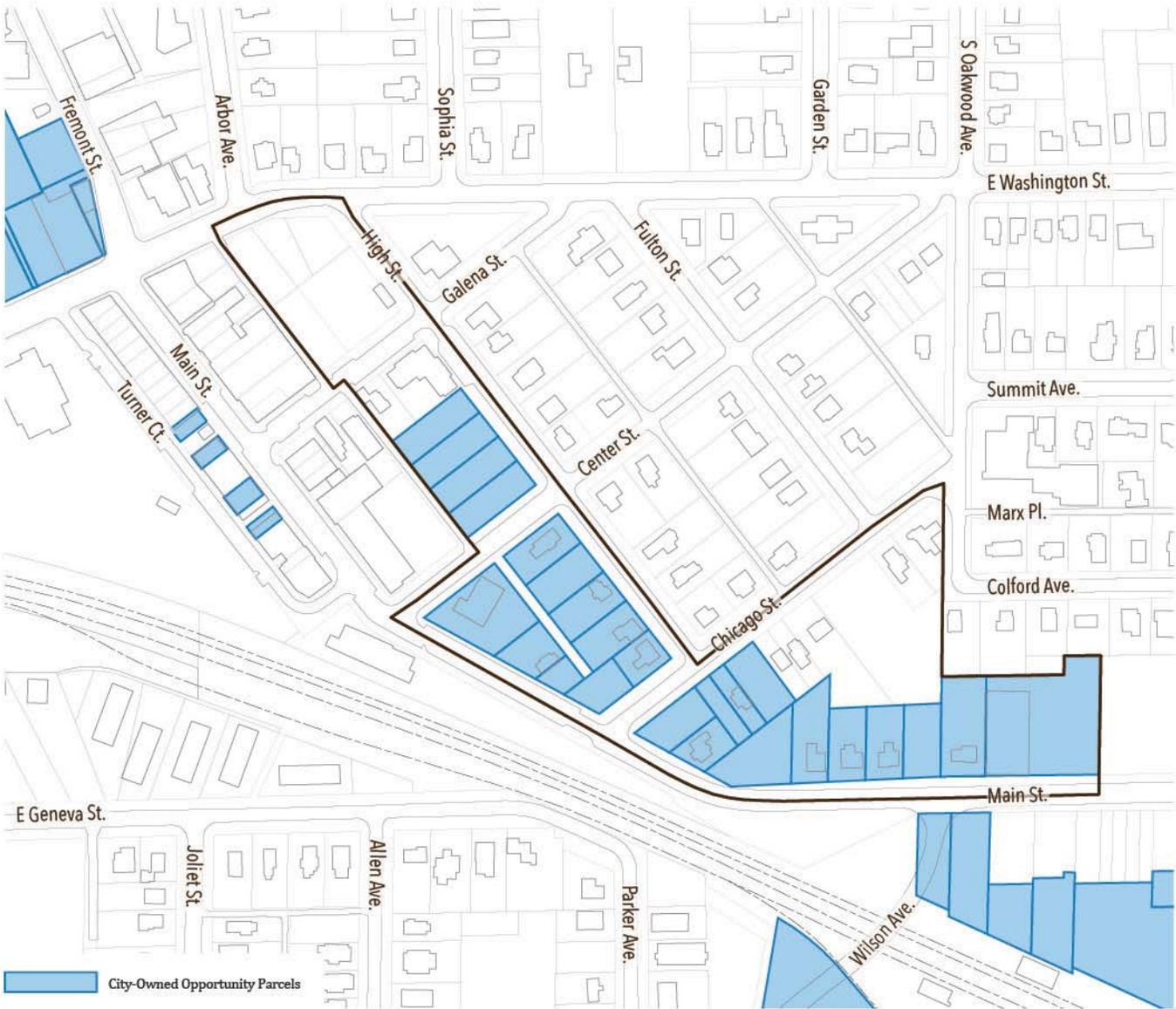
Figure 74



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



