



MANAGER'S REPORT FOR JULY 17, 2015
GENERAL INFORMATION AND RESPONSES TO MAYOR & COMMISSIONER REQUESTS

Places to be this Week...

Coffee with the Council - Coffee with the Council will be held on **Saturday, July 18 at 9:00 a.m. to 10 a.m.** in front of the Main Street Train Station.

The next Village Council meeting will be held on **July 21 at 7:00 p.m. in the Council Chambers** at Village Hall.

Future Calendar Reminders...

Village Council Meeting - The Village Council meeting will be held on **August 4 at 7:00 p.m. in the Council Chambers** at Village Hall. The meeting will be followed by a Long-Range Planning meeting in the Committee Room.

Responses to Questions on Florence Ave - Attached are staff responses to recently received questions from Council members regarding the Florence Avenue project.

Clyde Estates Construction Update

Project preparation work has started and related tree work, utility location and construction layout is underway. Nicor is in the process of replacing a majority of the gas mains in the subdivision ahead of the Village's project. Early in the design process conflicts between the gas mains and the proposed storm sewers were identified. Due to the age of the gas mains Nicor prepared plans to replace a majority of the gas mains in the subdivision. This work was scheduled to occur well in advance of the Village's project, however, was delayed due to weather and scheduling delays by Nicor's contractor. The revised start date for Nicor's work is Monday, July 20th. Initially gas main relocation will focus on the area of Washington and 60th Pl which will clear the way for the storm sewer installation along that intersection. The storm sewer work is scheduled to start on Monday July 27th.

Urban Forestry Manual Updated

The annual update of the Urban Forestry and Municipal Landscape Maintenance Program manual has been completed and is posted on the Village website at:

<http://www.downers.us/res/forestry/urban-forestry-and-municipal-landscape-manual>.

A printed version is also available for review at the library. This is the 21st edition, in which staff takes great pride. The manual documents the management practices and procedures, lists forestry goals, summarizes activities completed annually, and describes landscape routines. Chapter 1 provides a brief introduction to the program as a whole, and subsequent chapters each detail a specific area such as planting or pruning.

Highlights from this year's edition include:

- Parkway trees currently number 23,220 (the average number between the years of 1994 to 2015 is 23,372)
- Parkway trees are comprised of 110 different species
- 60% of the current parkway trees were planted between 1970 and 2015
- Focusing on tree diversity has resulted in an increased the number of individual species with counts of more than 100 for 30 different species, an increase from 21 a decade ago
- 86% of the trees have species quality ratings greater than 50 (species ratings range from 0 to 100 with low numbers for weedy trees and higher numbers for higher quality trees). This indicator of species quality has been increasing from 78% in 1994.
- 92.4% of the parkway trees are less than 24 inches in diameter
- Tree pruning has been occurring on a 5 year cycle
- The Village averages 916 resident calls annually with more than 45% related to requests for pruning and reports of branch failures

As we consider the Florence Avenue question, please provide the following ASAP.

Ribbon Curbs

Which streets in town currently have ribbon curbs?

Of those streets which ones had ribbon curbs when they were first (ever) paved?

Of those streets which did not have ribbon curbs when they were first (ever) paved, when were the ribbon curbs installed?

Of those streets which did not have ribbon curbs when they were first (ever) paved, but now do, how was the work funded?

Street	Year Street First Paved	Year Ribbon Curb Installed	Source of Funding
<i>Brookbank, 55th to Blanchard</i>	<i>Unknown</i>	<i>2008</i>	<i>Capital Projects Fund</i>
<i>Elm Street, Lincoln to Grant</i>	<i>Unknown</i>	<i>2012</i>	<i>Stormwater Fund</i>

Permeable Pavers

Was Grove Street permeable pavers before its current construction?

No

What was the added cost of Grove Street vs. a typical like-with-like repaving?

The initial construction cost of Grove Street was roughly \$125,000 more than a traditional asphalt street. A good portion of this additional expense was paid for using money from the stormwater fund, as this location was targeted for water quality improvements and the pavers provide a significant water quality benefit.

Was there a positive (reduced) life-span-cost financial basis for changing Grove Street's paving structure?

Yes, over a 50 year span it is estimated that the total cost of ownership for the pavers will be approximately half that of a traditional asphalt street.

Traffic Calming

What was the added cost of traffic calming design components on Claremont as compared to a like-with-like repaving?

The traffic calming improvements on Claremont Avenue were installed as a stand-alone project and the cost was \$93,016.75.

