VILLAGE OF WESTMONT
PLANNING AND ZONING COMMISSION
AGENDA ITEM

MEETING DATE: July 11, 2018

TITLE: 660 Blackhawk Drive, Westmont, IL 60559 - Westmont Park District - regarding the following:

(A) Site and Landscaping Plan approval to allow for the new construction of a natatorium in the M Manufacturing District.

BACKGROUND OF ITEM
General Legal and Location:
The subject lot is located on the southwest corner of Blackhawk and Plaza Drives. The property is also known as Lots 6 and 7 in the Oakwood Industrial Plaza Unit No. 2 Subdivision, as recorded on May 17, 1972 in Document R72-26017. The lot is approximately 338’ x 664’ and is approximately 216,722 square feet or 4.975 acres in size.

660 Blackhawk Drive Zoning Map
Adjacent Zoning:
NORTH - M Manufacturing District (Ty Warner Park)
SOUTH - B-2 General Business District and M Manufacturing District
EAST - M Manufacturing District
WEST - M Manufacturing District

Neighborhood Characteristics:
The M Manufacturing District in this immediate area has a mix of industrial and office buildings that surround Ty Warner Park. Highly regarded as a community asset for its programmed activity areas and open space, the park regularly draws residents and visitors both in daily trips and regional activities such as the annual Red, White and BBQ. The high quality of the park has permeated much of the surrounding properties, lending to the quality setting throughout the district.

Above: Aerial photo of 660 Blackhawk Drive.

Petitioner Request:
The petitioner requests a Site and Landscape approval to construct an olympic-sized natatorium with required parking and stormwater facilities to serve the new development. Twice approved for construction but never fully realized on the nearby Oak Brook Hills Resort property, the facility is now proposed to be constructed on the Westmont Park District property directly facing Ty Warner Park.
Nearly identical to the previous approvals in building design, the new site within the M Manufacturing District does not require any of the variances needed at the previous site. No longer located in close proximity to a residential district, the buffering of dissimilar uses is no longer needed. The new location adjacent the park gives the building a new presence and importance now that it is not embedded in a larger development.

![DuPage County Parcel Viewer aerial of parking, soccer field and detention.](image_url)

**Precedent and History:**
The natatorium had been approved in both 2016 and 2017 as a part of the larger Oak Brook Hill Resort development. The design, elevations and plans for the building have remained largely unchanged, although the windows on the elevations have been adjusted to the new proposed site.

The site itself has a longer history, and is currently retained by the Westmont Park District. For many years an industrial building for the Everpure Corporation stood on site until its demolition in 2002. With the donation and development of Ty Warner Park, the intent was that the site could someday have an aquatic center; however, the property has since been used for overflow parking and a soccer field.

On the west side of the site a detention pond had been created to serve future construction,
but over time has also been utilized to provide stormwater volume to the adjacent dealerships, specifically with the development of recent parking garages. All new detention will need to accommodate both this site and portions of the adjacent developments as required by previous approved agreements.

**ZONING ANALYSIS**

*Zoning and Comprehensive Plan Designations*

Specific to the M Manufacturing District, this is considered “Parks and Recreation” as dictated by Sec. 8.03(B)(20). It is considered a use-by-right and does not require any special use approvals or conditions.

Similarly, the Comprehensive Plan has designated this site as “Parks/Open Space.” The designation is appropriate and consistent with the other recreational uses throughout the Village. Although privately owned, the facility will have an ongoing relationship with the Westmont Park District for regular programming in addition to local and regional aquatic events. The Park District will retain ownership of the underlying property and maintenance will be defined in a private lease agreement.

*Bulk and Development Standards*

As proposed the development meets all the standards which apply to the district, including FAR, setbacks and height. One exception would be the existing parking lot setback adjacent Blackhawk Drive, which is currently at 25’ when a 30’ setback for parking would be required.
The existing parking lot will largely remain the same in this area, and the setback is considered legal non-conforming and permitted to continue.

A summary of the Bulk Standards can be found below:

- Minimum lot area: 20,000 square feet - actual ~216,000 square feet
- Minimum lot width: 100 feet - actual ~338 feet
- Maximum floor area ratio: 0.80 - actual ~.28
- Maximum height of buildings and structures: 45 feet - actual ~43 feet
- Minimum yards:
  - Front yard and side yard adjoining a street: 30 feet - actual ~46 feet (Plaza) and ~130 feet (Blackhawk)
  - Interior side: 10 feet each - actual ~65 feet
  - Rear: 30 feet - actual ~255 feet

Parking Requirements
The parking requirements and calculations have remained unchanged since the approvals in 2016 and 2017. The facility will be required to provide 280 parking spaces based on a capacity of 1400 persons. As proposed, 297 spaces have been provided on-site, or a surplus of 17 spaces.

Off-Street Parking Summary (Sec. 10.06(K)(2)(c))
Gymnasiums, stadiums, grandstands, meeting halls, convention halls and exhibition halls: 1 space for every 5 seats
Natatorium: 1400 seats (includes estimate of staff, athletes and coaches) = 1400/5 = 280

Large aquatic events will still require coordination for additional parking, and will have similar impact to other large events that occur at Ty Warner Park throughout the year. Coordination and parking agreements will be defined with the Park District for adjacent lots, and discussions with the School District have also occurred for additional overflow options.

Traffic
At staff request, a traffic impact study on the surrounding streets has been performed by the petitioner and has been included in the packets. Evaluation and comments of the study have been included with Engineering comments.

Site and Landscape
The building has been situated as close to the north property line as possible while still accommodating a drop-off aisle and required landscaping. This configuration was determined after many discussions on how best the building could interact with Ty Warner Park. With this placement, it is not separated from the park by a parking lot and can be seen as integral to the
overall development of the campus.

Elevations have remained similar throughout the previous approvals, and some window details and texturing on walls has varied slightly, but do not affect the facade detrimentally.

Landscaping meets all required minimum standards, and modifications have been made from initial comments to meet staff concerns.

The parking lot has sections of permeable pavers where required to mitigate stormwater when possible, as much of the site configuration has been dictated by extensive stormwater facilities located beneath the lot in both the east and west sections of parking.

Stormwater management has been priority on this site, particularly due to the neighboring properties which also use this lot for both storage and Best Management Practices. Considered a cooperative project between the non-profit petitioner, the Park District as landowner, and the Village as a partner, the preliminary engineering has been jointly designed to produce an obtainable site plan, yet will still be refined as final engineering is solved.

**Comprehensive Plan**
The proposed site for the natatorium is not identified in any designated sub-area with specific development direction. The Plan does however, support the Park District activities through the multiple quotes below:

“The Village should continue to work with and support the District in their efforts to maintain and improve existing parks and acquire new park sites within the community.”

“The Park District is considering the construction of an aquatic center, an issue first identified in their 1973 Master Plan. The most recent proposal is to locate such a facility on a 5-acre site south of Ty Warner Park owned by the Park District.”

“In the event that the Park District constructs an aquatic center, work with the Park District to ensure access and egress to the amenity is well managed and impacts on residential properties are minimized.”

“Consider the use of inter-governmental agreements with neighboring communities or other districts within Westmont as a cost efficient means of providing local parks and recreation amenities.”
Above: 660 Blackhawk Drive - looking southwest across existing parking lot.
Below: 660 Blackhawk Drive - existing landscape at intersection.

STAFF COMMENTS

Engineering Synopsis -
Staff comments attached are from the first submittal reviews. The applicant has updated drawings based on these comments, and staff is in the process of performing additional reviews. It is anticipated that and further revisions will only be needed to engineering plans and can be addressed with permit. Any updates will be presented for the public hearing.
Landscape Synopsis -
Although the Village landscape consultant comments have been provided, the petitioner has provided the needed revisions to plans.

