In addition to general parking needs for the study area, there is also a need to provide a consolidated parking facility for the West Chicago Bible Church, which is located at the southeast corner of Oakwood Avenue and Summit Avenue. Currently, the church is served by a scattered array of small parking facilities. A consolidated church parking facility would be an asset to the church, will enhance the overall character of the neighborhood, and is necessary to create a unified development site.

Stormwater Detention Facilities. In addition to adequate parking facilities, , new developments will also need to be supported by adequate stormwater detention facilities. Based on the engineering analyses, the study area would be adequately served by three stormwater detention facilities, which are described in Figure 19.

Single Family Residential and Parks/Open Space are two other land uses also shown on the Land Use Framework Plan but were not specifically part of the redevelopment plan. In particular, the Single Family Residential and Parks/Open Space land uses are covered by the historic structure and open space trail area, respectively, at the intersection of Main Street and Wilson Avenue. City-owned properties are also shown on the Land Use Framework Plan to indicate how property ownership may impact the assembly of properties for redevelopment and project phasing.

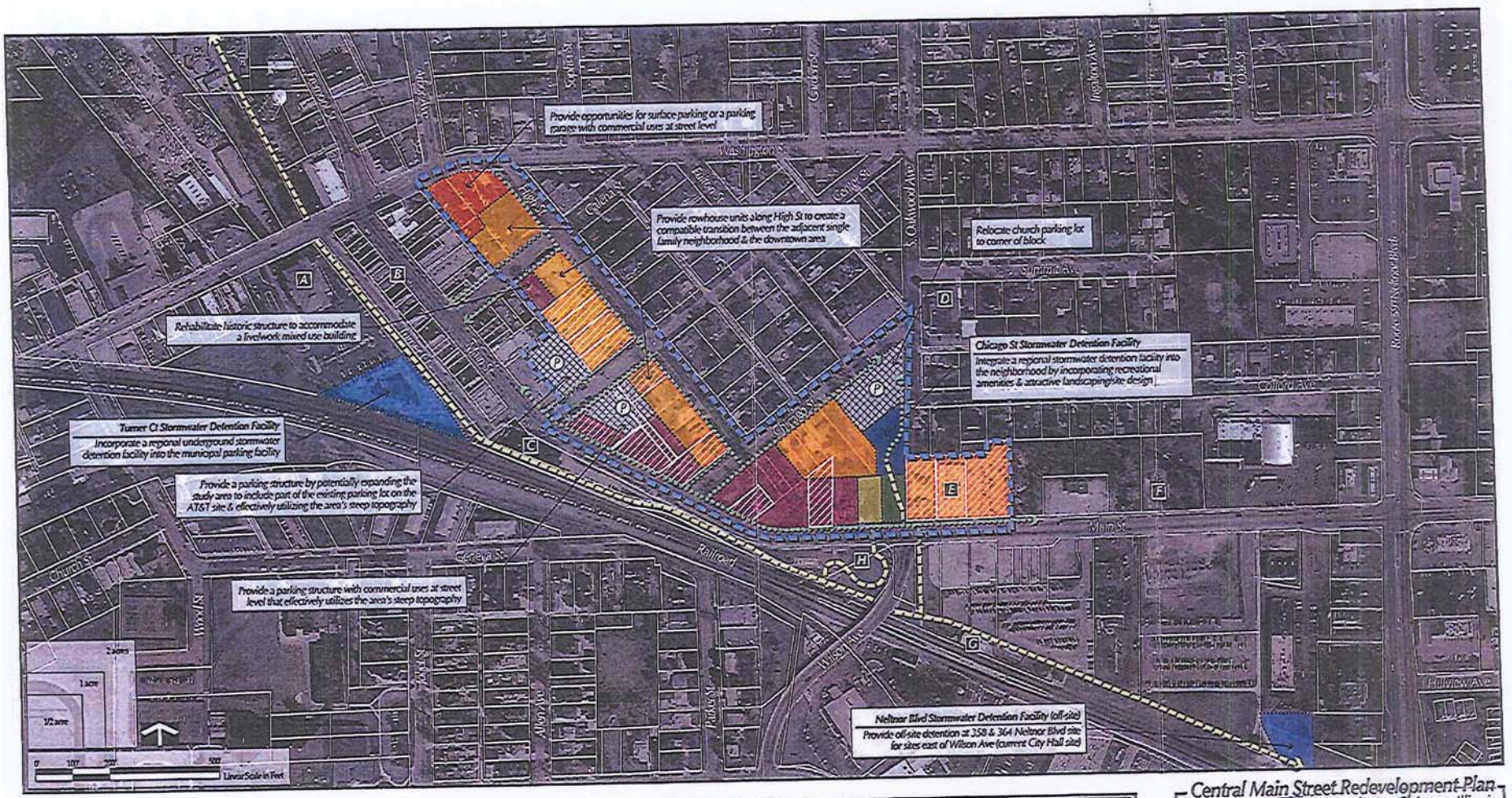
Figure 19

Stormwater Detention Facilities

☐ ***Turner Court Detention Facility.*** *Labeled as Basin 1 on the engineering plans and in the detention summary, the Turner Court detention facility is located outside the study area within the triangular surface parking lot along Turner Court and southeast of the public library. Based on the study area's topography and natural drainage flow of stormwater, the Turner Court detention facility is designed to serve a majority of the study area (Sites 1, 2, 3, 6, and part of Site 5 as illustrated on the Conceptual Redevelopment Site Plan). In addition, the Turner Court detention facility is designed to be placed underground beneath the existing surface parking lot.*

☐ ***Chicago Street Detention Facility.*** *Labeled as Basins 2A and 2B on the engineering plans and in the detention summary, the Chicago Street detention facility is located within the study area as part of the block bounded by Chicago Street, Main Street, and Oakwood Avenue. Based on the study area's topography and natural drainage flow of stormwater, the Chicago Street detention facility is designed to serve only a particular segment of the study area (part of Site 5 as illustrated on the Conceptual Redevelopment Site Plan).*

☐ ***358-364 South Neltnor Boulevard Detention Facility (off-site).*** *Labeled as Basin 3 on the engineering plans and in the detention summary, the Neltnor Avenue detention facility is an off-site facility located along the railroad south of Main Street and west of Route 59 (Neltnor Boulevard). Based on the study area's topography and natural drainage flow of stormwater, the Neltnor Boulevard detention facility is designed to serve sites located east of Wilson Avenue (Site 4 as illustrated on the Conceptual Redevelopment Site Plan).*



LEGEND

- Single Family Residential
- Multiple Family Residential
- Commercial
- Mixed Use
- Parks/Open Space
- Parking
- City-Owned Property
- Stormwater Detention Facility
- Study Area Boundary
- Existing Regional Trail
- Pedestrian/Recreation Connections

Key for Local Landmarks

- A Public Library
- B City Museum
- C Community Center
- D West Chicago Bible Church
- E City Hall (current location)
- F Kruse House Museum
- G Metra Station
- H Sesquicentennial Park

Central Main Street Redevelopment Plan

City of West Chicago, Illinois

Land Use Framework Plan Map

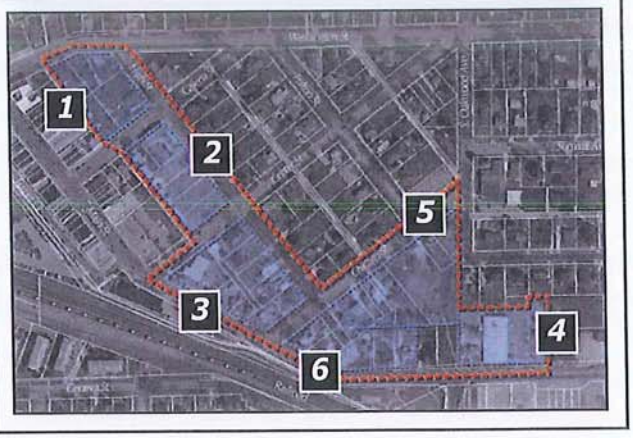
September 2007

Prepared by the Consultant Team of: pmg engineers

Conceptual Redevelopment Site Plan

The Central-Main Street study area was divided into six redevelopment sites that represent potential development opportunities. With the Land Use Framework Plan as a foundation, a series of initial conceptual redevelopment site plans were drafted to encapsulate a wide range of redevelopment scenarios for the study area, which varied in land use character, scale, and general site design. Based on analyses of economic market conditions, physical site constraints, and detention needs, the initial set of redevelopment scenarios were consolidated into a single final Conceptual Redevelopment Site Plan, which is provided on page 37 and includes alternative options for a few individual redevelopment sites. The six redevelopment sites illustrated on the Conceptual Redevelopment Site Plan are described in greater detail below. Different redevelopment options are described where applicable. Also, alternative building designs and arrangements (not shown) may produce more residential units or commercial floor areas; however, respect for neighborhood character is paramount for all site design schemes.

