

**VILLAGE OF DOWNERS GROVE**  
**Stormwater and Flood Plain Oversight Committee Meeting**  
**February 5, 7:00 p.m.**

**Downers Grove Public Works Facility**  
**5101 Walnut Avenue, Downers Grove, Illinois**

**I. CALL to ORDER**

Chair Eckmann called the meeting to order at 7:00 p.m. A roll call followed and a quorum was established.

**II. Roll Call**

Members Present: Chair Eckmann, Mr. Austin, Mr. Crilly, Mr. Gorman, Mr. Ruyle, Mr. Scacco, Mr. Schoenberg

Staff Present: Karen Daulton Lange – Stormwater Administrator  
Dawn Didier – Staff Attorney

**III. APPROVAL January 10, 2013 MINUTES**

**Mr. Gorman moved to approve the minutes, seconded by Mr. Scacco. Motion carried by voice vote.**

**IV. PUBLIC COMMENTS**

Mr. George Fiedonezyk of 511 Wilson St. had questions concerning his utility bill and how to combine parcels. Ms. Daulton Lange stated she would follow up with an email to Mr. Fiedonezyk to explain how to combine parcels for the SWU.

**V. OLD BUSINESS**

None.

**VI. NEW BUSINESS**

The Petitioner was not yet present. Chair Eckmann asked the Committee if they would like to defer the public hearing until after other New Business was discussed and it was agreed to do so.

**A. Permeable Pavers**

Chair Eckmann discussed the Q=CIA formula when calculating runoff and questioned why a permeable pavement system would be counted as pervious when runoff would occur. He asked if staff could investigate and produce technical data that would give the Committee a basis for this interpretation.

Mr. Schoenberg suggested that the reason there is not an explicit quantitative value for being pervious in ordinances is that the underlying conditions of soils and other natural factors are just too variable. Rather, pervious is qualitatively stated in ordinances and other guidance documents provide parameters can be assumed for design. If a

definition of pervious is too quantitative, it may not be applicable Village-wide, and the technical expertise and discretion could be removed.

Mr. Schoenberg suggested a definition of impervious as “a hard surface area that either prevents or retards the entry of water into the soil.”

Mr. Ruyle made note that the brick permeable pavement at North High School is permeable due to the spaces between the bricks and the material underneath, not the brick itself, which is impervious. It also requires periodic maintenance to retain its permeability.

Mr. Scacco suggested threshold of C values up to a defined number may assist in determining a definition.

Chair Eckmann asked for the Committee to forward data to staff. He is looking for numerical data that can be considered.

Mr. Gorman mentioned a presentation he attended by Unilock, a permeable paver manufacturer. They use SWMM modeling and input includes soils, presence of underdrains, surface, base, etc., which to him means it would be difficult to state one number.

Mr. Schoenberg reiterated definitions needed to be simple to understand for residents and cautioned about making it even more difficult for residents to meet a burden of proof.

#### **B. Public Hearing – SWU Appeal – 5628 Fairview Ave.**

Mr. Boo apologized for not being to the meeting on time – he was actually in the Public Works building but was sitting in another meeting that was being held thinking it was the SW&FPOC meeting.

Chair Eckman started by giving an overview of how the public hearing portion of the meeting would be run. A court reporter was present, and swore in Mr. Jon Boo of 5628 Fairview Avenue, Downers Grove and Karen Daulton Lange, Stormwater Administrator of the Village of Downers Grove. Staff Attorney gave Mr. Boo a copy of the materials the Committee members received.

Mr. Boo stated he lives on a property that is over 53,000 square feet in size. He does not dispute the impervious coverage figures the Village provided to him. He stated his belief that he should be placed in a lower Tier for stormwater utility fees since his lot was larger than the average in the Village and some consideration should be made for the size of his lot. The percentage of impervious coverage on his lot is less than most lots since his lot is so large.