Fire Department Synopsis -
The Fire Department has given preliminary approval with no additional restrictions.

SUMMARY
The petitioner requests Site and Landscape approval to construct and operate a natatorium within the Manufacturing District.

DOCUMENTS ATTACHED
2. Application for Site and Landscaping approval as received June 13, 2018, and associated attachments.
   a. Site Improvement Plans, prepared by Mackie Consultants LLC, dated June 8, 2018. (Revised July 5, 2018)
   b. Landscape Plan, prepared by Watermark Engineering Resources Ltd., dated June 11, 2018. (Revised July 5, 2018)
   c. ALTA/ACSM Land Title Survey, as prepared by Mackie Consultants LLC, dated June 1, 2018.
   d. Topographic Survey, prepared by Mackie Consultants LLC, dated June 1, 2018.
   e. Fire Truck Turning Analysis, prepared by Mackie Consultants LLC, dated June 8, 2018.
   k. Lighting specifications, prepared by Beacon Products, dated April 11, 2018.
3. Staff Comments
   a. Preliminary Engineering review comments by Village of Westmont staff, Civil Engineer Mike Todorovic and Village Engineer Noriel Noriega, dated June 29, 2018.
June 8, 2018

Village of Westmont
Community Development Department
31 West Quincy Street
Westmont, Illinois 60559

Re: 660 Blackhawk Drive Site Improvements
FMC Aquatics Opportunities
Blackhawk Drive and Plaza Drive
Village of Westmont, DuPage County, Illinois

To Whom It May Concern:

On behalf of FMC Aquatics Opportunities, we are pleased to provide for your review and approval the following documents in connection with the proposed development of the above-referenced project:

1. ✓ One (1) copy of the completed Village of Westmont Application necessary for Planning & Zoning purposes;

2. ✓ Four (4) copies of the Topographic Exhibit for 660 Blackhawk Drive, prepared by Mackie Consultants LLC, Sheet 1 of 1, dated June 1, 2018 (including one (1) reduced size at 8.5"x11");

3. ✓ Four (4) copies of the ALTA/NSPS Land Title Survey for 660 Blackhawk Drive, prepared by Mackie Consultants LLC, Sheet 1 of 1, dated June 1, 2018 (including one (1) reduced size at 8.5"x11");

4. ✓ Four (4) copies of the Final Engineering Plans for the 660 Blackhawk Drive Site Improvements, prepared by Mackie Consultants LLC, Sheets 1 through 17, dated June 8, 2018 (including one (1) reduced size at 8.5"x11");

5. ✓ Four (4) copies of the Fire Truck Turning Exhibit for 660 Blackhawk Drive Site Improvements, prepared by Mackie Consultants LLC, Sheet 1 of 1, dated June 8, 2018 (including one (1) reduced size at 8.5"x11");

6. ✓ Two (2) copies of the Stormwater Management Report for the 660 Blackhawk Drive Site Improvements, prepared by Mackie Consultants LLC, dated June 8, 2018;

7. ✓ Four (4) copies of the Landscaping Plan and Tree Survey for the 660 Blackhawk Drive Site Improvements, prepared by Watermark Engineering Resources, Ltd., dated June 8, 2018 (including one (1) reduced size at 8.5"x11");

8. ✓ Two (2) copies of the Traffic Impact Study for the 660 Blackhawk Drive Site Improvements, prepared by KLOA, Inc., dated June 7, 2018;

9. ✓ One (1) copy of the Geotechnical Report prepared by Testing Service Corporation, dated May 15, 2018;

10. ✓ One (1) copy of the submittal letter and all enclosures to the Kane-DuPage Soil & Water Conservation District (KDSWCD) requesting a Land Use Opinion on the aforementioned site, dated May 8, 2018;
11. Electronic copies of the enclosed items will be provided via a DropBox link to accompany this hardcopy submittal in addition to the enclosed CD-ROM.

Signatures by the “Petitioner” and “Owner” will be provided on the enclosed development application following a review of the application by Village staff. Any changes deemed necessary will be made prior to signature and notarization and the application will be reissued to the Village. Please note that the site photometrics will be provided by AMSCO Engineering under separate cover. Additionally, a filing fee in the amount of $500 will be provided by the development group as a requirement for all Village of Westmont Public Hearings. Applications for all required IEPA permits, including sanitary sewer construction, watermain construction, and the soil erosion and sediment control NPDES permit will be provided following an initial review of the enclosed items by Village Staff. An Engineer’s Opinion of Probable Cost for the enclosed site improvements will be provided the week of June 11, 2018.

The Land Use Opinion Application provided to KDSWCD one month prior to this submittal. At this time, status of this item is currently unknown, however, Mackie Consultants will provide a copy of the Land Use Opinion to the Village upon receipt. Current review times for this review are typically around 30 to 45 days.

This submittal and the aforementioned items to follow is provided for the proposed improvements at 660 Blackhawk Drive to be included for discussion on the upcoming July 11, 2018 Village of Westmont Planning & Zoning Committee. Thank you for your assistance, and should you have any questions or need additional information, please do not hesitate to contact me at 847.696.1400 or at rmartin@mackieconsult.com.

Very truly yours,

MACKIE CONSULTANTS, LLC

Ryan Martin
Civil Engineer

cc: Mr. Anthony Martini, Mackie Consultants LLC
Ms. Mary Ann Kaufmann, FMC Aquatics Opportunities
Mr. Wes Rehwoldt, CrossRoads Partners
Mr. KC Downer, Midwest Construction Partners
Mr. Michael Werthmann, KLOA, Inc.
Mr. Steve Meys, Village of Westmont
Mr. Marty Burke, Village of Westmont
Mr. Jason Vitell, Village of Westmont

Mr. Joe Hennefeind, Village of Westmont
Mr. Mike Todorovic, Village of Westmont
Mr. Noriel Noriega, Village of Westmont
Mr. Bob Fleck, Westmont Park District
Mr. Marc Rohde, Legat Architects
Mr. Brian Campbell, Legat Architects
Mr. Brian Kottman, AMSCO Engineering
Mr. Ken Price, Watermark Engineering
Date: June 29, 2018

From: Mike Todorovic, EIT
Civil Engineer I

Noriel Noriega, PE, CPESC
Assistant Director of Public Works - Village Engineer

RE: Preliminary Review #1
Proposed Apartments & Natatorium
3500 Midwest Road
Oak Brook, IL 60523

Determination: Engineering Not Recommended
The following comments shall be addressed before Engineering issues recommendation to appear before the Planning and Zoning Commission. Please note that additional comments should be anticipated when a full Permit Application Review is performed.

General Comments:
1. Address all comments as indicated by Mr. Anthony Bryan of ESI Consultants.
2. Please provide an item-by-item disposition of comments with the next submittal.

Engineering Comments:
1. Site Engineering Plan
   a. Sheet 1
      i. Revise Com. Dev. Director. (Interim Com. Dev. Director Martin Bourke)
   b. Sheet 2
      i. Tables, sizing and related stormwater management items will be addressed in the Stormwater Management Report comment section.
   c. Sheet 4
      i. Grading on the east side doesn’t facilitate treatment of new impervious. Will be further addressed in the Stormwater Management Report comment section.
   d. Sheet 6
      i. The back-of-curb to back-of-curb (B-B) dimensions are misleading. The Village’s aisle width requirements are meant for edge-of-pavement to edge-of-pavement (EP-EP). Revise.
      ii. The north thru/drop-off lane(s) only allow for 18’. If we treat the drop-off lane as effectively short-term parking, and allow 9’ lane widths, that leaves 9’ for the one-way thru lane. This is substandard by 5’. Increase the road width to 23’ EP-EP. It appears there is opportunity in the front ‘yard’ to increase width. Update impervious considerations as necessary.
      iii. All of the two-way lanes shall be 24’ EP-EP. Revise where necessary. Update impervious consideration as necessary.
iv. At the east approach, a “Do Not Enter” sign is insufficient to protect against head-on collisions. Revise the east approach to not accept traffic from the east. Specifically, we envision a curb modification where the east lot traffic can not access. Additionally, please design in such a fashion where it does not encroach into the aisle.