Figure 20
Location Map of Six Redevelopment Sites



Site 1 - General Overview

Total Site Area: 2.1 acres
Site Boundaries: Washington St, High St, Galena St & the alley along the rear of the businesses along Main St
Detention: Site 1 is served by the Turner Ct stormwater detention facility (Basin 1)

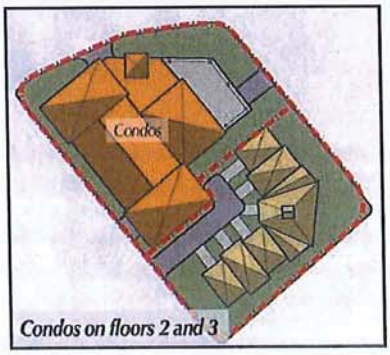
Overview of Proposed Uses

As illustrated on the Conceptual Redevelopment Site Plan, Site 1 is comprised of rowhouses and a multi-level mixed use development. In particular, a cluster of two- or three-story rowhouses is located on the southern half of the site. The rowhouses are accessible via the alley and are provided with a two-car garage per unit. The northern half of the site includes a multi-level mixed use development with retail uses at street level, two levels of condominium units above the retail, and an underground parking structure. The parking structure is accessible via the alley and serves both the retail uses and condominium units. A delivery and loading area for the retail uses is located at street level within an interior space with access onto High Street.

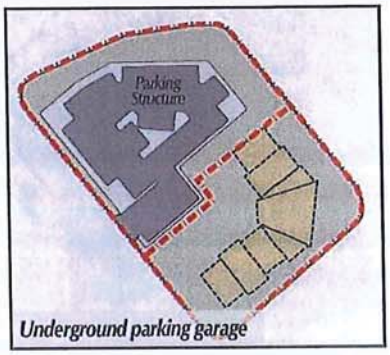
— For more information . . .

The Conceptual Redevelopment Site Plan on page 37 provides a complete exhibit that illustrates how the six redevelopment sites relate to each other and the surrounding neighborhood.

Complete site data, including the amounts of residential units, commercial space, and parking spaces, are provided in the table on page 39.



Condos on floors 2 and 3



Underground parking garage

Site 2 - General Overview, Options A, B & C

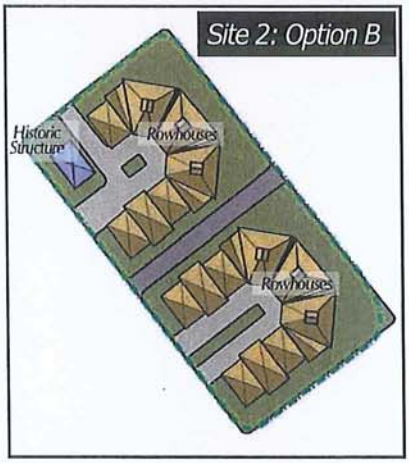
Total Site Area: 2.2 acres (2.8 acres if AT&T site is utilized in Option C)
Site Boundaries: Galena St, High St, Center St & the alley along the rear of the businesses along Main St
Detention: Site 2 is served by the Turner Ct stormwater detention facility (Basin 1)

Overview of Proposed Uses

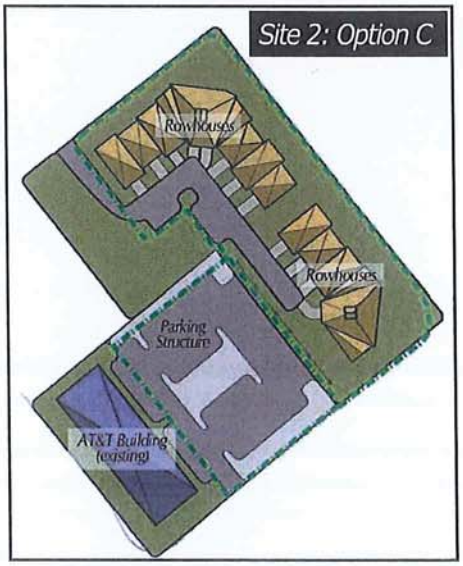
As illustrated on the Conceptual Redevelopment Site Plan, Site 2 is comprised exclusively of rowhouses organized in three different arrangements as depicted in Options A, B, and C. Options A and C illustrate a similar arrangement of two clusters of two- or three-story rowhouses with a two-car garage per unit and street access via the alley. In addition to the rowhouses, Option C also provides a two-level parking structure as part of the AT&T site to the southwest (Note: there are no current plans to redevelop the AT&T building, so it remains as is). Like the other two options, Option B also illustrates two clusters of rowhouses with a two-car garage per unit; however, the garages are served by a paved auto courtyard in the rear.

In two of the three options, the historic structure at the northwest corner of the site will be preserved with the potential for rehabilitation to accommodate a live/work mixed use building. However, in the case that the historic structure is not preserved, two additional rowhouse units can be provided.

The two-level parking structure in Option C is accessible via Center Street and serves the general downtown area. Furthermore, the parking structure is integrated into the hillside formed by the site's steep sloping topography (see images below), creating the natural formation of two levels for the structure. Adapting the structure to the site's steep topography precludes the need for a ramp between the two levels, thus providing separate entrances with street access for each level of parking. In particular, both levels of the structure are accessed via Center Street with the upper level accessed at the northeast segment of Center Street and the lower level accessed at the southwest segment of Center Street.



Photographs of steep sloping topography in rear lot of AT&T site.



For more information . . .

The Conceptual Redevelopment Site Plan on page 37 provides a complete exhibit that illustrates how the six redevelopment sites relate to each other and the surrounding neighborhood.

Complete site data, including the amounts of residential units, commercial space, and parking spaces, are provided in the table on page 39.

Site 3 - General Overview, Options A & B (continued on next page)

Total Site Area: 3.8 acres
Site Boundaries: Center St, High St, Chicago St & Main St
Detention: Site 3 is served by the Turner Ct stormwater detention facility (Basin 1)

Overview of Proposed Uses (Options A,B)

As illustrated on the Conceptual Redevelopment Site Plan, Site 3 is comprised of a mix of uses, including retail, rowhouses, a restaurant, and a parking structure. In particular, three clusters of two- or three-story rowhouses are located along High Street with with a two-car garage per unit and access via an alley in the rear (between Center Street and Chicago Street). A two-level commercial building is located along Main Street with retail uses at street level and offices above.

A two-level parking structure is provided along Center Street and serves the proposed two-level commercial building and general downtown area. Furthermore, the parking structure is integrated into the hillside formed by the site's steep sloping topography, creating the natural formation of two levels for the structure. Adapting the structure to the site's steep topography precludes the need for a ramp between the two levels thus providing separate entrances with street access for each level of parking. In particular, both levels of the structure are accessed via Center Street with the upper level accessed at the northeast segment of Center Street and the lower level accessed at the southwest segment of Center Street.

Options A and B show the same arrangement of rowhouses, commercial building, and parking structure. However, Option A provides a restaurant at the Main Street/Chicago Street intersection while Option B provides an additional cluster of rowhouses. The restaurant in Option A is accessed via Main Street and provides its own parking area. The additional cluster of rowhouses in Option B is accessed via the alley. Site 3 and Site 6 relate to each other in that the restaurant and rowhouse clusters at the Main Street/Chicago Street intersection are interchangeable.

