

RIVERVIEW WEST MINOR PUD AMENDMENTS – ACCESS AND PERMEABLE PAVEMENT

July 9, 2020

Project Number

2020-0349

Applicant

John C. Schiess

Property Owner

Cantera Development Holdings, LLC

Location

North of Ferry Road, west of Winfield Road

Zoning

S-D Special Development District

Existing Land Use Designation

PUD, Multi-Family, Commercial

Existing Improvements

Residential apartment building and associated infrastructure under construction

Comprehensive Plan

Office/Commercial

Approvals Sought

Minor PUD Amendment to Preliminary and Final PUD for Riverview West Development

Submitted Information

Exhibit A



LOCATION MAP

I. INTRODUCTION

In this case, John Schiess (the “Applicant”), representing the owner and developer of the Riverview West mixed use development currently under construction in Cantera Subarea C, is requesting approval of a Minor Amendment to the final Planned Unit Development (PUD) documents approved by Ordinance No. 2019-21. The requested amendments, if approved, would allow the Applicant to:

1. Reconfigure east access off Ferry Road to restrict access to Pollard Drive from Ferry Road to westbound right-in only, and
2. Relocate permeable pavement previously approved to be installed in the area of parking lot east of the apartment building to the parking lot along the commercial component of the project.

The Applicant will present the request at the July 9, 2020, Plan Commission meeting and will be available for questions.

II. BACKGROUND

Riverview West is a mixed-use development, including the following components:

1. Apartments. 364-unit apartment building, including 189 one-bedroom, 150 two-bedroom, and 16 three-bedroom units. Some of the key apartment amenities and features include garage parking for each unit, outdoor pool, picnic area, outdoor social area, fire pit, BBQ/grill area, balconies and concrete patio at ground level.
2. Townhomes. 60 townhouse units. The final details of the townhouse project will be defined at the time of Final PUD approval for the townhouse component.
3. Commercial. Approximately 33,950 square feet of commercial space is illustrated on Lot 1 of the proposed Riverview West subdivision. The exact square footage of future commercial space would be defined based on the specific uses and parking requirements at the time of Final PUD approval for the commercial component.

The proposed development would be constructed in three phases, as follows:

- Phase I (ongoing): Construction of Torch Parkway public ROW, Pollard Road private north-south road, internal drives and pedestrian connections, stormwater management ponds, apartment building, parking lots, and landscaping.
- Phase II: Construction of townhomes.
- Phase III: Construction of commercial component.

III. ANALYSIS

East Access Reconfiguration

The proposed access reconfiguration is required by the DuPage Division of Transportation, which has a jurisdiction over Ferry Road right-of-way. The initial design presented to and approved by the City during the PUD process for the Riverview West Development illustrated a full access intersection at Pollard Drive (north-south private access road) and Ferry Road. In response to the DuDOT review comment for the proposed intersection improvements, the northbound through movements across Ferry Road to Pollard Drive have been removed. Thus, the access to the site at the Pollard Drive intersection is now restricted to the westbound right-in. The Applicant is requesting a Minor PUD Amendment approval for this change.

The Consulting City Engineer and the City Senior Civil Engineer reviewed the revised intersection design and updated Traffic impact Study prepared by Gewalt Hamilton Associates, Inc., dated April 22, 2020, and concluded that the requested change has very minimal impact on the traffic operations to the site and the surrounding roads, and found no operational traffic concerns. The City Senior Civil Engineer documented approval conditions in her Memo dated June 29, 2020. ***Based on the above-noted findings, staff has no objections to the approval of the requested Minor PUD Amendment as outlined in this staff report, provided the Applicant complies with the conditions outlined in the Memo from the City Senior Civil Engineer dated June 29, 2020.***

Permeable Pavement Relocation

The approved PUD plans illustrate approximately 17,906 square feet of permeable pavement in the area of parking lot located east of the apartment building. This improvement was scheduled for construction during Phase I of the development, which is ongoing and includes construction of the apartment building. The Applicant is proposing to construct an approximately 18,405-square foot permeable pavement area in the commercial parking lot along Ferry Road, which is planned in Phase III of the Riverview West development.

The City Senior Civil Engineer reviewed the proposal and verified that without the permeable pavement, Phase I of the development still complies with the BMP requirements of the Stormwater Management Ordinance. The City Senior Civil Engineer documented approval conditions in her Memo dated June 29, 2020. ***Based on the above-noted findings, staff has no objections to the approval of the requested Minor PUD Amendment as outlined in this staff report, provided the Applicant complies with the conditions outlined in the Memo from the City Senior Civil Engineer dated June 29, 2020, and the permeable pavement is installed in accordance with the proposal at the time of the commercial component development.***

It is important to note that the Plan Commission takes final action on all Minor PUD Amendment requests.

CONCLUSION

Based on the above-noted findings, staff recommends Plan Commission approval of a Minor Amendment to the final PUD documents for the Riverview West project approved by Ordinance O2019-21, which would allow east access reconfiguration and permeable pavement relocation as illustrated on the submitted documents listed on Exhibit A, subject to (i) the Applicant complying with all conditions outlined in the Memo from the City Senior Civil Engineer dated June 29, 2020, and attached to this report as Exhibit B, and (ii) the permeable pavement being installed in accordance with the document listed as Exhibit A at the time of the commercial component development.