2. Stormwater Management Report
   a. Tab 1
      i. PCBMPs
         1. The proposed BMP is substandard, to a great degree, when considering the existing BMP. A very-well maintained natural basin exists in which wildlife thrives. Furthermore, the paver BMP does not provide any soluble pollutant removal that the plantings do. This comment is provided as a consideration, no action needed.
         2. A water quality structure at the outlet of the east facility is required.
   b. Tab 2
      i. Record Drawings
         1. Only the Mercedes Record Drawings are provided. Please include the Audi Record Drawings from the parking structure permit where they utilized the basin for some of their detention.
      ii. Stormwater Overview
         1. General
            a. Provide tributary area exhibit.
         2. Detention
            a. Provided a complete accounting of the existing Basin. Basin = Mercedes contribution + Park District contribution (provided by Mercedes) + Extra (provided by Mercedes) - Audi (purchased and utilized as a part of the parking structure).
            b. Further discussion regarding the sizing of the detention basin will be required.
         3. VCBMP
            a. Provide a complete accounting of BMPs. Please remember that Audi’s provided BMPs shall be added to the site development’s required BMPs.
            b. Volume control shall not be provided in permeable pavers installed over the detention facilities.
            c. Only the VCBMP requirement of the building’s footprint will be eligible to be stored beneath the outlet invert in the detention facilities.
            d. The Village’s interpretation of the DuPage County Stormwater Ordinance is that once the BMP threshold is triggered, all new impervious will be captured/treated. As such, existing impervious facilities (parking lot) which are reconstructed are not eligible to be ‘credited’ toward this quantity. Revise required quantities.
            e. Permeable Pavers shall be relocated from interior stalls to all exterior stalls.
            f. Utilize the green area adjacent the south side of the building for pavers and water quality.
            g. The site is well over-parked and there is opportunity for providing BMPs in the lot interior. Increase the size of the interior parking islands and provide bioswales.
            h. Provide bioswales in the front of the site where grade will allow.
            i. Site grading shall be revised to direct water toward the installations indicated in items e-h.
iii. Stormtrap Design
   1. Facility design not provided. Provide stage-storage / sizing calcs.
iv. Catchment Areas
   1. Provide at least one accessible structure for maintenance in the east facility.
   2. Routing downspouts to sump is not recommended.

3. Traffic Study
   a. Comments provided by Mr. Anthony Bryant of ESI Consultants.

Water Division Comments:
   1. None.

Forestry Comments:
   1. Village Right-of-Way
      a. All parkway trees shall remain. These are all newly planted, so relocation, if necessary, shall be allowed, but can be addressed in the permitting process.
   2. Landscape Plan
      a. All parking lot islands containing a tree shall be mulched and landscaped as opposed to turf. Please indicate this on the plan, including associated landscape material.
   3. Tree Species
      a. Acer saccharum ‘Green Mountain’ is unacceptable. Please substitute with Tilia americana.
      b. Acer freemanii ‘Jeffersred’ is unacceptable. Please substitute with Acer freemanii ‘Autumn Fantasy’, Acer freemanii ‘Marmo’, or a combination of the two.
      c. Quercus bicolor is unacceptable. Please substitute with Quercus macrocarpa, Quercus muehlenbergii, or a combination of the two.
      d. Ulmus ‘New Horizons’ is unacceptable. Please substitute with Ulmus morton ‘Accolade’
   4. Diversity
      a. Individual parking lot islands can contain the same two trees of one species, but please ensure islands next to one another, and border plantings are not the same species next to one another. Mix these up on the plan. The numbers of Gleditsia triacanthos var inermis ‘Skyline’ may need to be reduced to accomplish this.

Please be aware the aforementioned comments are only preliminary. If you have any further questions or concerns, please contact me at 630-981-6265.

Thank you.
Village of Westmont
31 W. Quincy Street
Westmont, IL 60559

Attn: Community Development Department

Re: Land Development, Stormwater & BMP Review – Site Improvement Plans for 660 Blackhawk Drive - Natatorium

We have reviewed the packages sent to us that relate to the above referenced project: Plan Set, submitted by Mackie Consultants, LLC., 21 sheets, dated June 8th, 2018; Stormwater Management Report, prepared by Mackie Consultants, LLC., dated June 8th, 2018; Traffic Study, prepared by KLOA, dated

This review focuses on the application of Land Development, Stormwater Management and BMP measures to the proposed Site Plan.

After reviewing the plans for compliance with the Westmont and DuPage Countywide Stormwater Ordinance and visiting the site we have the following comments:

**Engineering Plans and General Comments**

1. A minimum of two (2) DuPage County reference benchmarks shall be tied into the site survey.
2. An Erosion Control Plan shall be provided as part of the plan set. The following items shall be indicated on the Erosion Control Plan at a minimum:
   a. Tree protection fencing
   b. Construction entrance and track mat
   c. Concrete wash out area
   d. Location of dumpster and portable washroom
   e. Topsoil stock pile location
   f. Silt fence location
   g. Location and design details for a sediment trap for each major site sub-basin
3. Provide a description of the intended sequence of major construction or demolition activities.
4. Provide a PCBMP submittal since more than 2,500 SF of new impervious is proposed. This submittal shall include:
   b. Provide a listing and discussions of all PCBMPs to be used
   c. Provide volumetric calculations
d. Provide drawdown calculations for the Volume Control Best Management Practice. If drawdown does not occur within 96 hours, a control structure or underdrain may be used provided that the draw down time is between 48 and 96 hours. If no outlet for the underdrain exists, the drawdown time must be within the above-stated parameters

e. Proposed maintenance and monitoring provisions

f. An opinion of probable cost to construct the BMPs.

5. Provide a copy of the soil boring information with the next submittal. Provide information regarding the seasonally high ground water table. Bottom of drywell must be a minimum of 3-feet above the high ground water table.

6. Provide the top and bottom elevations for the proposed retaining wall

7. Indicate the 100-year overflow route on the plans

8. The volume of required VCBMP shall be calculated using the new impervious development area which for this site is 152,017 square feet. Based on this the required water quality volume is: 15,835 cubic feet (0.364 acre-ft)

9. As a stand-alone VCBMP measure, providing infiltration in the bottom of the stormtrap is not an acceptable method.

10. Use a minimum Time of Concentration of 5-min. Provide time of concentration calculations for the site.

11. 100 percent of the site runoff is required to be treated by site PCBMPs and VCBMPs.

12. Indicate the detention required for the adjacent Audi property and include that volume within the proposed detention basin

13. Within the stormwater management report remove all references to the Prairie Commons subdivision and Batavia, IL

14. A homeowners association is referenced in the Maintenance Plan within Tab 1 of the Stormwater Management Report. Please clarify

15. Provide signed copies of the Stormwater Management Application. Application indicates the presence of wetlands in section 3 – Statement of Opinion but denies their presence in box 8 of Page 1. Please clarify.

16. The existing basin accounts for 0.74 acre-feet of bypass offsite flow. Indicate how this is incorporated in the proposed design.

17. The existing naturalized basin is a high-quality stormwater management feature. The proposed site design shall incorporate additional water quality features to ensure the quality of site discharge. A Stormtrap SiteSaver (or similar) structure is recommended to treat site runoff.