A third option (C) is provided on the next page.

For more information . . .

The Conceptual Redevelopment Site Plan on page 37 provides a complete exhibit that illustrates how the six redevelopment sites relate to each other and the surrounding neighborhood.

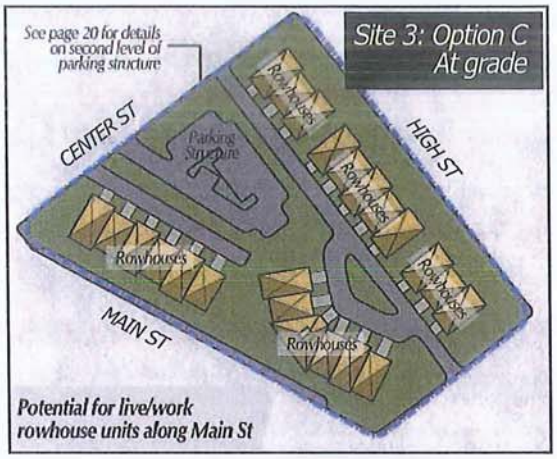
Complete site data, including the amounts of residential units, commercial space, and parking spaces, are provided in the table on page 39.

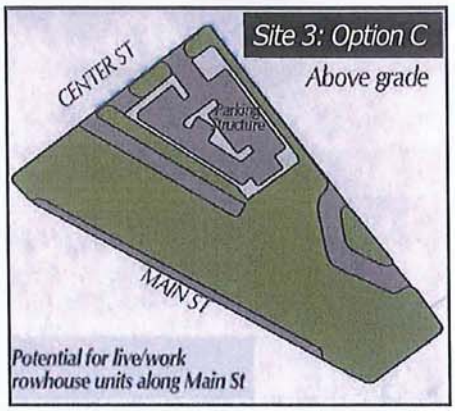
Site 3 - General Overview, Option C (continued from previous page)

Overview of Proposed Uses (Option C)

Option C is similar to Option B except that the two-level retail/office building at the corner of Main Street and Center Street is replaced by a cluster of rowhouses. Essentially, all of Site 3 is comprised of rowhouses and the parking structure. This third option is presented to anticipate the potential that commercial uses may not be supported by the downtown market, particularly with the close proximity to existing businesses downtown and east towards Route 59. Given their prime location along Main Street, these additional rowhouses have the potential to be built as live/work spaces, which would enhance the diversity of downtown housing options as well as encourage unique business or creative arts opportunities.

Similar to the other rowhouses proposed, the additional cluster of rowhouses along Main Street would also include a two-car garage per unit with access via an alley in the rear (accessed from Center Street). Since the additional cluster of rowhouses and its rear alley require more lot depth than the commercial building from Options A and B, the dimensions of the parking structure are reduced. However, the parking structure will still expand the downtown parking supply.





For more information . . .

The Conceptual Redevelopment Site Plan on page 37 provides a complete exhibit that illustrates how the six redevelopment sites relate to each other and the surrounding neighborhood.

Complete site data, including the amounts of residential units, commercial space, and parking spaces, are provided in the table on page 39.

Site 4 - General Overview, Options A & B

Total Site Area: 2.2 acres (2.8 acres if AT&T site is utilized in Option C)
Site Boundaries: Main St, Oakwood Ave/Wilson Ave, the southern rear lot lines of the single family residential lots along Colford Ave & the eastern edge of the current City Hall site
Detention: Site 4 is served by the off-site 358-364 South Neltnor Blvd stormwater detention facility (Basin 3)

Overview of Proposed Uses

As illustrated on the Conceptual Redevelopment Site Plan, Site 4 is comprised of a four-level condominium building. Direct site access is provided via Main Street. Option A provides four levels of condominium units with an underground parking structure. Option B provides only three levels of condominium units above a street-level parking structure. Additional guest parking is provided by a surface parking lot.

[Note: Since Options A and B provide the same building footprint and site design, both options are depicted once on the Conceptual Redevelopment Site Plan.]

For more information . . .

The Conceptual Redevelopment Site Plan on page 37 provides a complete exhibit that illustrates how the six redevelopment sites relate to each other and the surrounding neighborhood.

Complete site data, including the amounts of residential units, commercial space, and parking spaces, are provided in the table on page 39.

Site 5 - General Overview

Total Site Area: 3.6 acres
Site Boundaries: Chicago St, Oakwood Ave & the northern edge of Site 6
Detention: The church parking lot on Site 5 is served by the Turner Ct stormwater detention facility (Basin 1); the rowhouses on Site 5 are served by the Chicago St stormwater detention facilities (Basins 2A and 2B), which are internally located on Site 5

Overview of Proposed Uses

As illustrated on the Conceptual Redevelopment Site Plan, Site 5 is comprised of rowhouses, a surface parking lot for the West Chicago Bible Church, and stormwater detention facilities. In particular, two clusters of two- or three-story rowhouses are located along Chicago Street. Each rowhouse unit is provided with a two-car garage. The church parking lot is located at the north corner of the site with access from Chicago Street and Oakwood Avenue/Colford Avenue. Surface stormwater detention facilities split between two basins are also provided within the site. One of the basins is located in the rear interior area (southeast corner) of the site. The other basin is located along Chicago Street with the potential for a more decorative design to create an attractive open space feature for the neighborhood.

For more information . . .

The Conceptual Redevelopment Site Plan on page 37 provides a complete exhibit that illustrates how the six redevelopment sites relate to each other and the surrounding neighborhood.

Complete site data, including the amounts of residential units, commercial space, and parking spaces, are provided in the table on page 39.

Site 6 - General Overview, Options A & B

Total Site Area: 2.6 acres
Site Boundaries: Chicago St, the southern edge of Site 5, the western edge of the historic building property & Main St
Detention: Site 6 is served by the Turner Ct stormwater detention facility (Basin 1)

Overview of Proposed Uses

As illustrated on the Conceptual Redevelopment Site Plan, Site 6 is comprised of two clusters of two- or three-story rowhouses and two restaurants as depicted in Option A. The rowhouses in Option A are provided with a two-car garage per unit and have street access via Chicago Street. Option B replaces the rowhouses with a third restaurant, creating a prominent restaurant cluster along Main Street. The restaurants are accessible via Main Street and Chicago Street. Site 3 and Site 6 relate to each other in that the restaurant and rowhouse clusters at the Main Street/Chicago Street intersection are interchangeable.

Currently, there are two parcels located between Sites 4 and 6 but are excluded from the Conceptual Redevelopment Site Plan. The eastern parcel includes an existing pathway running north from Main Street. The western parcel includes a historic structure. Preservation of these two parcels is paramount given their historic and recreational value to the community. Practically speaking, inclusion of these two parcels into the Conceptual Redevelopment Site Plan would only provide additional space for restaurant parking for Site 6, which is already sufficient.

For more information . . .

The Conceptual Redevelopment Site Plan on page 37 provides a complete exhibit that illustrates how the six redevelopment sites relate to each other and the surrounding neighborhood.

Complete site data, including the amounts of residential units, commercial space, and parking spaces, are provided in the table on page 39.

Parking

Overall, the parking facilities provided on the Conceptual Redevelopment Site Plan should be sufficient to meet the parking needs of the recommended uses and also provide additional parking options for the downtown area. It is important to note that Site 1 does not provide the amount of parking necessary to meet strict parking standards for retail and condominium uses. However, each of the six redevelopment sites should not be viewed as independent sites that must meet their own individual parking needs. As part of the downtown area, the parking facilities planned for the entire study area are designed to support the parking needs of all six redevelopment sites as well as the overall downtown area. For instance, a downtown visitor may park in the parking structure on Site 3 but plan to eat lunch at a restaurant on Site 6, shop at the retail businesses on Site 1, and visit a friend in the rowhouse cluster on Site 2, all with the intention of parking in one space while walking to her three planned destinations. Shared parking arrangements may also be established between users using the same parking facility. For instance, the condominium and retail uses on Site 1 may establish a shared parking arrangement for the underground parking structure to ensure a set amount of parking is set aside for both residential and commercial uses, ensuring retail customers do not accidently park in parking spaces designated specifically for condominium residents.