Attachments:

Exhibit A: Submitted Documents

Exhibit B: Memo from City Senior Civil Engineer dated June 29, 2020

EXHIBIT A**RIVERVIEW WEST MINOR PUD AMENDMENT****SUBMITTED DOCUMENTS**

1. Minor PUD Amendment Application, 3 pages, prepared by John Schiess, dated 6-25-20
2. Best Management Practice Letter, Implementation Schedule, Lot Calculations, 8 pages, prepared by BLA, Inc., dated 6-30-20
3. Civil Drawings, (Sheets 6-8), prepared by Bollinger, Lach Associates, Inc., dated 6-25-20
4. Letter of Authorization, 1 page, prepared by Igor Blumin, dated 6-27-17
5. Site Plan, 1 sheet, prepared by Baranyk Associates, Ltd., dated 6-29-20
6. Traffic Impact Study, 159 pages, prepared by Gewalt Hamilton Associates, Inc., dated 4-22-20
7. Warranty Deed, 7 pages, prepared by Edward Krzyminski, recorded 1-23-17



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MEMORANDUM

Date: June 29, 2020

To: Igor Blumin
Cantera Development Holdings

From: Kristine Hocking, P.E., CFM
Senior Civil Engineer
City of Warrenville

Lynn Kroll, P.E., CFM
Project Engineer
James J. Benes

Grant Hicks, EI
Project Engineer
James J. Benes

Re: Cantera Subarea C / Lot 2 / Riverview West Development
PUD Amendment Review
Permeable Paver Relocation and Entrance Revision

We have reviewed the following documents:

1. Traffic Impact Study prepared by Gewalt Hamilton Associates, Inc. of Vernon Hills, Illinois and dated April 22, 2020
2. Civil Engineering Drawings, prepared by Bollinger Lack Associates, Inc. of Itasca, Illinois and dated June 25, 2020.
3. Best Management Practice Implementation schedule Letter and Summary, prepared by Bollinger Lack Associates, Inc. of Itasca, Illinois and dated June 30, 2020.
4. Plans for Proposed Pollard Lane Access at Ferry Road, DuPage County prepared by Bollinger Lach Associates, Inc. of Itasca, Illinois
5. Permeable Pavement Relocation Exhibit

ENGINEERING COMMENTS

Traffic Impact Study:

The April, 2020 Traffic Impact Study submitted by Gewalt Hamilton Associates, Inc shows that access to Pollard Drive from Ferry Road is restricted to westbound right-in only to enter the site. In the 2017 Traffic Impact Study, Pollard Drive had full access from Ferry Road. The results of the 2020 Traffic Impact Study are reasonable.

This change has very minimal impact on the traffic operations to the site and the surrounding roads. There are no operational traffic concerns and is this change is acceptable for the PUD Amendment.

Plans for Proposed Pollard Lane Access at Ferry Road, to be reviewed by DuPage County Department of Transportation:

We have reviewed the Plans for Proposed Pollard Lane at Ferry Road. **The plans are generally acceptable for the PUD Amendment, however, we have the following comments that should be addressed prior to DuDOT permit approval:**

1. Show detectable warnings for sidewalk crossing of north leg of Commercial Drive (Torch Parkway), north side of crosswalks across Ferry Road at Torch Parkway, and for sidewalk crossing Pollard Lane consistently on all plan sheets.
2. On sheets 17 and 18, the Torch Parkway eastbound left turn lane and westbound right turn lane and also the Pollard Lane westbound right turn lane markings are missing one set of "ONLY" markings.
3. On sheet 18, the southbound left turn lane (Pollard) aligns with inside inbound lane at cornerstone driveway. The southbound through/right lane clips the median nose. Either update outbound Pollard Lane to right turn lane plus shared through/left or modify the median nose.
4. On sheet 21, what is the perpendicular cross slope on east side Commercial /Torch Parkway detectable warning from point C? The slope is shown parallel to the curb, not perpendicular cross slope.
5. On sheet 22, the west side outbound ramp gutter slope is 0%. Across the crosswalk, provide a minimum 0.3% gutter slope to provide positive drainage. On the east side inbound side ramp label the perpendicular cross slope at east side ramp from point I.

Permeable Pavement Relocation:

According to the BLA memo, the new permeable paver area in the commercial parking spots is larger than the original permeable paver area east of the apartment building. The Best Management Practices (BMPs) built in Phase 1 (Apartments) will meet the requirements for Phase 1 and Phase 2 (Townhomes). The permeable pavers built in Phase 3 (Commercial) will satisfy the remaining BMP requirements for this phase. **This relocation is acceptable for approval of the PUD Amendment.** The following comments should be addressed and submitted to City staff for construction approval.

1. Submit an updated Tab 6 to reflect the new BMP summary.
2. The permeable paver areas should not have catch basins or inlets unless they are considered for overflow points.
3. The permeable pavers should have a maximum pavement surface slope of 5%.
4. There are two light fixtures shown within the permeable paver parking areas. The light fixture locations should be correlated with the parking space locations to ensure there is not a conflict and moved to islands.

5. Revise the permeable paver area near 107+50 as this appears to be a parking island. Add permeable pavers to 109+00 and 110+70 for consistency of parking spots.

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