18. The detention nomograph determines required detention volume based on, in part, the percent site impervious. A site impervious percentage of 80% was used, but it appears that the proposed site impervious is 70%. Please verify. If the site impervious area is seventy percent the required detention would be 0.45 acre-feet per acre.

19. It does not appear that the proposed Stormtrap system has been designed. The following design information shall be provided:

a. Top of structure elevation
b. HWL elevation
c. Bottom of structure elevation
d. Volume calculations
e. Invert elevations
20. Provide construction plan for the installation of the permeable pavers
21. The base course for the permeable pavers shall be 10-inches of ASTM No. 2 stone with no fines.
22. Volume control beneath the permeable pavers within the base course is unallowable unless additional thickness of base course is provided. Volume above the Stormtrap but below the pavers is unallowable.
23. Provide a separate maintenance and monitoring plan for the permeable pavers.
24. Soil groups C/D are native to the site which are not conducive soils for infiltration without an underdrain system.
25. Permeable pavers should be relocated to areas not above the proposed Stormtrap detention system.
26. Consider removing excess parking spaces and providing an above-ground water quality feature along the east and west boundaries of the site.
27. Provide a mid-block cross-walk at the east Plaza Drive entrance to the Ty Warner Park parking lot
28. Sheet 3 indicates the removal of an 18-inch DIP water main. Provide more detail regarding this removal. There is also an above ground water valve on-site. Provide details regarding if it is to remain
29. Provide an overall site tributary area exhibit
30. Provide construction fencing for the entire parkway and surrounding the project site.
31. Provide FF or T/F elevations for buildings adjacent to the project site
32. Discuss with the Village of Westmont the methodology using to determine the detention volume required. Based on the rational method it appears that 1.72 acre-feet would be required for the site vs. 2.24 acre-feet based on the nomograph
33. Provide detailed storm sewer sizing calculations to ensure the proposed system can convey the 100-year event to the detention basin
34. Provide grate capacity calculations to pass the 100-year runoff into the storm sewer system. Use a blockage factor of 15%.
35. For determination of the site runoff coefficient, use 0.50 for the pervious area and 0.95 for the impervious area (Village of Westmont Standards). Verify runoff coefficient calculations.
36. Provide a stage-storage-discharge chart on the grading plan
37. Stop bars shall be provided along with the stop signs at the entrances to the facility
38. Provide a photometric parking lot light drawing and lighting plan
39. Provide a landscaping plan
40. Sheet 2 – provide values for total site area, pervious area, and total disturbed area.
41. Sheet 3 – Along the west property there is an existing 12-inch storm sewer to be removed. It appears to originate south of the property. If this sewer drains runoff from the south it should be incorporated into the proposed system.
42. There is a 60-inch diameter storm sewer referenced on the plans, located along the north property line. It is shown on the plans terminating approximately 50 east of the existing manhole. Please indicate the routing of this 60-inch sewer on the plans.
43. Sheet 3 – Provide more detail regarding the removal of the existing 18-inch water main
44. Sheet 3 – An existing transformer is called out to be removed and relocated. Indicate the utilities associated with this transformer and the proposed location.
45. Sheet 3 – Many of the existing utilities and removals are not completely shown on the existing conditions plan. Please provide additional information.

46. Sheet 4 – The existing controlled release rate structure is a large diameter open grate structure for purposes of emergency overflow capacity and is not intended to take on overland runoff. In the proposed condition it’s located within the curb and gutter. Provide additional detail regarding the design of this conflict.

47. Sheet 4 – Provide additional grading details at the following locations:
   a. North parkway between the entrances
   b. Around the east entrance (proposed contours do not tie into existing)
   c. Adjacent to the proposed building – elevations shall typically be 6-inches below T/F
   d. Along the south property line toward the east of the site

48. Determine the amount of flow that will bypass the proposed driveway entrance grates. All runoff should be collected by these grates and conveyed to the stormwater management system.

49. Just east of the northeast entrance there is a traffic conflict point where one-way eastbound traffic meets two-way traffic. Consider reconfiguring the traffic pattern.

50. For the proposed 90 degree parking, the minimum aisle width is 24-feet. The three western-most aisle measure at 23-feet, 22-feet, and 22-feet. Please revise.

51. Provide tree-protection for the trees located within the northwest parkway.

52. Sheet 7 – Under “Best Management Practices for Post Construction Stormwater Management” vegetated swales and infiltration basins are indicated as provided PCBMPs. Remove from the notes as they are not provided measures.

53. Sheet 8 – Note D – revise site runoff coefficient to 0.815 (0.5 for pervious area in Westmont)

54. Indicate of the Erosion Control plan the location and use of the Mud Mat shown on the detail sheet.

55. Remove references to a straw bale barrier on the Village of Westmont Standard Detail for Soil and Erosion Control

56. Add sediment trap detail to the detail sheet

57. Provide water main quality pipe or encasement for the following crossings noted on Sheet 10: CO2, CO7, CO8, C11, and C13

58. Proposed pipe invert for the incoming 30-inch pipe from the south is above the upstream pipe invert.

59. The permeable paver underdrain slope is called out as 0%. Minimum underdrain slope is 0.5%

60. Call out the minimum horizontal distance between water main/service and storm/sanitary sewer as 10-feet.

61. Indicate the proposed water main size on the plans.

62. Provide calculations showing that the existing storm sewers downstream of the overflow structures can handle the 100-year event. If they can’t then an emergency overland flow route must be provided.

63. Verify the diameter of the existing east-west sanitary sewer along the north border of the site. It is called out as both an 18-inch and an 8-inch (from upstream to downstream) on the plans.

64. There is no percent slope called out for the outlet pipe of the east detention structure.
65. Sheet 10 – The note regarding the building downspouts and sump pump indicates that both are to be directly connected to the underground detention basin. Will this cause the sump pump to continuously run (or backup) during events that fill the detention basin?
66. Please provide an item by item disposition of comments letter with your next submittal.

Fire Truck Turning Analysis Review Comments

1. Label the curb radius at the driveway entrances. The curb radius should be a minimum of 15’ and a maximum of 50’ per Village of Westmont Curb Cut Detail.

Traffic Impact Study Review Comments

2. Existing traffic volumes were reportedly collected on Saturday, June 2, 2018, from 12:00 AM to 2:00 PM. Please confirm the time for collecting counts and compare that to the Traffic Count Summary Sheets. The summary sheets indicate that the times collected were 11:30 AM to 1:15 PM.
3. Table 4 Capacity Analysis Results show results from Cass Avenue/Midwest Road with Willowcrest Drive/35th Street; this appears to be the wrong location. Provide a table and data for the Ogden Avenue intersection with Blackhawk Drive.
4. Provide more information and data regarding Peak Events at the Natatorium:
   a. How often will minor and major meets occur?
   b. Provide supporting information to show that minor events will generate 3x the traffic and major events will generate 7x the traffic.
   c. Traffic counts for all movements, particularly turning movements, are not 15 to 40 percent less on Saturday midday peak compared to weekday evening. Even a small reduction doesn’t compensate for 3x or 7x the traffic volume.
   d. Provide an analysis of how peak events impact traffic at the intersections of Blackhawk Drive and Plaza Drive, and Ogden Avenue and Blackhawk Drive. If impacts are significant, provide a traffic management plan to be used for peak events for approval by the Village of Westmont.
5. Review the Traffic Count Summary Sheets. Verify that the Count Name and the Turning Movement Data are for the same intersection. Also verify that morning, evening and Saturday data are provided for each intersection. Saturday data for Blackhawk Drive with Access Drives seems to be missing.
6. Please provide an item by item disposition of comments letter with your next submittal.

