

PUBLIC INPUT SUMMARY: OLD TOWN REDEVELOPMENT SITE #2 (OTRS #2) PRELIMINARY SITE PLAN

(Prepared by City of Warrenville Community Development Department, last updated on 12/16/2021)

Item No.	Site Plan Issue	Public Feedback Summary	City Staff Response
#1	PREFERRED PRELIMINARY SITE PLAN ALTERNATIVE (A OR B)	Almost all individuals who have expressed a preference, favored Preliminary Site Plan Concept B. However, one respondent commented that positioning the two driveways (one on the City's property and one on the adjacent Voegtle Property) so close to each other, as illustrated on Concept B, seems conflicting.	City staff also prefers Preliminary Site Plan Concept B. It, however, requires significantly more cooperation and coordination between the City and Voegtle Property ownership to implement, due to likely property exchange issues and shared access and parking improvement, use, and maintenance requirements.
#2	LAND USES		
a.	<i>Preferred Private Development Uses</i>	There is broad support for a mix of land uses, including small retail, restaurant, cupcake bakery, candy shop, café, office and service commercial on the first floor of buildings, and office and residential on the upper floors. Some individuals expressed opposition to bars that could have loud music and national "chain" type restaurants. There was strong support for "local" food and beverage establishments that would offer outdoor seating.	The current public feedback regarding preferred land uses is consistent with the public feedback provided during the preparation/adoption of the Old Town/Civic Center Subarea Plan (https://www.warrenville.il.us/DocumentCenter/View/14317/OTCC-Plan?bidId=) in 2007. Both preliminary site plan concepts presented at the October 19, 2021, public information and input meeting are designed to accommodate the preferred type of land uses.
b.	<i>Public Open Space Amenity</i>	Broad support has been expressed for a new public open space amenity in this area. A variety of specific suggestions were provided for the design public open space area including improving the area as a public "Art Park", incorporating inviting pedestrian paths, sculptures, a water fountain, public seating, extensive native plantings, and a river overlook, expanding the area to include the flood plain portion of adjacent private properties as opportunities arise, constructing a small gazebo or shelter that could be used for musical performances, and providing a public restroom facility. Interest was expressed for	While all of the public open space improvement suggestions provided by the public would be desirable, staff feels defining the detailed design and improvement of this area would be premature at this time. Instead, staff feels it would be more appropriate for the City and Park District to jointly coordinate a future public input process that focuses specifically on establishing a detailed design plan for the improvement of the open space area.

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		<p>creating a “gathering and sitting” ambiance of outdoor tables, party lights, and a gas fireplace, similar to that found in Aurora and Wheaton. Some felt these type of improvements could result in the area becoming a destination for patrons of the local hotels.</p>	
#3	BUILDING/ARCHITECTURE		
a.	<i>Design/Style</i>	<p>Almost all individuals who expressed a preference, indicated they preferred the relatively simple, white and bright, clapboard siding, architectural building design reflected in the upper left corner of the Precedent Imagery exhibit presented at the October 19 public info/input meeting. Public input indicates there is an expectation that the architectural character of new buildings reflect and complement the historic character of the Old Town Area and should make an effective transition between existing business/commercial properties and nearby residential properties. First floor commercial space should include small and flexible sized units that could effectively accommodate start-up businesses.</p>	
b.	<i>Location/Orientation</i>	<p>There seems to be broad support for new buildings in the area to reflect a more traditional pedestrian orientation where they would be located closer to the adjacent streets, have wide sidewalks immediately adjacent to the front façade, and include storefront windows on the first floor that make it easy to see inside the commercial units.</p>	<p>The building location/orientation preferences expressed by those that provided feedback is consistent with the public feedback provided during the development of the City’s Old Town Civic Center Subarea Plan. Unfortunately, the preferred building location/orientation is not currently allowed under the City’s standard Zoning Ordinance regulations. As a result, a variety of time consuming discretionary zoning approvals would need to be approved by the City in order to accommodate the building location/orientation preferences.</p>
c.	<i>Height/# of Stories</i>	<p>Two story buildings were preferred by most individuals who provided input. An individual</p>	<p>The economics of two versus three-story buildings was evaluated in detail during the development of the City’s</p>