Ms. Daulton Lange stated that per Section 25.69 of the Downers Grove Code lists the four areas for appeals: (1) classification of parcel; (2) amount of impervious area; (3) calculation of the stormwater utility fee; or (4) denial of a credit or incentive

application. She explained that the amount of impervious coverage puts him in Tier 3. The stormwater utility is based on impervious coverage and does not make allowances for the size of the lot. It is a method of measurement that is definable and easily measured. The ERU's, equivalent runoff units, were based on these measurements, and the tier levels established accordingly. Based upon the definition of impervious defined in the ordinance, and the information presented, she recommended that the appeal be denied.

Mr. Boo again reiterated the atypical nature of his lot and understands the "letter of the law" but does not agree with it.

The Committee discussed impervious coverage that they are bound by the stormwater ordinance. The gravel driveway is included in the calculations. It was observed that stone and gravel are terms used in the impervious definition in the code, and Mr. Boo's driveway should be called stone rather than gravel. It was also noted that there is a slope from the house towards the street.

**Mr. Gorman made a motion to deny the appeal and uphold the manager's decision, seconded by Mr. Austin.**

**Chair declared the motion carried by the following vote:**

**Votes: Yea: Mr. Austin, Mr. Crilly, Mr. Gorman, Mr. Ruyle, Mr. Scacco, Mr. Schoenberg**

Staff Attorney Dawn Didier informed Mr. Boo that the denial of his appeal means that the Village Manager's decision will be upheld which means that at this point his property will remain in Tier 3. He has the right to appeal this decision to the Circuit Court of DuPage County.

Chairman Eckman declared the public hearing closed.

#### VII. STAFF REPORT

None.

#### VIII. ADJOURN

Mr. Gorman made a motion to adjourn the meeting at 8:10 p.m., seconded by Mr. Scacco. Motion carried by voice vote.

**TRANSPORTATION AND PARKING COMMISSION  
Minutes**

March 13, 2013, 7:00 p.m.

Council Chambers - Village Hall  
801 Burlington Avenue, Downers Grove

Chairman Stuebner called to order the March 13, 2013 meeting of the Transportation and Parking Commission at 7:00 p.m. and noted that the meeting tonight was NOT being recorded on Village-owned equipment. Staff transcribed the minutes from notes taken at the meeting.

The Pledge of Allegiance was recited by all in attendance.

Roll call followed and a quorum was established.

**ROLL CALL:**

Present (5): Chairman Stuebner; Commissioners Cronin, Schiller, Vlcek, and Wrobel

Absent (3): Commissioner Van Anne, Saricks, Loehman

Staff Present: Mr. Dorin Fera, Transportation Division Manager

A brief review of the meeting's protocol followed.

**APPROVAL OF JANUARY 16, 2013 MINUTES**

**MR. WROBEL MADE A MOTION TO APPROVE THE MINUTES AS PRESENTED;  
SECONDED BY MR. SCHILLER. ROLL CALL:**

**AYE: STUEBNER, CRONIN, WROBEL, SCHILLER, VLCEK**

**NAY: NONE**

**MOTION CARRIED: 5-0**

**Chairman Stuebner** inquired if there were any comments from the public other than the agenda items. Hearing none, he then requested staff to begin the presentation for tonight's topics.

**1. File # 03-13 2012 Safe Routes To School Improvements Elmwood/Randall/Blodgett Intersection – Pre-Final Design**

**Mr. Fera** began this item with a brief history, dating back to 2009 when this project was initially presented to this Commission. The next steps involved a formal application process through the Federal Safe Routes To School (SRTS) program. Staff submitted the application to Illinois DOT on behalf of District 58 in December, 2010. An announcement was received by the Village in February, 2012 stating we had been selected for \$190,000 in funding. Staff then coordinated various designs and plans through the IDOT process. A formal presentation of the proposed intersection improvement was presented to this Commission as a Public Meeting in July, 2012 in accordance with IDOT procedures. Public comments were incorporated and communicated to IDOT for the remainder of 2012. At an IDOT/FHWA coordination meeting in January, 2013 the Village received approval for all the four (4) locations for which the funding would be spent.