If you have any questions, please call me at (630) 420-1700 x2120.

Sincerely,
ESI CONSULTANTS, LTD.

[Signature]

Anthony L. Bryant, P.E., CFM
To: Joseph Hennerfeind  
Village Planner  
Community Development  
Village of Westmont  

From: Monica Goshorn-Maroney  
Gary R. Weber Associates, Inc.  

Subject: Preliminary Landscape Plan Review  
660 Blackhawk Drive  

Date: June 27, 2018  

As requested, the following plans were reviewed for overall conformity with the Village Ordinance and general design feasibility:  

- Landscape Plan dated 06.11.2018 and prepared by Watermark Engineering Resources, Ltd.  
- Existing Conditions and Demolition Plan dated 06.08.2018 and prepared by Mackie Consultants.  

It is our recommendation that the plans be revised per the following comments prior to approval.  

See below for our comments.  

LANDSCAPE REVIEW COMMENTS  

Tree Preservation Plan  

1. Provide a tree preservation plan which identifies all trees over 4" on the site. Information shall include location, size and species of each tree.  

Landscape Plan  

1. It appears that 9 existing trees are being removed, 50% of removed trees are to be replaced. Provide 4 additional shade trees on the site.  
2. Provide a 4' wide planting strip along the north side of the parking drive between the two entrance drives off of Plaza Drive. The planting strip should be planted with a mix of evergreen shrubs, deciduous shrubs and ornamental grasses to create a 36" tall screen.  
3. Substitute some of the deciduous shrub material along Blackhawk Drive for evergreen shrubs to provide more winter screening.  

Please contact me if you have any questions or comments.  

Monica Goshorn-Maroney  
Landscape Architect  
Gary R. Weber Associates, Inc.
Date: June 13, 2018

To: Martin Bourke - Community Development
    Joe Hennerfeind – Community Development

From: Larry Kaufman, Director
      Fire Prevention Bureau

Subject: Site Plan Review – proposed development of
         - The Natatorium of Westmont – 660 Blackhawk Drive

The following comments are being made regarding the site plan for the proposed indoor swimming facility.

Site plan as submitted is APPROVED;

Applicable Fire Prevention Codes are:
- International Building Code, 2012 edition, with local amendments

- Fire apparatus turning radius analysis of property has been addressed;
  - Westmont fire truck specifications;
    - Overall length – 43-feet
    - Gross weight – 78,000 pounds
    - Inside turn – 23'-10"
    - Curb to curb turning radii – 37'-3"
    - Wall to wall turning radii – 42'-4"
  - Parking lot shall be capable of supporting the full weight of Westmont Fire Truck
  - Direct exterior access to the fire sprinkler control room shall be provided
  - Fire Department connection locations shall be along Plaza

Please contact me with any additional questions.

Submitted,
Larry Kaufman – MCP, CFM
Director, Westmont FPB
Mr. Mike Todorovic, EIT
Community Development Department
Village of Westmont
31 West Quincy Street
Westmont, IL 60559

Re: 660 Blackhawk Drive Site Improvements
FMC Aquatics Opportunities
Blackhawk Drive and Plaza Drive
Village of Westmont, DuPage County, Illinois

To Whom It May Concern:

On behalf of FMC Aquatics Opportunities, we are pleased to provide for your review and approval the following documents in connection with the proposed development of the above-referenced project:

1. Four (4) copies of the Planning and Zoning Preliminary Engineering Plans for the 660 Blackhawk Drive Site Improvements, prepared by Mackie Consultants LLC, Sheets 1, 2, 3, and 16, revised July 5, 2018;
2. Four (4) copies of the Preliminary Stormwater Management Report for the 660 Blackhawk Drive Site Improvements, prepared by Mackie Consultants LLC, revised July 5, 2018;
3. Four (4) copies of the Landscaping Plan for the 660 Blackhawk Drive Site Improvements, prepared by Watermark Engineering Resources, Ltd., revised July 5, 2018;
4. Four (4) copies of the Traffic Impact Study for the 660 Blackhawk Drive Site Improvements, prepared by KLOA, Inc., revised July 5, 2018;
5. One (1) copy of the Geotechnical Report prepared by Testing Service Corporation, dated May 15, 2018;
6. Electronic copies of the enclosed items will be provided via a DropBox link to accompany this hardcopy submittal in addition to the enclosed CD-ROM.

The enclosed documents have been revised based on your review comments dated June 29, 2018 and in a subsequent meeting July 2, 2018. In response to these comments, we offer the following:

GENERAL COMMENTS

COMMENT 1: Address all comments as indicated by Mr. Anthony Bryant of ESI Consultants.

RESPONSE 1: Comment noted, all ESI Consultants comments will be provided prior to the Special Board hearing on July 19, 2018.

COMMENT 2: Please provide an item-by-item disposition of comments with the next submittal.

RESPONSE 2: Enclosed.

ENGINEERING COMMENTS
Site Engineering Plan

COMMENT 1: Sheet 1
Revise Community Development Director (Interim Com. Dev. Director Martin Bourke)

RESPONSE 1: Comment noted and edited.

COMMENT 2: Sheet 2

Tables, Sizing and related stormwater management items will be addressed in the Stormwater Management Report comment section.

RESPONSE 2: Comment noted and responded to in the Stormwater Management Section.

COMMENT 3: Sheet 4

Grading on the east side doesn't facilitate treatment of new impervious. Will be further addressed in the Stormwater Management Report comment section.

RESPONSE 3: Comment noted and addressed in the Stormwater Management section.

COMMENT 4: Sheet 6

i. The back-of-curb (B-B) dimensions are misleading. The Village's aisle width requirements are meant for edge-of-pavement to edge-of-pavement (EP-EP). Revise.

ii. The north thru/drop-off lane(s) only allow for 18'. If we treat the drop-off lane as effectively short-term parking, and allow 9' lane width, that leaves 9' for the one-way thru lane. This is substandard by 5'. Increase the road width to 23' EP-EP. It appears there is opportunity in the front yard to increase width. Update impervious considerations as necessary.

iii. All of the two-way lanes shall be 24' EP-EP. Revise where necessary. Update impervious consideration as necessary.

iv. At the east approach, a "Do Not Enter" sign is insufficient to protect against head-on collisions. Revise the east approach to not accept traffic from the east. Specially, we envision a curb modification where the east lot traffic can not access. Additionally, please design in such a fashion where it does not encroach into the aisle.

RESPONSE 4: i. The back-to-back drive aisle dimensions have been revised to be edge-to-edge. Generally speaking Contractors prefer back-to-back dimensions which is the reason they were initially utilized on the Paving Plan.

ii. The north drop-off drive has been widened per Engineering preference and the impervious considerations have been updated as necessary.

iii. All of the two-way lanes utilized for fire access are 24' EP-EP minimally. Drive aisles within guest parking areas only are 22' EP-EP at times due to geometric site constraints. Widening these aisles, which will be utilized only by passenger vehicles, will move pavement areas closer to the property lines on the east and west ends of the site, which is not preferred per previous discussions with the Village Planning department.

iv. Per our July 2, 2018, this area has been striped with pavement markings to more clearly identify the traffic movements allowed. Refer to the revised Site Plan for the revision.

STORMWATER MANAGEMENT REPORT

Tab 1 PCBMPs

COMMENT 1: The proposed BMP is substandard, to a great degree, when considering the existing BMP. A very-well maintained natural basin exists in which wildlife thrives. Furthermore, the paver
BMP does not provide any soluble pollutant removal that the plantings do. This comment is provided as a consideration, no action needed.