Engineering: Stormwater Detention

As defined above, stormwater detention is proposed to be provided in the following three locations:

- An underground stormwater detention facility at the existing City-owned Turner Court parking lot.
- A surface stormwater detention facility on Site 5 as illustrated on the Conceptual Site Plan.
- A surface stormwater detention facility at the City-owned 358-364 South Neltnor parcels designed in conjunction with development of the subject parcels.

The DuPage County Countywide Stormwater and Flood Plain Ordinance (Stormwater Ordinance) requires that, "Stormwater facilities shall be functional before building permits are issued for residential and non-residential subdivision." This requirement must be taken into account as part of the proposed redevelopment and any negotiations with potential developers.

Utilities

The watermain, sanitary sewer, and storm sewer infrastructure needed for the Central-Main Street Redevelopment Area is already in place (other than the stormwater detention issues discussed below) and most of the infrastructure has sufficient capacity for the anticipated types of development. The Public Works Department has a planned capital improvement to install a new 10" watermain along Main Street between City Hall and Chicago Street and abandon the existing 6" watermain. This new 10" watermain would connect with an existing 10" watermain at each end. It is our recommendation that this should remain a Public Works capital improvement project to facilitate the redevelopment of the area, with the schedule potentially affected by redevelopment of this area.

Stormwater

Stormwater detention is required for the entire study area per the requirements of the Stormwater Ordinance. The detention to be provided per the Conceptual Redevelopment Site Plan is summarized in the table provided below. Although there are portions of the study area that are currently over 80% impervious and would qualify under DuPage County's new Stormwater Economic Redevelopment Zones (SERZ), these are

Figure 21
Stormwater Detention Summary - Entire Study Area

Stormwater Detention Summary		Turner Ct Detention Facility (Options A & B)	Chicago St (Site 5) Detention Facility (Options A, B & C)	358-364 South Neltnor Blvd Detention Facility (All Options)
Tributary Areas	within study area	5.94 acres (Sites 1, 2, 3, 6, and the church parking lot on Site 5)	1.22 acres (Site 5 rowhouse area)	1.28 acres (Site 4)
	outside study area	1.04 acres (Turner Ct parking lot)	-	1.40 acres (358-364 South Neltnor Blvd)
	TOTAL	6.98 acres	1.22 acres	2.68 acres
Required Detention		3.04 acre-feet	0.57 acre-feet	1.20 acre-feet (Detention allocation for Site 4: 0.57 acre-feet)
Detention Type		Prefabricated underground units	Above ground split between two basins with potential decorative features	Likely above ground with some retaining walls due to significant grade change (prefabricated underground units are more expensive but may be an option depending on the development)

generally isolated pockets and the overall study area does not meet these requirements. Therefore, the proposed detention has been designed to meet the standard ordinance maximum release rate requirement of 0.1 cubic feet per second per acre (cfs/ac) during a 100-year storm event.

There is a drainage divide through the study area that runs roughly north-south at Wilson Avenue. The area west of Wilson Avenue drains west down Main Street and Turner Court to Washington Street and eventually to Kress Creek Tributary 1. The area east of Wilson Avenue drains east along the Union Pacific Railroad and eventually to the West Branch of the DuPage River. This drainage divide requires the detention to be divided accordingly.

The Stormwater Ordinance requires the detention to be "functional" before building permits are issued. Since the Turner Court parking lot is already owned by the City, property acquisition will not be an issue for this detention facility and can be built at any time as required for redevelopment. The detention facility proposed on Site 5 would only serve the rowhouses on Site 5 as part of the redevelopment design of that area.

Option C for Site 2 of the Conceptual Redevelopment Site Plan includes a portion of the AT&T parcel that must be added to the detention calculations. The revised detention requirements for the Turner Court site for this option are listed in the table provided on the right.

Figure 22
Stormwater Detention Summary
Site 2, Option C (includes portion of AT&T site)

Stormwater Detention Summary Site 2, Option C: Includes portion of AT&T site		Turner Ct Detention Facility (Option C)
Tributary Areas	within study area	6.22 acres (Sites 1, 2, 3, 6, and the church parking lot on Site 5)
	outside study area	1.04 acres (Turner Ct parking lot)
	TOTAL	7.26 acres
Required Detention		3.21 acre-feet
Detention Type		Prefabricated underground units

Due to stormwater issues currently being addressed for the Metra parking lot improvements, detention for Site 4 (City Hall and adjacent parcel) will need to be provided at the City-owned parcels at 358 and 364 Neltnor (west side of Route 59, just north of the railroad) in addition to the detention specifically required for those parcels. This detention facility will need to be addressed by the City as part of any sale or development of the 358 and 364 Neltnor parcels. The exact alignment of this detention would be dependent on the redevelopment plan for this site, the status of the City's Sanitary Lift Station 5 located on the west edge of the site, and the status of the existing gravel access to the railroad tracks.

Figure 23
Stormwater Detention Summary - No detention facilities on Site 5

Stormwater Detention Summary No detention facilities on Site 5		Turner Ct Detention Facility (Options A & B)	Turner Ct Detention Facility (Option C)
Tributary Areas	within study area	7.16 acres (Sites 1, 2, 3, 5 and 6)	7.44 acres (Sites 1, 2, 3, 5 and 6)
	outside study area	1.04 acres (Turner Ct parking lot)	1.04 acres (Turner Ct parking lot)
	TOTAL	8.20 acres	8.48 acres
Required Detention		3.62 acre-feet	3.74 acre-feet
Detention Type		Prefabricated underground units	Prefabricated underground units

Another detention alternative would be to exclude detention on Site 5 and have all stormwater detention (except for Site 4) handled by the Turner Court site. The revised detention requirements for this option are listed in the table provided below.

The detention for Site 4 is the same for all options.

The three detention facilities and associated tributary areas are illustrated on the detention maps provided on pages 35 and 36 at the end of this section. Construction costs are referenced in the real estate economic analyses in the Appendix and described in greater detail in the Stormwater Management Report, which was provided as a separate supplemental document by PMC.

Recommendation for Stormwater Detention Facilities

The three stormwater detention facilities summarized in Figure 21 is the recommended course of action as it provides the most practical stormwater detention option to sufficiently serve the proposed developments illustrated on the Conceptual Redevelopment Site Plan. This recommendation is supported by the construction costs provided in the Stormwater Management Report. In addition, providing the three stormwater detention facilities is the most practical option given the likelihood that redevelopment of Site 5 is the most long-term of all six redevelopment sites and the detention facility planned for Site 5 is inclusive of the site, meaning the detention serves only the developments planned for Site 5 such that shorter-term redevelopments on the other sites would not rely on the long-term prospect of Site 5.

There is also value to consider the option that provides only two stormwater detention facilities (excluding the detention facility on Site 5) given that this option allows the City to have all detention facilities constructed such that potential developers can tie their developments into the already-built regional detention facilities, thus precluding the need for developers to account for their own detention. However, this option is more costly given the high expense of providing additional capacity in the underground vaults for the Turner Court stormwater detention facility to accommodate the stormwater that would have been served by the Site 5 stormwater detention facility. In addition to lower construction costs, providing three stormwater detention facilities offers the opportunity to incorporate the stormwater detention facilities on Site 5 into open space amenities for the neighborhood.