Was there any added cost of the traffic calming elements installed in the Nottingham subdivision?

The added cost of including traffic calming elements in Knottingham were minimal because the project included removing and replacing curb and gutter. The traffic calming amounted to the addition of minimal amounts of curb and gutter and the reduction of pavement width in specific areas.

When did we have the community-wide conversation which resulted in our adding cost to street reconstruction to accommodate traffic calming?

In 2005 the Village Council amended the Traffic Calming Policy, which states “That the Village Council, the Village Manager and the Transportation and Parking Commission or other recommending body will consider the implementation of traffic calming devices and measures as described in this policy as deemed appropriate.”

Practice/Policy of Keeping Streets Same as Existing

When did we formulate the "policy" to replace like-with-like?

What was the basis for deciding on the policy and stopping improvements? ie. why were we in the business of improving streets (from dirt to plank to pitch to brick to blacktop to curbs) but then stopped?

--> I'd like to review the associated minutes and technical data used in deliberation of the policy

In general, streets were developed through special assessments and more recently under the subdivision control ordinance (which require developers to install streets, curbs and gutters, sidewalks, etc).

As far back as the early 1900s, the Village had a special assessment program to improve streets (to upgrade from dirt roads to paved streets and could include sidewalks, water mains, storm drains and curb and gutter). The special assessment program was administered through the Board of Local Improvements. Examples of the minutes of the Board are attached.

The Board of Local Improvements and the special assessments were terminated in 1982. In 1983, the Council adopted a policy concerning special service areas. In 1987, that policy was amended. In the discussion regarding the amendment, it was specifically pointed out that special service areas could be used to upgrade ‘semi-improved neighborhoods, ie. streets without curb and gutter.’ Minutes from the discussion are attached.

Standards

Does our current bituminous paving product last longer or shorter with hardened (concrete) edges?

Generally a concrete edge restraint will help support the edge of pavement and reduce the amount of edge cracking. This will not necessarily allow the pavement to last longer, but may decrease the overall maintenance cost over time; although any savings in pavement maintenance is more than offset by the cost of maintenance and replacement of the curb and gutter itself. A well constructed base and gravel shoulder can also provide ample edge support and reduce edge cracking, and is much less expensive to maintain and replace. Occasionally, based on soil conditions and drainage, an immovable concrete edge restraint can cause the pavement to heave or buckle during freeze/thaw cycles, or can block sub-surface drainage, which can cause premature deterioration of the pavement. See photos below.





If there is a difference, please give us a back of the napkin monetization of that difference.
On average, resurfacing projects cost roughly \$70 per linear foot, whether or not the street has curb and gutter -- as long as the curb and gutter is in good shape. If the Village needs to repair a significant amount of the curb and gutter, the resurfacing project can cost up to twice that amount.

Do we have a standard (or required with new development) street width?

For new subdivisions, Chapter 20 of the Village Code specifies the minimum required street widths. It varies based on the classification of the street. Local streets must be a minimum of 28' from edge of pavement to edge of pavement, within a 66' right-of-way.

Do we have a standard (or required with new development) street cross section and edge condition?

Chapter 20 of the Village Code states that a new subdivision within the Village's planning jurisdiction must include "Street pavement, including combination curb and gutter or a curb and gutter alternative as approved by the Village Engineer."

Street Sweeping/Stormwater Impacts

Do we street sweep those streets with soft edges? Why or why not?

We do not sweep streets with soft edges for a couple of reasons. Streets with no curb and gutter are affected by the same factors as curbed streets, but with no curbs the debris is dispersed onto area adjacent to the paved surfaces. Additionally, street sweeping with no curb and gutter can actually create more problems as the brushes pull dirt and debris from the side of the street onto the asphalt.

How do we prevent gravel, silt and other erosion from entering our storm system on streets with soft edges?

We don't. Gravel and silt enter the roadside ditches. The roadside ditches move stormwater along a road, diverting it into grass areas before it enters the watershed. Grasses in drainage ditches slow down stormwater flow allowing sediments to settle out, removing pollutants in the water.

What is the typical ditch maintenance cycle and cost for streets without storm sewers and/or ditches?

The Village owns 60 miles of roadside ditches. Each year we maintain approximately 1.3 miles, for a maintenance cycle of 46 years. The approximate, average cost per year is \$203,000.

ATTACHMENTS

Board of Local Improvements minutes

Minutes from the 1987 discussion on the Council Policy on SSAs

M I N U T E S.