RESPONSE 1: Comment noted, although we professionally disagree that the basin is high-quality as we believe the existing Floristic Quality is low, as it is dominated by an evasive species. We agree the basin is well maintained by the Park District; however, to our and the Park District’s knowledge this basin has never been properly seeded with the appropriate plantings.

The proposed site Best Management Practices (BMPs) within these plans have been provided within the Stormwater Management Report and, we believe, those BMPs meet the requirements of the DuPage County Stormwater Management Ordinance. Supplementary biofiltration facilities with appropriate native vegetation have been provided throughout the site to encourage stormwater infiltration and soluble pollutant removal. Furthermore a PCBMP importance value of 3.5 is provided per the improvements which exceeds the required 2.5 value per DuPage County Ordinance.

COMMENT 2: A water quality structure at the outlet of the east facility is required.

RESPONSE 2: Per our July 2, 2018 meeting we understand the stormwater quality BMPs may be provided within bioretention landscaped parking lot islands. Please refer to the Site Plan for the revision.

Tab 2 Record Drawings

COMMENT 1: Only the Mercedes Record Drawings are provided. Please include the Audi Record Drawings from the parking structure permit where they utilized the basin for some of their detention.

RESPONSE 1: Per recent discussions with the Village staff, it is believed that all stormwater detention requirements are fully understood in terms of volume required for the previous Mercedes and Audi Improvements.

STORMWATER OVERVIEW
General

COMMENT 1: Provide tributary area exhibit.

RESPONSE 1: A tributary area exhibit will be provided with the revised Final Engineering submittal forthcoming.

Detention

COMMENT 1: Provided a complete accounting of the existing Basin. Basin = Mercedes contribution + Park District contribution (provided by Mercedes) + Extra (provided by Mercedes) – Audi (purchases and utilized as part of the parking structure).

RESPONSE 1: Comment noted, refer to the revised Site Plan and Stormwater Management Report for a detailed account of the required stormwater detention.

COMMENT 2: Further discussion regarding the sizing of the detention basin will be required.

RESPONSE 2: Comment noted, as of a July 3rd discussion between Village staff and Mackie Consultants, a consensus regarding the volume detention required has been reached.

VCBMP

COMMENT 1: Provide a complete accounting of BMPs. Please remember that Audi’s provided BMPs shall be added to the site development’s required BMPs.
RESPONSE 1: Per a July 3, 2018 email from Mike Todorovic, we understand the Village has reversed this comments as BMPs were not required of the Audi dealership.

Per the 2006 agreement with the adjacent landowners which provided the regional detention at that time, we, nor does the Park District, believe this property or project is required to provide any responsibility not specifically outlined in the 2006 agreement. Should the Village have other documentation otherwise, we formally request it be shared with the applicant, the Park District and the Park District’s attorney for review.

COMMENT 2: Volume control shall not be provided in permeable pavers installed over the detention facilities.

RESPONSE 2: Comment noted, the permeable pavers had been installed within the large parking area on the west side of the project for multiple reasons:

1. From an aesthetic standpoint to break-up the large asphalt parking areas with long linear ribbons of permeable pavement,
2. Reduce the heat island effect of the large asphalt parking area, thus better supporting landscape island vegetation, and lastly,
3. This practice has been utilized elsewhere as appropriate volume control storage.

That said, we understand it is the Village’s preference to not allow permeable pavement over detention facilities. Since the site requires stormwater detention volume underneath the large pavement areas, the opportunity for permeable pavement would exist only in the rear or exterior parking areas of the building which had been designed to drain toward the detention facilities within the large pavement areas. Instead of using the permeable pavement as a Best Management Practice, we have instead utilized bioretention facilities within landscaped parking islands to accommodate the required volume. Please refer to the revised Site Plan for the revision.

COMMENT 3: Only the VCBMP requirement of the building’s footprint will be eligible to be stored beneath the outlet invert in the detention facilities.

RESPONSE 3: That said, we have redesigned the plans to best accommodate the available surface stormwater volume within bioretention landscaped islands per our July 2, 2018 meeting. If this is not acceptable we ask for the specific section in either the Village or County Ordinance which states this requirement or a clearer understanding of why this is insufficient.

Volume Control is intended to keep a portion of stormwater runoff onsite with the intention of infiltrating in the ground below; the Village has indicated the site provides soils with poor infiltration qualities, therefore, as designers increasing the infiltration areas over a large area underneath the vault is the most advantageous way to promote groundwater recharge, the stormwater has a much better opportunity to recharge the groundwater table below when the surface area is maximized, as is in our design. Additionally, please note that the volume provided below the outlet invert is only accounted for as a VCBMP component and was not utilized as a PCBMP measure.

COMMENT 4: The Village’s interpretation of the DuPage County Stormwater Ordinance is that once the BMP threshold is triggered, all new impervious will be captured and treated. As such, existing impervious facilities (parking lot) which are reconstructed are not eligible to be credited toward this quantity. Revise required quantities.

RESPONSE 4: Comment noted, however, our experience elsewhere has not been consistent with this interpretation. The VCBMP summary provided on the revised Site Plan identifies a surplus of 0.07 ac-ft is provided in the preliminary condition. This amount satisfies the volume control required for the existing impervious area, if necessary.

COMMENT 5: Permeable Pavers shall be relocated from interior stalls to all exterior stalls.
RESPONSE 5: Comment noted, refer to Response 2.

COMMENT 6: Utilize the green area adjacent the south side of the building for pavers and water quality.

RESPONSE 6: This area is currently not identified to be used for water quality purposes, as we have found that the biofiltration areas within the parking islands will meet volume control requirements. If additional volume is required, this area will be reconsidered for utilization.

COMMENT 7: The site is well over-parked and there is opportunity for providing BMPs in the lot interior. Increase the size of the interior parking islands and provide bioswales.

RESPONSE 7: Comment noted, we understand that the Village Engineer believes the project is overparked and as an outcome of our July 2, 2018 we have eliminated 16 parking stalls to accommodate bioretention landscaped islands at the termini of all parking “trees” within the proposed parking lot.

COMMENT 8: Provide bioswales in the front of the site where grade will allow.

RESPONSE 8: Per our discussion in our July 2, 2018 meeting, due to grade transitions and drainage considerations, bioswales are not viable in the front of the site.

COMMENT 9: Site grading shall be revised to direct water toward the installations indicated in items e-h.

RESPONSE 9: Comment noted, at final permit a final Grading Plan will be provided which directs water to the installations indicated in items e-h.

StormTrap Design

COMMENT 1: Facility design not provided. Provide stage-storage/sizing calcs.

RESPONSE 1: Comment noted, as with other projects, including the adjacent Audi dealership, final StormTrap facility design is not typically provided within Planning and Zoning meeting stages. Upon approval of the concepts, StormTrap will provide a signed and structurally sealed set of formal Shop Drawings for Village review and approval. StormTrap is the preferred method of providing underground storage to the site, however, we have provided preliminary calculations within the Stormwater Management Report which concur with the detention volumes provided by the StormTrap engineer.

Catchment Areas

COMMENT 1: Provide at least one accessible structure for maintenance in the east facility.

RESPONSE 1: Comment noted, accessible storm sewer risers have been provided for both stormwater management vaults.

COMMENT 2: Routing downspouts to sump is not recommended.

RESPONSE 2: Comment noted, however the roof drainage system is provided via interior piping within the building which is discharged within an opening in the foundation wall and not via traditional downspouts. The MEP Engineer has previously reviewed this routing and is comfortable with the sump pump sizing and backup systems; however, we will request he review alternative options for consideration.
TRAFFIC STUDY

COMMENT 1: Comments provided by Mr. Anthony Bryant of ESI Consultants.

RESPONSE 1: Comment noted.