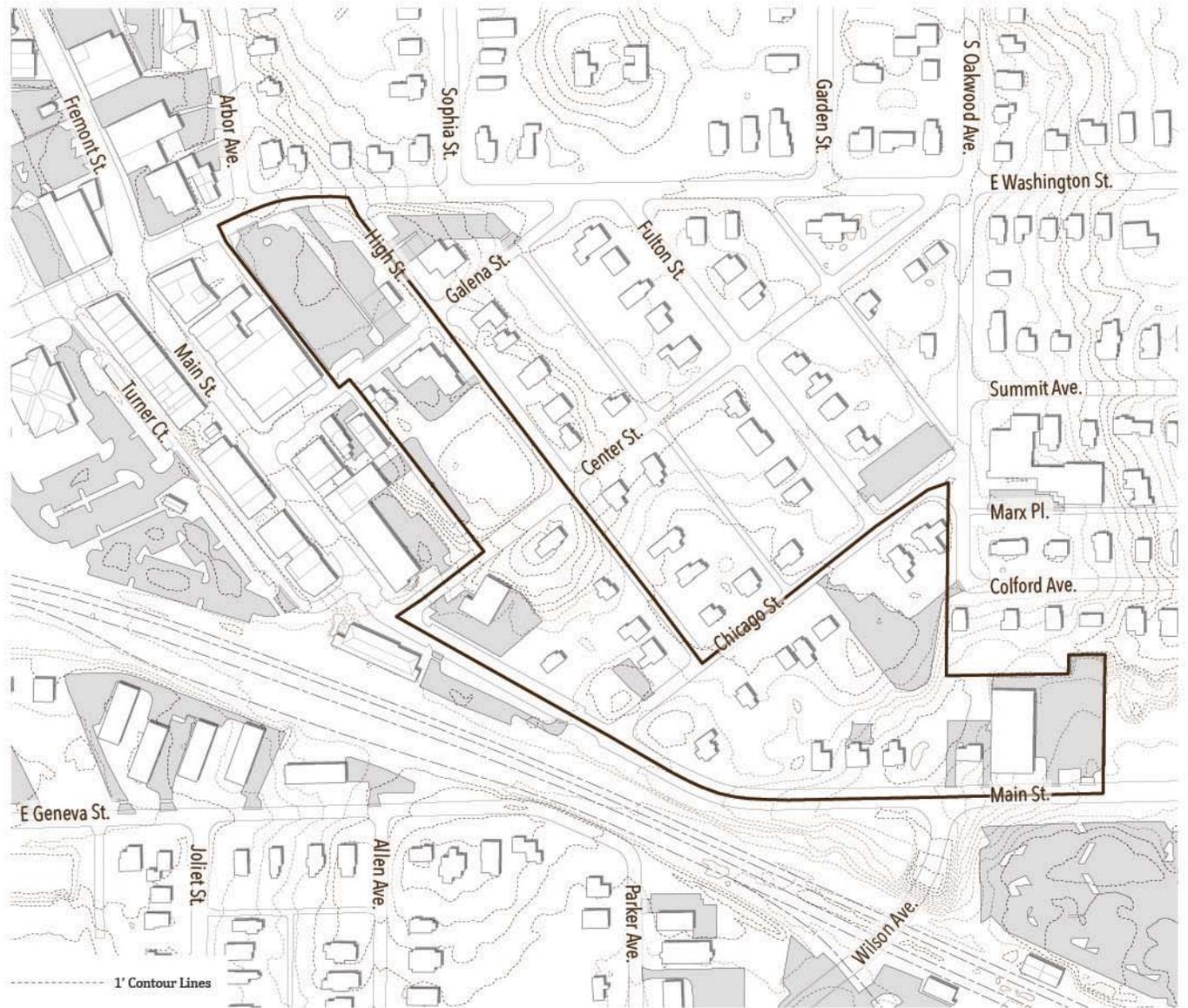
Access to Trails & Open Space

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