**Mr. Fera** went on to explain some of the physical and operational features of this pre-final design layout. Any changes to be incorporated into this pre-final design will only be minor, since staff is submitting the set of plans to IDOT on Friday, March 15, 2013. Other features include the fact that the Blodgett Ave pavement will be narrowed, and parking will be prohibited within this area. The Village is essentially proposing the reduction of three intersections here into two intersections. The Blodgett Ave traffic will be required to stop at the new extension of Randall Road. The Randall St stop bar at Elmwood Ave will be eliminated, so that Randall St traffic will be able to continue eastward and stop at Blodgett Ave. All of the new pavement markings for this location are expected to be done by the Contractor as part of this project. However, given the anticipated later completion date, staff is ready to use Village crews for temporary striping until the following Spring, when permanent striping will be applied.

Pertaining to the newly created island adjacent to the west side of Elmwood Ave, **Mr. Fera** stated that this area would remain Village property. The Village will be looking at determining what type of surface and/or vegetation to place there. The Village Forester has been contacted and will be collaborating on a final landscaping design in this area.

**Mr. Fera** went on to mention that all of the proposed roadway signing will be done by Village staff. The reason is that we have specific post and signing specifications that are different from IDOT's contractors. This intersection project will not restrict any access to any of the residents. **Mr. Fera** stated that this SRTS project will be offered for construction through IDOT on August 2, 2013, with construction to follow as soon as practicable.

In keeping with existing policy for new intersection improvements, this location will also have Police enforcement assigned to begin the educational and enforcement work. District 58 will also be assisting with proper notices to the Whittier School parents/guardians about adherence to parking and travel requirements. **Mr. Fera** stated that if additional on-street parking should be needed, staff will look to the south of Hill St and not north toward the Randall/Blodgett intersection.

**Chairman Stuebner** then opened up the meeting for comments from the Commissioners. **Mr. Stuebner** inquired about the depiction of the cross-hatched area on the proposed sidewalks. **Mr. Fera** replied that this is the Americans with Disabilities Act (ADA) requirement to provide proper warning devices prior to crossing a street.

**Mr. Wrobel** inquired if the preliminary design had a traffic circle at this location. **Mr. Fera** replied that yes, one of the previous designs had a refined traffic circle, but that IDOT rejected that design.

**Chairman Stuebner** then opened up the meeting to public comments.

**Mr. Curt Harper**, 5240 Elmwood Ave commented that regarding the landscaping, the Village should look into a more creative approach, rather than just a grassy surface. **Mr. Fera** replied that this part of the project will be addressed later after construction is complete.

**Mr. Harper** was also concerned with the needed on-street parking and that the narrowing of Blodgett Ave would not be as efficient. Another comment was the possibility of keeping the alignment of Randall as it is, without changing the alignment. This change would reduce construction costs and offer more easement development options.

**Mr. Harper** also inquired about the need to change his address from Elmwood to Blodgett, since his direct access would be there. He inquired about the setback rules for his property and also 609 Randall. He also inquired about two manholes and two fire hydrants, and how these

devices would be incorporated into the final design. Another question was if the existing sidewalk along the west side of Blodgett could be extended straight north to the new Randall/Blodgett intersection, which may result in more buildable land along the west side of Blodgett Ave.

**Mr. Harper** commented that the existing sidewalk connection and crosswalk at 5204 Blodgett Ave is regularly utilized by parents and should be striped and maintained in its present location.

**Mr. Fera** responded to several of these inquiries by stating that the setback rules and the possible change of address issues will be discussed with the Village's Community Development group and he will notify **Mr. Harper** of the findings. He said the manholes and fire hydrants within the new island area will be maintained within the existing design, and not likely to be relocated. **Mr. Fera** said he understood the cost-saving measure for Randall St, but that the proposed alignment of Randall St will be kept due to sight distance needs at the intersection, and also due to bus-turning radii that need to be followed as part of IDOT's approved design.

**Mr. Paul Simms**, 5210 Blodgett Ave, stated that the turn restrictions that were proposed as part of the Neighborhood Study have not been installed. **Mr. Fera** replied that they are still on the Village's to do list. **Mr. Simms** also asked if pedestrian mid-block crossing signs could be installed at this new intersection, to which **Mr. Fera** replied that this feature will be considered.