FORESTRY COMMENTS
Village Right-of-Way

Forestry Comments have been reviewed and responded to in other Comment Letters with a disposition from the Landscape Architect.

This submittal and the aforementioned items to follow is provided for the proposed improvements at 660 Blackhawk Drive to be included for discussion on the upcoming July 11, 2018 Village of Westmont Planning & Zoning Committee. We acknowledge that remaining permit comments provided on June 29th and discussed in a meeting on July 2nd remain outstanding; however we request submittal to the Planning and Zoning Committee for review of concept and also acknowledge the comments will be addressed prior to the date of the Committee meeting.

Thank you for your assistance, and should you have any questions or need additional information, please do not hesitate to contact me at 847.666.1400 or at rmartin@mackieconsult.com.

Very truly yours,
MACKIE CONSULTANTS, LLC

[Signature]
Ryan Martin
Senior Civil Engineer

cc: Mr. Steve May, Village of Westmont
Mr. Marty Bourke, Village of Westmont
Mr. Jason Vitell, Village of Westmont
Mr. Joe Hennerfeind, Village of Westmont
Mr. Mike Todorovic, Village of Westmont
Mr. Noriel Noriega, Village of Westmont
Ms. Mary Ann Kaufmann, FMC Aquatics Opportunities
Mr. Wes Rehwoldt, CrossRoads Partners
Mr. KC Downer, Midwest Construction Partners
Mr. Michael Werthmann, KLOA, Inc.
Mr. Bob Fleck, Westmont Park District
Mr. Marc Rohde, Legal Architects
Mr. Brian Campbell, Legal Architects
Mr. Brian Kottman, AMSCO Engineering
Mr. Ken Price, Watermark Engineering
Mr. Anthony Martini, Mackie Consultants LLC
July 5, 2018

Anthony Martini, PE
Senior Project Manager
Mackie Consultants
9574 West Higgins Road
Suite 500
Rosemont, IL 60018

Location: Blackhawk Drive with Plaza Drive
Municipality: Village of Westmont
Re: Proposed Natatorium

Dear Anthony:

Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) has reviewed and prepared responses to the comments raised by ESI Consultants, Ltd. in its June 22, 2018 review letter of KLOA Inc.’s traffic impact study (TIS) dated June 7, 2018. Our responses to the comments are as follows.

Traffic Impact Study Review Comments

2. Existing traffic volumes were reportedly collected on Saturday, June 2, 2018, from 12:00 AM to 2:00 PM. Please confirm the time for collecting counts and compare that to the Traffic Count Summary Sheets. The summary sheets indicate that the times collected were 11:30 AM to 1:15 PM.

The traffic impact study has been revised to indicate that the counts were conducted from 11:30 A.M. to 1:30 P.M.

3. Table 4 Capacity Analysis Results show results from Cass Avenue/Midwest Road with Willowcrest Drive/35th Street; this appears to be the wrong location. Provide a table and data for the Ogden Avenue intersection with Blackhawk Drive.

The heading on Table 4 has been revised to reflect the correct intersection of Ogden Avenue with Blackhawk Drive.

4. Provide more information and data regarding Peak Events at the Natatorium:
   a. How often will minor and major meets occur?
   b. Provide supporting information to show that minor events will generate 3x the traffic and major events will generate 7x the traffic.
   c. Traffic counts for all movements, particularly turning movements, are not 15 to 40 percent less on Saturday midday peak compared to weekday evening. Even a small reduction doesn’t compensate for 3x or 7x the traffic volume.
   d. Provide an analysis of how peak events impact traffic at the intersections of Blackhawk Drive and Plaza Drive, and Ogden Avenue and Blackhawk Drive. If impacts are significant, provide a traffic management plan to be used for peak events for approval by the Village of Westmont.
Peak events at the proposed Natatorium will be similar to special events held at Ty Warner Park. The Village and the Park District have significant experience managing the traffic and parking operations during these types of events. The operator of the proposed Natatorium has committed to work closely with the Village and Park District to ensure that the special events are properly managed. A copy of a proposed peak parking plan developed by the operator of the Natatorium is attached to this letter.

5. **Review the Traffic Count Summary Sheets. Verify that the Count Name and the Turning Movement Data are for the same intersection. Also verify that morning, evening and Saturday data are provided for each intersection. Saturday data for Blackhawk Drive with Access Drives seems to be missing.**

   The traffic count sheets have been revised and verified to display the correct intersection information.

6. **Please provide an item by item disposition of comments letter with your next submittal.**

   Noted

Enclosed for your continued review are the revised Traffic Impact Study prepared by KLOA, Inc. dated July 5, 2018 and the peak event parking plan. Should you have any questions or require additional information, please let me know.

Sincerely,

Michael A. Werthmann, PE, PTOE
Principal

Encs.
Swim Events

At least 45 days before the first scheduled peak swim meet event, FMC or its representative will meet with the Park District, Village’s Community Development Director or other representative designated by the Village to discuss FMC’s parking plan. As part of the parking plan for the first scheduled peak swim meet, FMC will ask Village to help facilitate overflow off-site parking for participants and guests with shuttle service to and from said off-site parking location. FMC shall explain to the Village how it will provide advance advertising of said off-site parking to participants and details regarding any proposed temporary signage on the Property for said off-site parking. FMC and Village agree to collaboratively work together to address potential parking issues during this first peak swim meet event, and the Village will not unreasonably withhold approval of the proposed parking plan.

At least 45 days before the second scheduled peak swim meet event, and at least 45 days before each next scheduled peak swim meet event, during this first 12 month period, the parties shall meet as set forth above. The parties shall agree on a parking plan for such subsequent peak swim meet events, and the Village will not unreasonably withhold approval of the proposed parking plan.

At the conclusion of this first 12 month period of peak swim meet events, the FMC shall appear before the Corporate Authorities at a regularly-scheduled meeting and provide a detailed review of the parking for the previous peak swim meet events and the parking plans for future peak swim meet events. The Corporate Authorities shall determine whether it is necessary for FMC to continue to conduct pre-meetings with the Village as set forth above for future peak swim meet events. The Corporate Authorities retain the discretion to impose additional, reasonable conditions regarding parking for peak swim meet events, and if necessary, the parties shall cooperate in amending this Agreement to reflect such additional conditions. The Corporate Authorities shall also determine whether future appearances before the Corporate Authorities are necessary to review parking for peak swim meet events.

(c) For purposes of this Agreement, a “Peak Event” shall be a swim meet at the natatorium which will have more than 650 spectators per session of a swim meet.
Village of Westmont  
31 W. Quincy Street  
Westmont, IL 60559

Attn: Community Development Department

Re: PRELIMINARY Land Development, Stormwater & BMP Review – Site Improvement Plans for 660 Blackhawk Drive - Natatorium

We have performed a preliminary review of the packages sent to us that relate to the above referenced project. This review focuses on constructability and general compliance of the proposed Site Plan with the Village of Westmont and DuPage County Land Development and Stormwater Ordinances.

Additional comments should be anticipated once a full permit review is performed. After our preliminary review of the plans we have the following comments:

Preliminary Review Comments

1. Overall the concepts presented on the Site Plan are acceptable and submittal of Plans for full permit review is recommended. The following comments are provided for consideration as part of the complete permit review submittal.