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		<p>suggested that a properly designed and located three story building could make an attractive architectural statement in the Old Town Area if properly designed and appropriately located. It was suggested that if three-story buildings are approved, the third story should either be stepped back from the front building façade or tucked under the roof structure to minimize the visual impact of building mass and reflect a more residential compatible character. One individual in the construction industry pointed out that accommodating three-story buildings at certain locations would improve the economic feasibility that the private sector will implement the desired project.</p>	<p>Old Town/Civic Center Subarea Plan. That evaluation concluded that it is more difficult to make the financials for small scale, two-story, mixed use infill projects pencil out without some form of incentive/public assistance (such as discounting the price of land) from the City.</p>
#4	PARKING AND DRIVEWAYS		
a.	<i>Proposed New On-Street Angled Parking Along East Side of Batavia Road</i>	<p>Multiple individuals expressed concern about the operation and safety of potential new on-street parking along the Batavia Road frontage of the OTRS #2 site. One individual suggested the City consider installing a flashing yield sign, which would warn motorists of this type of parking should it be installed.</p>	<p>From market perspective, staff believes it is critically important to provide this type of on-street parking in order to attract the form of private development and type of businesses the Community seems to desire in this area.</p>
b.	<i>Permeable Pavement/Bioswales</i>	<p>Members of the public encouraged the use of permeable pavers and bioswales in the parking areas to help manage stormwater runoff.</p>	<p>The location and type of subsurface contamination that may remain on the property post-redevelopment may preclude the use of permeable pavement at certain locations.</p>
c.	Entrance/Exit	<p>There was support for implementing a site plan that incorporates two entrances/exits driveways to alleviate boxed-in parking and improve on-site vehicular circulation.</p>	<p>Both Preliminary Site Plan Concepts A and B satisfy this recommendation.</p>
#5	VOEGTLE PROPERTY		
a.	<i>Future</i>	<p>Several individuals encouraged the City to design a site redevelopment plan for OTRS #2 that allows Voegtles Auto Service to remain in their current</p>	

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		location. Others encouraged the City to work with Voegtle’s ownership to relocate the auto businesses operating on their property to a new, modern day, facility constructed on the vacant property the City currently owns along the south side of Warrenville Road, adjacent to the west side of the existing BP gas station.	
b.	<i>Cross Access and Parking</i>	Multiple members of the public expressed a preference for Preliminary Site Plan Concept B because it provides a coordinated shared access driveway and parking area along the common property line between the OTRS #2 site and the Voegtle’s Property.	
c.	<i>Buffering and Clean-up</i>	Multiple suggestions have been provided on how the use of the Voegtle Property could be adjusted, the appearance of the Voegtle Property could be improved, and how an effective buffer could be established between it and the adjacent City owned OTRS #2 property.	
#6	BIKE AND PEDESTRIAN IMPROVEMENTS		
a.	<i>Dedicated Bike Lane Along Batavia Road Frontage</i>	It has been suggested that the City evaluate the potential installation of a dedicated bike lane along the Batavia Road frontage of the OTRS #2 property, between the new on-street parking spaces proposed in this area and the sidewalk in front of the new buildings that would be constructed on OTRS #2.	Staff has discussed this suggestion with the City’s consulting traffic engineer and does not feel this type of bike lane configuration would be desirable in this area due to floodplain constraints on the OTRS #2 site and the location/configuration of the existing 5-foot wide striped shoulder along each side of the section of Batavia Road north of the OTRS #2 site.
b.	<i>Pedestrian Accommodations</i>	Multiple individuals recognized the importance of providing safe pedestrian connections to the OTRS #2 site and a well-developed and inviting pedestrian sidewalk and pathway network on the OTRS #2 site.	

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#7	BATAVIA ROAD/ WARRENVILLE ROAD INTERSECTION MODIFICATION		
a.	<i>Replacement of Existing West Bound Warrenville Road to North Bound Batavia Road Free Flow Right Turn Lane with a Stop Sign Condition</i>	Some individuals felt the existing free-flow right turn lane from westbound Warrenville Road to northbound Batavia Road helps traffic flow efficiently through the area and expressed concern regarding the potential traffic backups that could result if a new stop sign was installed in its place. Others were supportive of the installation of a new stop sign if it meant that drivers on eastbound Warrenville Road would be able to turn left onto northbound Batavia Road. One individual suggested the City “test” the installation of a new stop sign at this location. During the test period, the City should carefully evaluate how the new stop sign impacts traffic circulation in the area, especially during the morning and evening rush hours, in order to determine if the stop condition is a safe and desirable permanent modification.	<p>The replacement of the free-flow right turn with a stop sign condition is necessary in order to safely accommodate the installation of new on-street parking along the Batavia Road frontage of the OTRS #2 Site. The City’s consulting traffic engineer evaluated how this modification would impact traffic circulation in the area and determined that the Batavia Road/Warrenville Road intersection would continue to operate at an acceptable level if this modification was implemented.</p> <p>Staff believes the new stop sign would also make this area safer and more inviting for pedestrians, deter cut-through traffic, and make the area more inviting for desirable, pedestrian oriented, business development.</p>