**Mr. Jeff Wagner**, 5145 Blodgett Ave, asked if the Village had considered in-pavement lights at this new location. **Mr. Fera** replied that he is aware of those devices, but that they are more appropriate for higher pedestrian volumes, and they are difficult to set-up to time accurate pedestrian walking times, and often stay on past the time they are needed. **Mr. Wagner** also asked if parking lanes could be delineated along Blodgett Ave, north of Randall St to keep vehicles from getting too close to the intersection. **Mr. Fera** replied that yes, this would be incorporated into the striping program.

**Ms. Heather Hathaway**, commented on whether a stop sign could be placed at the existing crosswalk at 5204 Blodgett Ave and also if that crosswalk will be striped. **Mr. Fera** replied that no, a stop sign is not permitted at such a crosswalk location, but that yes, the crosswalk will be re-striped similar to the other school crosswalks in the area.

**Chairman Stuebner** then asked for a Commission vote of support and recommendation to staff. **Mr. Fera** clarified that this item will not be presented to Council, since it has already been approved as part of the SRTS program.

**MR SCHILLER MADE A MOTION TO APPROVE STAFF'S PRESENTATION OF THE 2012 SAFE ROUTES TO SCHOOL PROJECT – ELMWOOD/RANDALL/BLODGETT INTERSECTION PRE-FINAL DESIGN, AS PRESENTED.**

**MS. VLCEK SECONDED MOTION. ROLL CALL:**

**AYE: MS. VLCEK, MR. SCHILLER, MR. STUEBNER, MR. CRONIN, MR. WROBEL**

**NAY: NONE**

**MOTION CARRIED 5-0.**

**2. File # 04-13 Neighborhood Traffic Study Area #3 – Proposed Location**

**Mr. Fera** began this item with a brief history of the neighborhood study process, which began in February, 2010. This is the third area that the Village is proposing to study. The Village is currently studying Neighborhood Study Area #2, which is bounded by Main Street, Ogden Ave, Lee Ave and Warren Ave.

**Mr. Fera** explained that this area has also contributed to many resident questions about speeding, cut-thru traffic, and intersection control issues. The closure of Cumnor Rd at 2<sup>nd</sup> Ave has also altered travel patterns in this neighborhood. **Mr. Fera** discussed that the boundary of Traffic Study Area #3 will be Fairview Ave on the west, Ogden Ave on the north, Williams/Roslyn on the east. The streets north of the BNSF RR tracks, were presented many years ago to this Commission. Roslyn Rd, Cumnor Rd, and Florence Ave have been reviewed for traffic calming, speeding, and cut-thru issues, but no permanent solutions have been found. Staff expects this study will follow a comprehensive approach and address the traffic and safety issues.

**Mr. Wrobel** stated that the Pepperidge Farm complex employs three shifts that also contribute to traffic issues at the 2<sup>nd</sup>/Fairview intersection.

**Mr. Fera** also explained the legend on the Exhibit for this item. Traffic peak hour counts would be collected at four (4) locations, with pedestrian counts at Whittier and Lester Schools (4 locations), and daily 24-hour counts at forty-six (46) locations. The intent with this plan is to systematically collect traffic and pedestrian information only at key locations, so that more funds are available for the analyses to be done.

**MR. WROBEL MADE A MOTION TO APPROVE STAFF'S PRESENTATION OF THE 2013 NEIGHBORHOOD TRAFFIC STUDY AREA #3, AS PRESENTED.**

**MR. CRONIN SECONDED MOTION. ROLL CALL:**

**AYE: MS. VLCEK, MR. SCHILLER, MR. STUEBNER, MR. CRONIN, MR. WROBEL**

**NAY: NONE**

**MOTION CARRIED 5-0.**

**OLD BUSINESS**

There was no old business to discuss.

**ADJOURN**

**MR. WROBEL MADE A MOTION TO ADJOURN THE MEETING AT 8:50 P.M.  
MR. SCHILLER SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 5-0.**