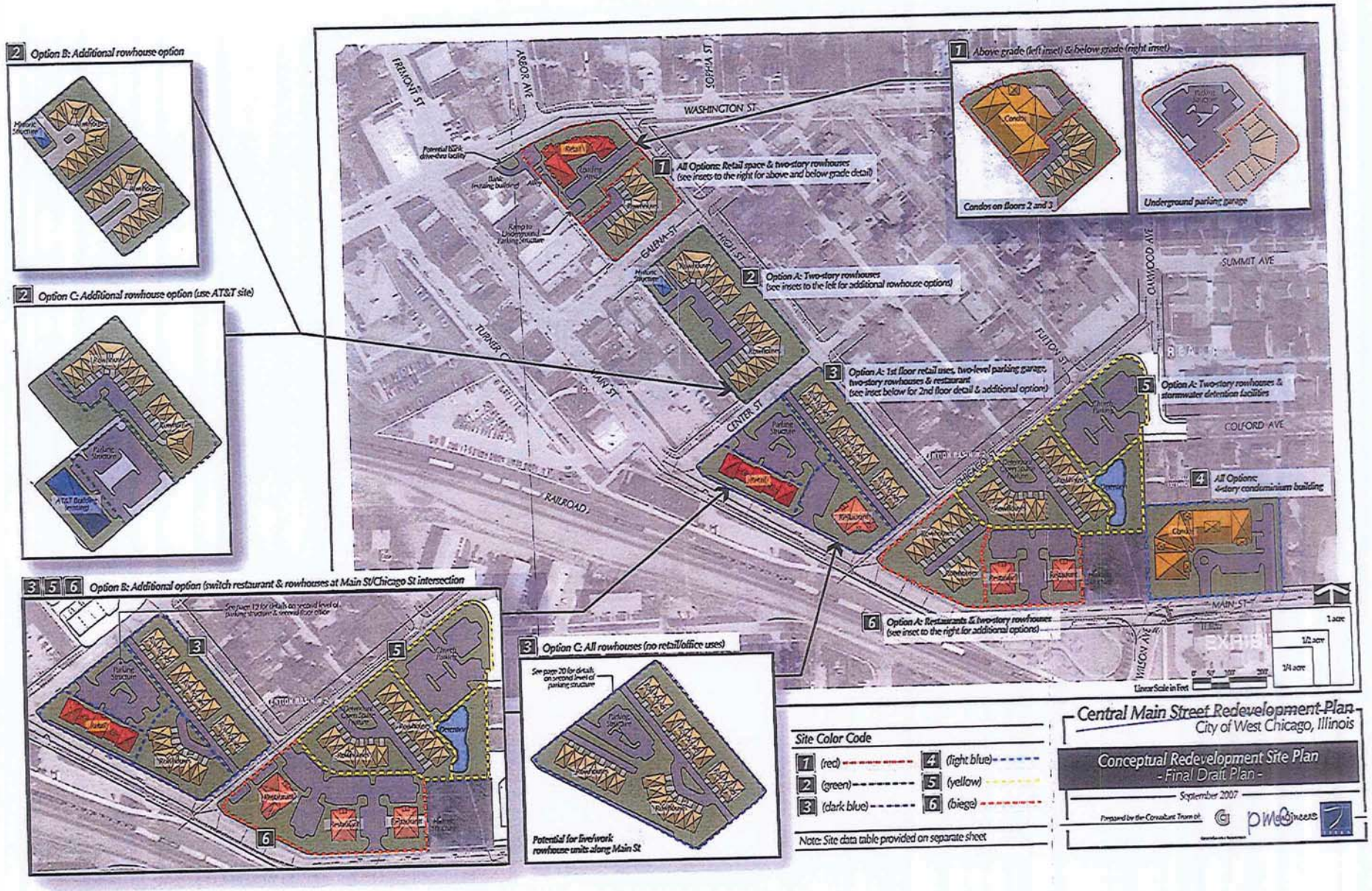

2 Option B: Additional rowhouse option
2 Option C: Additional rowhouse option (use AT&T site)
3 5 6 Option B: Additional option (switch restaurant & rowhouses at Main St/Chicago St intersection
3 Option C: All rowhouses (no retail/office uses)
Potential for live/work rowhouse units along Main St
1 Above grade (left inset) & below grade (right inset)
Condos on floors 2 and 3
Underground parking garage
1 All Options: Retail space & two-story rowhouses (see insets to the right for above and below grade detail)
2 Option A: Two-story rowhouses (see insets to the left for additional rowhouse options)
3 Option A: 1st floor retail uses, two-level parking garage, two-story rowhouses & restaurant (see inset below for 2nd floor detail & additional option)
4 All Options: 4-story condominium building
5 Option A: Two-story rowhouses & stormwater detention facilities
6 Option A: Restaurants & two-story rowhouses (see inset to the right for additional options)
WASHINGTON ST
FREMONT ST
ARBOR AVE
SOPHIA ST
HIGH ST
OAKWOOD AVE
SUMMIT AVE
FULTON ST
COLFORD AVE
MAIN ST
CENTER ST
RAILROAD
WILSON AVE
Linear Scale in Feet
Site Color Code
1 (red)
2 (green)
3 (dark blue)
4 (light blue)
5 (yellow)
6 (beige)
Note: Site data table provided on separate sheet
Central Main Street Redevelopment Plan
City of West Chicago, Illinois
Conceptual Redevelopment Site Plan
- Final Draft Plan -
September 2007
Prepared by the Consultant Team of:

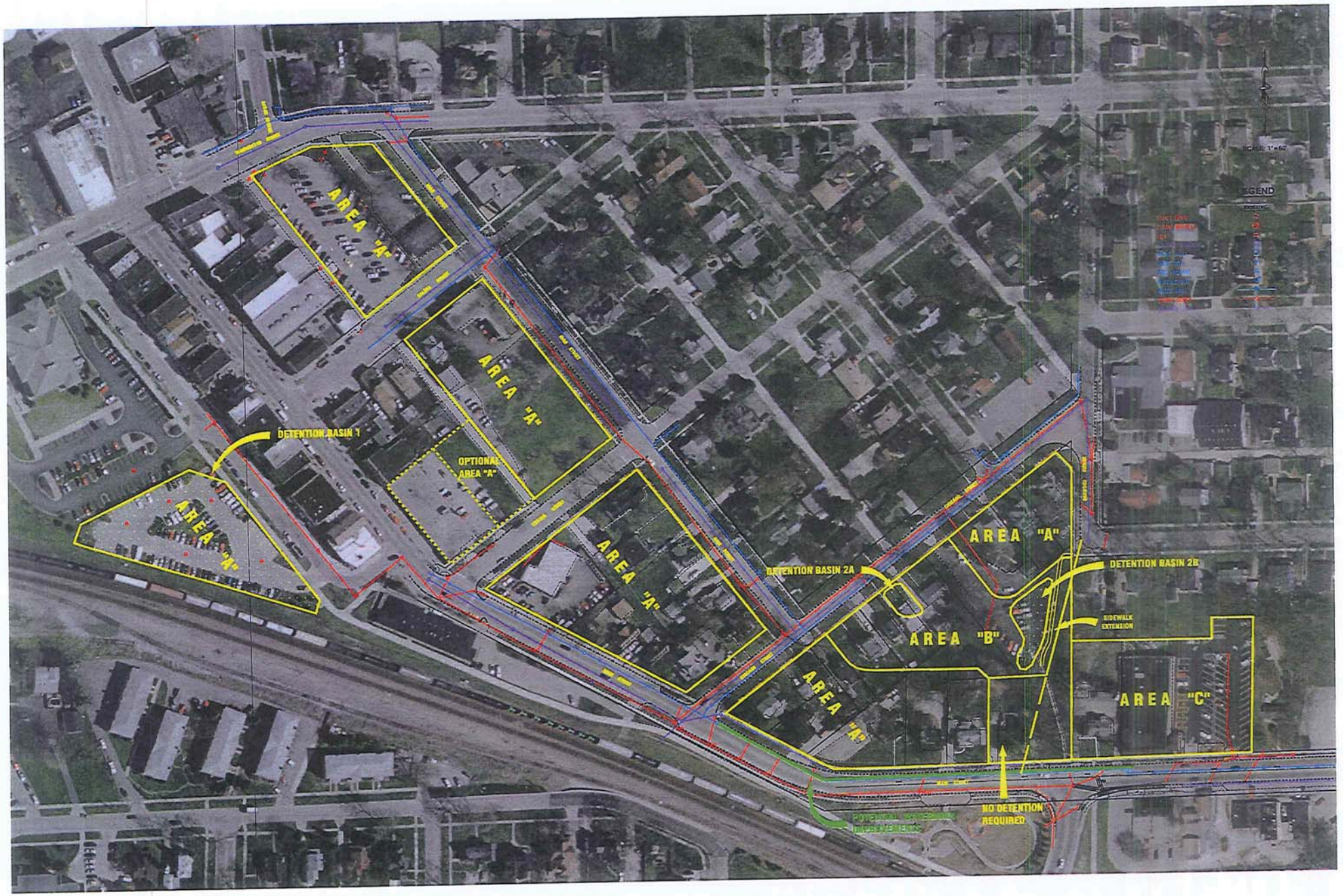
Figure 24

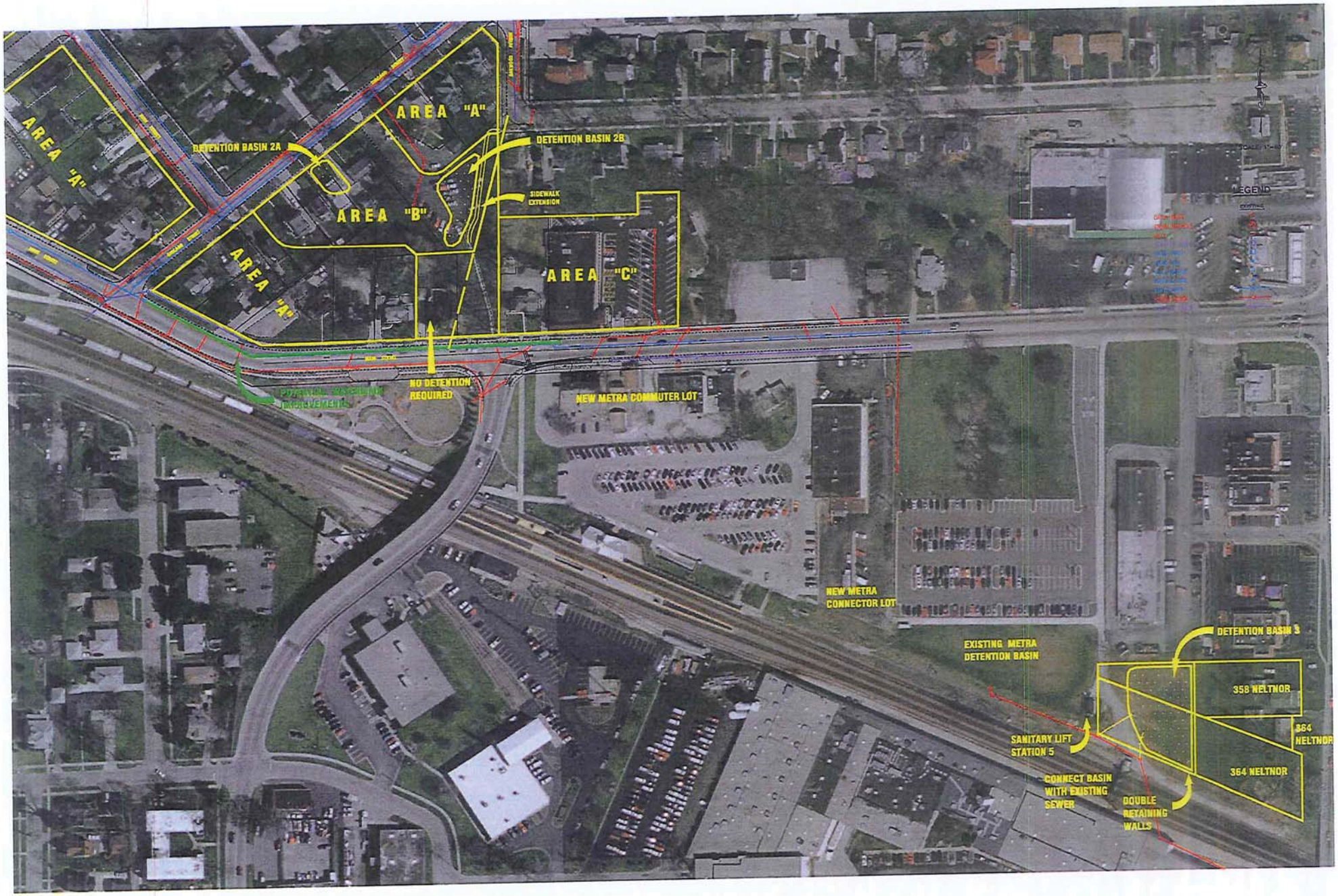
Site Data for Final Conceptual Redevelopment Site Plan

Parking Ratios: *Retail & Office: 4 parking spaces per 1,000 sf of floor area*
(Source: Land Use Ordinance, West Chicago IL) Restaurant: 10 parking spaces per 1,000 sf of floor area

Use	Site Area (sf)	(acres)	Building or Unit Floor Area (sf)	Total Number of Units or Floor Area	Parking
Site 1: All Options					
Rowhouses	38,608	0.9	1,600 sf per rowhouse unit (min)	6 rowhouse units	2-car garage per rowhouse unit
Retail (1 building)	52,919	1.2	14,710 sf	14,710 sf	58 garage parking spaces for retail & condos + additional on-street parking along High St
Condominiums (2 floors above retail)			1,200 sf per condo unit (min)	20 condo units (10 units per floor)	
Parking garage (below retail)			35,050 sf	35,050 sf	
Site 2: Option A					
Rowhouses	97,042	2.2	1,600 sf per rowhouse unit (min)	13 rowhouse units*	2-car garage per rowhouse unit
Site 2: Option B					
Rowhouses	97,042	2.2	1,600 sf per rowhouse unit (min)	16 rowhouse units*	2-car garage per rowhouse unit
Site 2: Option C (includes parking garage on AT&T site)					
Rowhouses	83,992	1.9	1,600 sf per rowhouse unit (min)	10 rowhouse units*	2-car garage per rowhouse unit
Parking garage (on AT&T site)	41,074	0.9	41,074 sf	41,074 sf	47 parking spaces (at grade) + 40 parking spaces (above grade)
Site 3: Option A (relates to Site 6: Option A)					
Rowhouses	64,452	1.5	1,600 sf per rowhouse unit (min)	11 rowhouse units	2-car garage per rowhouse unit
Retail (1 building)	26,992	0.6	10,790 sf	10,790 sf	52 garage parking spaces (at grade) & 43 garage parking spaces (above grade)
Office (above retail)			10,790 sf	10,790 sf	
Parking garage	34,890	0.8	34,890 sf	34,890 sf	
Restaurant (1 building)	37,366	0.9	7,090 sf	7,090 sf	71 parking spaces
Site 3: Option B (relates to Site 6: Option B)					
Rowhouses	101,818	2.3	1,600 sf per rowhouse unit (min)	17 rowhouse units	2-car garage per rowhouse unit
Retail (1 building)	26,992	0.6	10,790 sf	10,790 sf	52 garage parking spaces (at grade) & 43 garage parking spaces (above grade)
Office (above retail)			10,790 sf	10,790 sf	
Parking garage	34,890	0.8	34,890 sf	34,890 sf	
Site 3: Option C (relates to Site 6: Option B)					
Rowhouses	137,325	3.2	1,600 sf per rowhouse unit (min)	23 rowhouse units	2-car garage per rowhouse unit
Parking garage	26,307	0.6	26,307 sf	26,307 sf	41 garage parking spaces (at grade) & 32 garage parking spaces (above grade)
Site 4: Option A (underground parking garage)					
Condominiums (4 floors)	97,604	2.2	1,200 sf per condo unit (min)	48 condo units (12 units per floor)	48 garage parking spaces (below grade) & 12 surface guest parking spaces
Parking garage (underground)			30,145 sf	30,145 sf	
Site 4: Option B (at grade parking garage)					
Condominiums (3 floors)	97,604	2.2	1,200 sf per condo unit (min)	36 condo units (12 units per floor)	62 garage parking spaces (at grade) & 12 surface guest parking spaces
Parking garage (at grade on 1st floor)			30,145 sf	30,145 sf	
Site 5: All Options					
Rowhouses	76,566	1.8	1,600 sf per rowhouse unit (min)	14 rowhouse units	2-car garage per rowhouse unit
Church surface parking lot	56,728	1.3	56,728 sf	56,728 sf	50 surface parking spaces
Detention	22,164	0.5	-	-	-
Site 6: Option A (relates to Site 3: Option A)					
Rowhouses	54,173	1.2	1,600 sf per rowhouse unit (min)	9 rowhouse units	2-car garage per rowhouse unit
Restaurants (2 buildings)	57,371	1.3	5,370 sf + 4,970 sf	10,340 sf	104 parking spaces
Site 6: Option B (relates to Site 3: Option B)					
Restaurants (3 buildings)	111,544	2.6	6,830 sf + 5,370 sf + 4,970 sf	17,170 sf	172 parking spaces