Downers Grove, Illinois, September 17, 1908.

An adjourned meeting of the Board of Local Improvements of the Village of Downers Grove, Du Page County, Illinois, was held at the Village Hall in said Village, on the evening of September 17th A.D. 1908, Roll call found present the following,

PRESENT : J.W. Hughes
J.W. Handy
E.J. Matson

ABSENT: Geo. B. Heartt

Whereupon the President announced that the bids would be opened, for the paving of Oakwood avenue, Middaugh avenue, Linscott avenue, Saratoga avenue, Saratoga street, Prince avenue, Prairie avenue, Foote street, Main street, and Franklin street, of which notice was duly given in the "Downers Grove Reporter" and the "American Contractor", whereupon the Clerk proceeded to open the bids, and it was found that only one bid had been received, which bid was signed by M.C. Connor & Co. and was as follows,

BID FOR CONSTRUCTION OF CONCRETE COMBINED CURB AND GUTTER, IN AND ALONG OAKWOOD AVENUE, MIDDAGH AVENUE, LINSCOTT AVENUE, SARATOGA STREET, SARATOGA AVENUE, PRINCE AVENUE, PRAIRIE AVENUE, MAIN STREET AND FOOTE STREET, AND FRANKLIN STREET IN SAID VILLAGE DOWNERS GROVE, ILLINOIS.

By, M.C. CONNOR & COMPANY.

BE IT FURTHER RESOLVED, that the President of the Board of Local Improvements of the Village of Downers Grove, be and he is hereby ordered and directed, to make in writing, and sign, an estimate of the cost of said improvement.

(signed) J.W.Graves.

After some discussion, the President submitted the following estimate.

E S T I M A T E.

of the President of the Board of Local Improvements of the Village of Downers Grove, Du Page County, Illinois.

To the Board of Local Improvements of the Village of Downers Grove, Illinois.

I, Charles Mochel, President of the Board of Local Improvements of the Village of Downers Grove, Du Page County, Illinois, pursuant to an order of said Board, hereby submit an estimate of the cost of furnishing all material and labor for the purpose of grading, draining, paving with macadam, the following named streets, Main street from the North line of Warren avenue to the south line of Chicago avenue, Foote ~~avenue~~ from the north line of Belmont street to the south line of Chicago avenue, Saratoga street from the north line of Belmont street to the south line of Franklin Middaugh avenue from the north line of Belmont street to the south line of Chicago avenue, Oakwood avenue from the north line of Belmont street to the south line of Chicago avenue, Franklin street from the east line of Oakwood avenue to the west line of Highland avenue, Prairie avenue from the east line of Oakwood avenue to the west line of Highland avenue, Linscott avenue from the north line of Franklin street to the south line of Chicago avenue, Saratoga avenue from the north line of Franklin street to the south line of Chicago avenue, Prince avenue from the north line of Franklin street to the south line of Chicago avenue. Said estimate including all labor, material and other legal expenses attending the same, and the cost of making and collecting the assessment therefor, as follows to-wit:

E S T I M A T E.		
33,000	cu, yd, excavation — 30¢ per cu, yd,	\$ 9900.00
44,832	sq, yd, macadam pavement granite top @ \$1.25 per sq, yd,	56040.00
32,452	lin. ft, concrete combined curb and gutter @ 65¢ per lin, ft,	21093.80
		<hr/>
		\$ 87033.80

VILLAGE POLICY-PROCEDURE STATEMENT

VILLAGE OF DOWNERS GROVE, ILLINOIS

SUBJECT: Special Service Areas

ISSUED BY: Village Council Effective Date: November 2, 1987

CHECK ONE: Official Village Policy Approved by Council

Administrative Regulation Issued by Village Manager

Departmental Procedure Applying to _____ Dept.

THIS IS A New Policy or Procedure

Amends or Supersedes Previous Policy Dated 9/26/83
Relating to _____

RESOLUTION NO. 87-39

**A RESOLUTION ESTABLISHING THE POLICY OF THE COUNCIL OF
THE VILLAGE OF DOWNERS GROVE CONCERNING SPECIAL SERVICE AREAS**

WHEREAS, Chapter 120 of the Illinois Revised Statutes, Sections 1301 et seq., establishes procedures for the levy and collection of taxes for provision of special services to areas within the boundaries of home rule units; and

WHEREAS, the Village of Downers Grove is a home rule unit pursuant to Article VII, Section 6 of the Illinois Constitution, and is authorized thereby to legislate for its "government and affairs"; and

WHEREAS, the Council of the Village of Downers Grove has determined it to be necessary and desirable to set forth a written policy by this resolution concerning the establishment of special service areas within the Village in the discretion of the Village Council,

NOW, THEREFORE, BE IT RESOLVED by the Council of the Village of Downers Grove, DuPage County, Illinois as follows:

1. That the establishment of statutorily authorized special service areas and the imposition of special taxes in conjunction therewith is within the sole discretion of the Village Council.