2. The revised site plan does not match the site plan that was agreed upon at the 7/2/2018 pre-submittal meeting. Specifically, the use of permeable pavers has been eliminated. Due to this the site impervious has increased. The volume of required VCBMP shall be calculated using the new impervious development area which for this site is 161,835 square feet. Based on this the required water quality volume is: 16,857.81 cubic feet (0.396 acre-ft)

3. 100 percent of the site runoff is required to be treated by site PCBMPs and VCBMPs. Per our pre-submittal meeting with Mackie Consultants an acceptable stormwater management design was agreed upon. However, the re-submitted plan does not contain the agreed-upon stormwater management measures. Reliance on aggregate below the Stormtrap shall be minimized to runoff from the Natatorium building. Per the geotechnical report the below grade conditions in the area of the Stormtrap are “practically impervious cohesive materials...” and “soils at the basement subgrade level and the bottom of the tank are anticipated to consist of very tough to hard native silty clay”. Infiltration measures without underdrains will not infiltrate within the required 72 hours and will not provide the desired water quality benefit.

4. A homeowners association is referenced in the Maintenance Plan within Tab 1 of the Stormwater Management Report. Please clarify
5. For the proposed 90 degree parking, the minimum aisle width is 24-feet. The three western-most aisles measure at 22-feet, 22-feet, and 22-feet. Please revise.

Fire Truck Turning Analysis Review Comments

1. Label the curb radius at the driveway entrances. The curb radius should be a minimum of 15' and a maximum of 50' per Village of Westmont Curb Cut Detail.

Traffic Impact Study Review Comments

2. Provide more information and data regarding Peak Events at the Natatorium:
   a. Provide provisions within the traffic management plan for coordination with the Village of Westmont Police Department for traffic control, as needed.

If you have any questions, please call me at (630) 420-1700 x2120.

Sincerely,

ESI CONSULTANTS, LTD.

Anthony J. Bryant, P.E., CFM
Date: July 9, 2018

From: Mike Todorovic, EIT
Civil Engineer I

Noriel Noriega, PE, CPESC
Assistant Director of Public Works - Village Engineer

RE: Preliminary Review #2
Proposed Natatorium
660 Blackhawk Drive
Westmont, IL 60559

**Determination:** Engineering Recommended
The design is feasible and should not present any issues during the permit process which would necessitate it to go back through Planning and Zoning.

General Comments:
1. Final comments provided as courtesy for PZC consideration. After review of the disposition of comments provided by Mackie Consultants, Village responses are shown in red.

Engineering Comments:
1. Site Engineering Plan
   a. Sheet 1
   b. Sheet 2
      i. Tables, sizing and related stormwater management items will be addressed in the Stormwater Management Report comment section. Satisfied.
   c. Sheet 4
      i. Grading on the east side doesn’t facilitate treatment of new impervious. Will be further addressed in the Stormwater Management Report comment section. Satisfied.
   d. Sheet 6
      i. The back-of-curb to back-of-curb (B-B) dimensions are misleading. The Village’s aisle width requirements are meant for edge-of-pavement to edge-of-pavement (EP-EP). Revise. Contractor preference noted. Comment satisfied.
      ii. The north thru/drop-off lane(s) only allow for 18’. If we treat the drop-off lane as effectively short-term parking, and allow 9’ lane widths, that leaves 9’ for the one-way thru lane. This is substandard by 5’. Increase the road width to 23’ EP-EP. It appears there is opportunity in the front ‘yard’ to increase width. Update impervious considerations as necessary. The front drive aisle is still shown as 23’. Is there a constraint preventing 24’?
      iii. All of the two-way lanes shall be 24’ EP-EP. Revise where necessary. Update impervious consideration as necessary. Geometric site constraints noted.
iv. At the east approach, a “Do Not Enter” sign is insufficient to protect against head-on collisions. Revise the east approach to not accept traffic from the east. Specifically, we envision a curb modification where the east lot traffic cannot access. Additionally, please design in such a fashion where it does not encroach into the aisle. Satisfied as shown, per meeting on 07/02/2018.

2. Stormwater Management Report
   a. Tab 1
      i. PCBMPs
         1. The proposed BMP is substandard, to a great degree, when considering the existing BMP. A very well maintained natural basin exists in which wildlife thrives. Furthermore, the paver BMP does not provide any soluble pollutant removal that the plantings do. This comment is provided as a consideration, no action needed. The addition of the bioretention islands satisfies this comment.
         2. A water quality structure at the outlet of the east facility is required. The addition of the bioretention islands satisfies this comment.
   b. Tab 2
      i. Record Drawings
         1. Only the Mercedes Record Drawings are provided. Please include the Audi Record Drawings from the parking structure permit where they utilized the basin for some of their detention. The requirement is understood; however, the substantive documentation shall still be provided.
      ii. Stormwater Overview
         1. General
            a. Provide tributary area exhibit. Noted to be provided on Final Engineering submittal.
         2. Detention
            a. Provided a complete accounting of the existing Basin. Basin = Mercedes contribution + Park District contribution (provided by Mercedes) + Extra (provided by Mercedes) - Audi (purchased and utilized as a part of the parking structure). Noted this has been provided. Accounting of facilities has not been conducted due to time constraints.
            b. Further discussion regarding the sizing of the detention basin will be required. Satisfied.
         3. VCBMP
            a. Provide a complete accounting of BMPs. Please remember that Audi’s provided BMPs shall be added to the site development’s required BMPs. It is agreed this comment has been reversed. At the time this comment was generated, it was unclear whether or not the basin was planted. The assumption was that if it were planted, it was Audi that did so. Since that time, further research suggests that Audi did not have a BMP requirement as a part of the development. This is in-line with the Park District’s assertion the site was not formally planted. This requirement is void.
            b. Volume control shall not be provided in permeable pavers installed over the detention facilities. The development may elect to keep pavers in the interior islands in accordance with the stated reasoning for mitigating heat island effect as well as improving site aesthetics. In fact, it is encouraged. However, the volume
control requirement will not be satisfied by this installation. Regarding the Village’s preference, and allowance or lack thereof “elsewhere”; the Village of Westmont retains the right to approve and/or dismiss certain practices for their efficacy. Specifically, it is of concern how effective infiltration BMPs can be when they are installed over an impermeable surface.

c. Only the VCBMP requirement of the building’s footprint will be eligible to be stored beneath the outlet invert in the detention facilities. Noted that the addition of the bioretention islands satisfies this comment.

d. The Village’s interpretation of the DuPage County Stormwater Ordinance is that once the BMP threshold is triggered, all new impervious will be captured/treated. As such, existing impervious facilities (parking lot) which are reconstructed are not eligible to be ‘credited’ toward this quantity. Revise required quantities. The Village has discussed this interpretation with DuPage County Stormwater Management officials and it is in-line with the Ordinance. Noted that there is surplus storage which will satisfy.

e. Permeable Pavers shall be relocated from interior stalls to all exterior stalls. Comment provided as a consideration for allowable VCBMP in paver base. Pavers are allowable in the interior, however, not eligible for VCBMP requirement satisfaction when over impermeable surface.

f. Utilize the green area adjacent the south side of the building for pavers and water quality. Noted as not necessary. Satisfied.

g. The site is well over-parked and there is opportunity for providing BMPs in the lot interior. Increase the size of the interior parking islands and provide bio swales.

h. Provide bio swales in the front of the site where grade will allow. Satisfied.

i. Site grading shall be revised to direct water toward the installations indicated in items e-h. Noted to be provided on Final Engineering submittal.

iii. Stormtrap Design

1. Facility design not provided. Provide stage-storage / sizing calcs. Noted that design not finalized. Development engineers indicate complete comfort in ability to provide volume. Staff acknowledges, but can not verify.

iv. Catchment Areas

1. Provide at least one accessible structure for maintenance in the east facility. Satisfied.

2. Routing downspouts to sump is not recommended. Comment provided as a suggestion. Noted development mechanical engineers are satisfied. No further requirement.

Please be aware the aforementioned comments are only preliminary. If you have any further questions or concerns, please contact me at 630-981-6265.

Thank you.