** Note: Two additional rowhouse units would be available in the instance that the historic structure along Galena St is not preserved*


AREA "A"
AREA "A"
DETENTION BASIN 1
OPTIONAL AREA "A"
AREA "A"
AREA "A"
DETENTION BASIN 2A
AREA "A"
DETENTION BASIN 2B
SIDEWALK EXTENSION
AREA "B"
AREA "A"
AREA "C"
NO DETENTION REQUIRED


AREA "A"
AREA "A"
AREA "B"
AREA "A"
AREA "C"
DETENTION BASIN 2A
DETENTION BASIN 2B
SIDEWALK EXTENSION
NO DETENTION REQUIRED
NEW METRA COMMUTER LOT
NEW METRA CONNECTOR LOT
EXISTING METRA DETENTION BASIN
DETENTION BASIN 3
358 NELTNOR
364 NELTNOR
364 NELTNOR
SANITARY LIFT STATION 5
CONNECT BASIN WITH EXISTING SEWER
DOUBLE RETAINING WALLS
LEGEND

Section III: Design Guidelines

Central-Main Street Redevelopment Plan | West Chicago, Illinois

The City of West Chicago is experiencing significant redevelopment near the intersection of Main Street and Route 59. While new redevelopment sites relate to the automobile scale and orientation of Route 59, they appear visually disjointed from existing traditional community districts towards the west.

The urban design goal of the Central-Main Street Redevelopment Plan is to functionally and visually knit new transitional districts into established community districts.

Established community districts are identified in ***Exhibit #1) Building Form Character Districts***. It should be noted that building form addresses the size and shape of buildings relative to their properties, rather than land use. The four Building Form Community Districts illustrated in Exhibit #1 are summarized in Figure 25.

Figure 25

Building Form Community Districts

Neighborhood District

Private property areas: *Existing single family and multi family residential areas include varied building forms and styles. Residences are modest in scale, ranging from one to three stories. Homes are set back from the street behind landscaped front yards. Homes are set back from neighbors at the side yards. Most garages are located at the rear or side yards of houses.*

Public right-of-way areas: *Continuous sidewalks abut landscaped parkways which include green lawns and mature shade trees.*

Corridor Mixed Use District

Private property areas: *Existing mixed use areas include varied building forms and styles ranging from one to four stories in height. Commercial and mixed use buildings have extended frontages along Main Street. Commercial buildings are set back behind landscaped parking areas. The parking areas generally include two rows of parking serviced by one two-way central travel lane.*

Public right-of-way areas: *Continuous sidewalks abut landscaped parkways including green lawns, young shade trees and parking lot plantings.*

Traditional Downtown District

Private property areas: *Existing mixed use areas are dominated by traditional storefronts with second and third story units above. Individual buildings have minimal frontages along Main Street. Mixed use facades are built to the lot line and abut public sidewalks. Building side walls abut one another creating a continuous street wall along Main Street.*

Public right-of-way areas: *Continuous widened sidewalks include decorative pedestrian height light poles, shade trees planted in grates, and stone seat walls.*

Railroad Oriented District

Private property areas: *Existing properties, such as the historic and new train depot buildings are individual structures with orientations to the street and railroad tracks. Buildings are one story and are serviced by adjacent or nearby parking areas.*

Transitional Areas

Two proposed New Transitional Districts are intended to provide transitions between the fine grain of the traditional downtown and neighborhood districts and coarse grain of the corridor mixed use district:

(1) Downtown Transitional Area

(2) Neighborhood Transitional Area

As indicated in Figures 26 and 27 on the next page, each transitional area is characterized by a distinct approach to design guidelines.

Figure 26

Approach to Design Guidelines: Downtown Transitional Area

Generally, design guidelines utilize site planning and urban design techniques to express the transitional nature of this district. The following list summarizes the overall approach to downtown design guidelines:

1. *Facades should be set back behind landscaped planting strips.*
2. *Pedestrian plazas and gathering spaces should be incorporated adjacent to public walkways.*
3. *On street parking should be utilized and reinforced with landscaped curb bump outs.*
4. *Off street parking areas should be minimally visible from the public right of way.*
5. *Exposed parking areas should be screened with a combination of ornamental fencing and landscape plantings.*
6. *Upper floors of buildings should be set back from first floor.*
7. *Building façade and roof design should reference historic building types local to West Chicago.*

Figure 27

Approach to Design Guidelines: Neighborhood Transitional Area

Generally, design guidelines utilize site planning and urban design techniques to express the transitional nature of this district. The following list summarizes the overall approach to neighborhood design guidelines:

1. *Facades should be set back behind wide landscaped front yards.*
2. *Garages should be located at the rear yards of buildings and accessed from alleys or rear loaded driveways.*
3. *Off street parking areas should be minimally visible from the public right of way.*
4. *Exposed parking areas should be screened with landscape plantings.*
5. *Front entrances should be oriented towards the street and reinforced with front porches.*
6. *Building façade and roof design should reference historic building types local to West Chicago.*

Mixed Use Development Guidelines *(See Exhibit #2 on page 61)*

Just as the traditional downtown district has historically been a mixed use environment, it is recommended that mixed use developments continue to be located within the Downtown Transitional Area. Mixed use developments would benefit from the proximity of the Metra station and nearby traditional downtown area. Retail shops and restaurants should be located at the ground floor to add activity to the street. Residences and offices may be located at upper floors.

Building Form

Building Orientation & Setbacks

Ensure building façades are set back a minimum 3'-0" from the property line as indicated on the partial site plan drawing shown on Exhibit #2.
Orient main pedestrian access along Main Street.
Orient parking and service areas at the building sides and/or rear.

Building Proportion, Size & Scale

Ensure building heights do not exceed 4 stories.
Ensure top floors are set back a minimum 8'-0" from lower floors as indicated on the section drawing shown on Exhibit #2.
Match or transition building proportions between existing or adjacent buildings.
Maintain ground level pedestrian scale with traditional storefront façade components and proportions as indicated on the partial elevation drawing shown on Exhibit #2.
Minimize monotony of expansive exterior walls with vertical breaks in the building façade.

Exterior Building Treatments

Façade Treatments & Materials

Encourage façade articulation that references historic facades local to West Chicago as indicated in the example historic photograph shown on Exhibit #2.
Provide masonry materials such as limestone and brick along the first floor of the building.
Provide flexibilty for masonry to transition to siding materials at the upper floors. Siding materials may include wood, vinyl, fiber cement board, or other similar high quality product.
Provide building entrances that are prominent and accessible from the public street and emphasized with overhead canopies.
Encourage large display design for ground floor windows as described in the partial elevation drawing shown on Exhibit #2.
Encourage fabric awnings and canopies along the public walkway.
Ensure upper story window proportions are 'punched windows' or smaller than the proportions of the façade and recessed into the exterior wall.
Ensure windows integrate a repetitive rhythm which relates to the overall exterior masonry wall.
Incorporate multiple divisions in the window glass.
Ensure building cornices, friezes, lintels, sills, and surrounds are clearly expressed with limestone, metal, or painted wood materials.
Recess upper story terraces and balconies into the building rather than hung off of exterior walls.
Ensure balcony railings are constructed of wood or metal materials.