2. That the Village Council will consider the establishment of special service areas for provision of special services or improvements within the Village if the defined area is a contiguous area in which:

(a) services or improvements desired by the property owners in the area are in addition to those generally provided by the Village; or

(b) improvements desired by the property owners are among those required of developers in new subdivisions or planned developments, or otherwise required of property owners pursuant to Village ordinance, but which do not exist in the area due to the time of its development or other factors; or

(c) services or improvements desired by the property owners in the area are not included in financial plans approved by the Village for the immediate future and such property owners seek accelerated completion of such improvements; or

(d) services or improvements in the area include extensive off-site improvements related to a proposed development or redevelopment of the area; such improvements are to be required of the developers in order to obtain Village approval, and construction of such improvements prior to full development of the area will allow for completion at an earlier date or in concert with other improvements in the area to provide the least possible disruption during construction.

3. If the special service area is to be provided under the conditions established in subparagraphs (a), (b) or (c) of paragraph 2 herein, the Village Council will not consider the establishment of a special service area unless at least 51% of the property owners and at least 51% of the electors residing in the defined area sign a petition proposing the establishment of a special service area.

4. That the nature, rate and amount of the tax to be levied; the amount, interest rate, and life of bonds to be issued, if any, for the special service area shall be determined in the sole discretion of the Village Council upon the recommendation of the Village Manager.

5. That the validity of any action taken by the Council which is otherwise in conformance with applicable law shall not be invalidated, impaired or otherwise affected by noncompliance with any part of the policy set forth herein.

6. That all resolutions or parts of resolutions in conflict with this resolution, and specifically including the provisions of Resolution 83-30, are hereby repealed.

7. That this resolution shall be in full force and effect from and after its passage and approval as provided by law.

Betty M. Cheever, Mayor

Passed: November 2, 1987
Attest: Barbara Waldner, Village Clerk

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Manager said no, that it will be done administratively, that he will be the petitioner.

7. **Policy Reviews:** These are the next two in the series of Council policy reviews. One is a revised resolution regarding special service areas. The other is a new resolution regarding installing street lighting in already developed areas.

a. **Special Service Areas.** The Manager explained the revised special service area policy broadens the scope of the original resolution which dealt with cases where property owners requested unique services, for example, brick street preservation, a higher frequency of refuse collection. The new policy has a potential use for a wider variety of things, which he reviewed. They included use to upgrade semi-improved neighborhoods, instead of using special assessments; the acceleration of improvements, for example, replacement of sidewalks; and offsite improvements by a developer, for example, the Homart Annexation Agreement provides for special service area financing to get done sooner.

The second change in the policy regards the requirement that individual property owners must make an initial showing of interest to the Council, in order for the Council to consider a special service area.

Commissioner Kmetz asked about the upgrading of semi-improved neighborhoods. The Manager said that would be for streets without curb and gutter, if the residents wanted it done.

Commissioner Kmetz said he liked the idea of having the residents of a proposed special service area having to give approval to proceed, that it saves the Village time. The Manager pointed out that might indicate that only one resident of the area wanted a project. Mayor Cheever said the policy would require the approval of 51% of property owners and 51% of electors, which gives a vote to an absentee owner.

The Manager said the backdoor procedure which allows something to happen mirrors the State Statute.

Commissioner Lange commented this is putting the onus on the people of an area to come forward. The Village will put the deal together regarding cost, and it then goes back to the residents. Mayor Cheever said they would then have to petition in a formal way.

Mayor Cheever asked the Manager to bring this up under New Business for Council to place on a future agenda.

b. **Street Lighting.** This reaffirms Council's policy in the Subdivision Ordinance and Planned Development Ordinance that street lights are required in new subdivisions. In some cases, Council has approved putting lights on Commonwealth Edison poles in small subdivisions, when that is recommended by the Plan Commission.

The Manager explained that upon request of residents to add intersection lighting, the Village bears the cost under the electrical franchise. Ten or twelve lights a year are added that way.