Roofing Treatments & Materials

Encourage the majority of the building roof system is comprised of parapet or gable end roofs with gable ends oriented towards the public street.

Ensure upper story cornices, friezes, and gable ends are clearly expressed with limestone, metal, or painted wood materials.
Conceal mechanical units within the parapet walls when located on the roof of buildings.

Site Enhancements

Parking

Require each development site to provide parking.
Continue to provide short-term parking on the street.
Provide long-term parking at the building side, rear, and/or within the building structure.
Encourage minimal visibility of parking areas from the public street. Parking areas which are exposed to the public street should be screened with landscape plantings and ornamental fencing.

Landscaping

Encourage repetition of existing traditional downtown streetscape treatments, including parkway plantings, lighting, paving, and site furnishings where developments abut the public street.
Ensure the 3'-0" min. wide setback is planted with foundation plantings and does not exceed 3'-0" in height.
Screen rear/ side yard parking, loading areas, and service areas with ornamental fencing and landscape plantings. Minimum planting area width for screening plantings shall be 6'-0".
Provide trash enclosures constructed from masonry, wood, or metal.

Signage & Lighting

Mount recommended building signage parallel or perpendicular to the building façade within the designated sign band as described in the partial elevation drawing shown on Exhibit #2.
Ensure protruding signage does not extend beyond the building façade more than 3'-0".
Maintain a maximum lettering height of 18".
Prohibit pole mounted signage.
Prohibit internally lit signage.

Restaurant Development Guidelines *(See Exhibit #3 on page 63)*

Restaurant developments are encouraged as they would add to the vitality of the Main Street corridor. Restaurant developments would benefit from the proximity of the traditional downtown area and nearby residential neighborhoods.

Building Form

Building Orientation & Setbacks

Ensure building façades are set back a minimum 3'-0" from the property line as indicated on the partial site plan drawing shown on Exhibit #3.
Orient main pedestrian access along Main Street.
Orient parking and service areas at the building sides and/or rear.
Provide outdoor cafes and/or pedestrian gathering plazas such that they front onto Main Street as indicated on the partial plan drawing shown on Exhibit #3.

Building Proportion, Size & Scale

Ensure building heights do not exceed 1-story.
Match or transition building proportions between existing or adjacent buildings.
Maintain ground level pedestrian scale with traditional storefront façade components and proportions as indicated on the partial elevation drawing shown on Exhibit #3.
Minimize monotony of expansive exterior walls with vertical breaks in the building façade.

Exterior Building Treatments

Façade Treatments & Materials

Encourage façade articulation that references historic facades local to West Chicago as indicated in the example historic photograph shown on Exhibit #3.
Provide masonry materials such as limestone and brick along the first floor of the building.
Provide building entrances that are prominent and accessible from the public street and emphasized with overhead canopies.
Emphasize outdoor cafes and pedestrian gathering plazas with overhead canopies and decorative railings.
Encourage large display design for ground floor windows as described in the partial elevation drawing shown on Exhibit #3.
Encourage fabric awnings and canopies along the public walkway.
Ensure windows integrate a repetitive rhythm which relates to the overall exterior masonry wall.
Incorporate multiple divisions in the window glass.
Ensure building cornices, friezes, lintels, sills, and surrounds are clearly expressed with limestone, metal, or painted wood materials.

Roofing Treatments & Materials

Encourage the majority of the building roof system is comprised of parapet or gable end roofs with gable ends oriented towards the public street.
Conceal mechanical units within the parapet walls when located on the roof of buildings.

Site Enhancements

Parking

Require each development site to provide parking.
Continue to provide short-term parking on the street.

Provide long-term parking at the building side, rear, and/or within the building structure.
Encourage minimal visibility of parking areas from the public street. Parking areas which are exposed to the public street should be screened with landscape plantings and ornamental fencing.

Landscaping

Encourage repetition of existing traditional downtown streetscape treatments, including parkway plantings, lighting, paving and site furnishings where developments abut the public street.
Ensure the 3'-0" min. wide setback is planted with foundation plantings and does not exceed 3'-0" in height.
Screen rear/side yard parking, loading areas, and service areas with ornamental fencing and landscape plantings. Minimum planting area width for screening plantings shall be 6'-0".
Provide trash enclosures constructed from masonry, wood, or metal.

Signage & Lighting

Mount recommended building parallel or perpendicular to the building façade within the designated sign band as described in the partial elevation drawing shown on Exhibit #3.
Ensure protruding signage does not extend beyond the building façade more than 3'-0".
Maintain a maximum lettering height of 18".
Prohibit pole mounted signage.
Encourage decorative lighting, mounted to the building façade, such as gooseneck lighting.
Prohibit internally lit signage.

Condominium Development Guidelines *(See Exhibit #4 on page 65)*

Condominium developments are encouraged as they would add to the vitality of the Main Street corridor. Condominium developments would benefit from the proximity of the traditional downtown area and nearby Metra station.

Building Form

Building Orientation & Setbacks

Ensure building façades are set back a minimum 10'-0" from the property line as indicated on the partial site plan drawing shown on Exhibit #4.
Orient main pedestrian access along Main Street.
Orient parking and service areas at the building sides and/or rear.

Building Proportion, Size & Scale

Ensure building heights do not exceed 4 stories.
Ensure top floors are set back a minimum 8'-0" from lower floors as indicated on the section drawing shown on Exhibit #4.
Match or transition building proportions between existing or adjacent buildings.
Screen first floor foundation walls with landscape berms and landscape plantings as indicated on the section drawing shown on Exhibit #4.
Minimize monotony of expansive exterior walls with vertical breaks in the building façade.

Exterior Building Treatments

Façade Treatments & Materials

Encourage façade articulation that references historic facades local to West Chicago as indicated in the example historic photograph shown on Exhibit #4.
Provide masonry materials such as limestone and brick along the first floor of the building.
Provide flexibility for masonry to transition to siding materials at the upper floors. Siding materials may include wood, vinyl, fiber cement board, or other similar high quality product.
Provide building entrances that are prominent and accessible from the public street and emphasized with overhead canopies.
Ensure upper story window proportions are 'punched windows' or smaller than the proportions of the façade and recessed into the exterior wall.
Ensure windows integrate a repetitive rhythm which relates to the overall exterior masonry wall.
Incorporate multiple divisions in the window glass.
Ensure building cornices, friezes, lintels, sills, and surrounds are clearly expressed with limestone, metal, or painted wood materials.
Recess upper story terraces and balconies into the building rather than hung off of exterior walls.
Ensure balcony railings are constructed of wood or metal materials.

Roofing Treatments & Materials

Parapet or gable end roofs should comprise the majority of the building roof system. Gable ends should be oriented towards the public street.
Upper story cornices, friezes and gable ends should be clearly expressed with limestone, metal or painted wood materials.
When located on the roof of buildings, mechanical units should be concealed within the parapet walls.

Site Enhancements

Parking

Require each development site to provide parking.
Continue to provide short-term parking on the street.
Provide long-term parking at the building side, rear, and/or within the building structure.
Encourage minimal visibility of parking areas from the public street. Parking areas which are exposed to the public street should be screened with landscape plantings and ornamental fencing.

Landscaping

Encourage repetition of existing traditional downtown streetscape treatments, including parkway plantings, lighting, paving and site furnishings where developments abut the public street.
Ensure the 10'-0" min. wide setback is planted with landscape screening plantings, including ornamental trees, shrubs, perennials and groundcovers.
Screen rear/side yard parking, loading areas, and service areas with ornamental fencing and landscape plantings. Minimum planting area width for screening plantings shall be 6'-0".
Provide trash enclosures constructed from masonry, wood, or metal.

Signage & Lighting

Encourage monument style building signage that does not exceed 5'-0" in height.
Maintain a maximum lettering height of 18".
Prohibit pole mounted signage.
Encourage decorative pole mounted site lighting that match or reference existing along Main Street.
Prohibit internally lit signage.