



## VILLAGE OF RIVER FOREST REGULAR VILLAGE BOARD MEETING

Monday, October 23<sup>rd</sup>, 2023 – 7:00 PM  
Village Hall – 400 Park Avenue – River Forest, IL 60305  
Community Room

### AGENDA

You may submit your written public comments via email in advance of the meeting to: [vbot@vrf.us](mailto:vbot@vrf.us). If you would like to speak during public comment, please email [lmabella@vrf.us](mailto:lmabella@vrf.us) by 4:00 PM on Monday, October 23<sup>rd</sup>, 2023. Anyone may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 820 6367 6956 or by clicking the link here: <https://us02web.zoom.us/j/82063676956> To watch the livestream, please go to the Village website: <https://www.vrf.us/events/event/2421>

1. Call to Order/Roll Call
2. Pledge of Allegiance
3. Citizen Comments
4. Elected Official Comments & Announcements
5. Consent Agenda
  - a. Village Board of Trustees Meeting Minutes – October 16<sup>th</sup>, 2023
  - b. Village Board of Trustees Executive Session Meeting Minutes – October 16<sup>th</sup>, 2023
  - c. Administration Department Report
  - d. Electric Power Supplier Agreements – Street Lighting and Pumping Station
  - e. Ageism Awareness Day Proclamation
  - f. Native American Heritage Month Proclamation
  - g. Italian American Heritage Month Proclamation
6. Consent Items for Separate Consideration
7. Recommendations of Boards, Commissions, and Committees
  - a. Zoning Board of Appeals – Request for Zoning Variation – 7821 Thomas Street – Ordinance
  - b. Traffic & Safety – Removal of Barricades on Clinton & Bonnie Brae – Ordinances and Resolution Authorizing Additional Traffic Counts
8. Unfinished Business
9. New Business
  - a. Consider Approval of Contract Award to Christopher B. Burke Engineering, LTD in the Amount of \$24,530.00 for Design Engineering of the Harlem Avenue Right-In/Right-Out Project
10. Executive Session
11. Adjournment

**ADA Compliance:** Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Village at least 24 hours in advance of the scheduled meeting in person at Village Hall by telephone at 708.366.8500 or by email: [mwalsh@vrf.us](mailto:mwalsh@vrf.us). Every effort will be made to allow for meeting participation.

**VILLAGE OF RIVER FOREST  
REGULAR VILLAGE BOARD OF TRUSTEES MINUTES  
October 16<sup>th</sup>, 2023**

A regular meeting of the Village of River Forest Board of Trustees was held on Monday, October 16<sup>th</sup>, at 7:00 p.m. in the Community Room of Village Hall, 400 Park Avenue – River Forest, IL.

**1. CALL TO ORDER/ROLL CALL**

The meeting was called to order at 7:00 p.m. Upon roll call, the following persons were:

Present: President Adduci, Trustees Vazquez, Brennan Johnson, Bachner, Gillis, O'Connell (Virtual)

Absent: Village Clerk Keller

Also Present: Fire Chief Thomas Gaertner, Deputy Fire Chief Bochenek, Police Chief James O'Shea, Police Commander Swierczynski, Finance Director Rosemary McAdams, Assistant Finance Director Keke Boyer, Village Attorney Lance Malina, Human Resources Manager Trish Ivansek, Public Works Analyst Seth Jansen, Deputy Clerk Luke Masella, Assistant Village Administrator Jessica Spencer, Village Administrator Matt Walsh.

**MOTION** by Trustee Vazquez to allow Trustee O'Connell to participate in the meeting virtually due to work obligations. Seconded by Trustee Brennan.

Roll call:

Ayes: Trustees Vazquez, Bachner, Johnson, Gillis, O'Connell, Brennan

Absent:

Nays: None

Motion Passes.

**2. PLEDGE OF ALLEGIANCE**

President Adduci led the pledge of allegiance.

**3. CITIZEN COMMENTS**

President Adduci invited Maura Zinni up to the podium to make public comment.

Ms. Zinni made public comment regarding a tree on the parkway of her property that she states is a safety hazard and damaging Village sewage infrastructure. Ms. Zinni reported that they had Davis Tree Care evaluate the tree and that Davis had stated it

is a hazard. Ms. Zinni asked that the Village allow the tree to be removed and contribute to the costs related to the removal.

Village Administrator Walsh reported that the Village staff arborist evaluated the tree and determined that the tree was healthy. Due to this, and the Village's focus on tree canopy preservation, Mr. Walsh stated Staff does not believe the tree should be removed. Mr. Walsh also noted that there are many other occurrences of similar tree formations, and that Staff is worried about the precedent that may be set by allowing the removal of this tree.

Trustee Bachner asked Mr. Walsh if this tree had ever been identified in the past as having issues.

Mr. Walsh stated no. He also mentioned that Staff had reached out to Davis Tree Care regarding their determination of the tree as hazardous and have not heard back.

President Adduci and Trustee Vazquez stated that they felt like the Village should discuss the tree with Davis Tree Care before taking any further action.

Village Administrator Walsh explained that the safety concern raised by the resident is mostly related to the proximity of the tree to the sidewalk and driveway apron, rather than the health of the tree.

Trustee Johnson asked about the impact on the Village sewer systems.

Mr. Walsh stated that staff are not concerned about the sewer systems but that damage to private and public sewage systems is common in the town due to the number of large trees.

President Adduci asked if Staff's position is that the tree is not an issue for the sewer systems.

Village Administrator Walsh stated that is correct.

Trustee Brennan asked if there was a commission that could give the Board a recommendation as she felt the statements made by the resident have not been flushed out and confirmed.

President Adduci stated that there is no such commission.

Trustee Brennan asked if the current position from the Village Administration is that no action is needed.

Mr. Walsh stated that is correct and that staff will attempt to confirm with Davis Tree Care and potentially another tree specialist.

Trustee Vazquez reiterated he is worried about the concerns raised by the residents and would like more information.

Trustee Gillis stated that the Village should consider what precedence the removal of this tree would set.

President Adduci stated that she thinks the largest issue with the tree is how close it is to the driveway apron.

President Adduci reiterated that Village Administrator Walsh will discuss further with Davis Tree Care before any decision will be made.

Trustee O'Connell stated that he feels the Village should be careful with its decision due to similar formations of trees in the Village.

President Adduci invited Rene Hermes to make public comment via Zoom.

Mr. Hermes asked that the Village enforce the existing code that he states does not allow decorations on parkway trees throughout the Village. He cited Village code 8-13-6 as the basis for not allowing objects on Village trees.

Mr. Hermes then gave public comment regarding the proposed traffic installations in the northeast portion of town.

President Adduci invited Mr. Hermes to make public comment on the proposed traffic installations at the next Village Board meeting as the traffic installations will be on the agenda.

Village Attorney Malina gave background on policies surrounding objects on Village trees.

Trustee Brennan stated that this complaint should serve as a reminder to regularly enforce Village code. The Board was in agreement to enforce the code on this matter.

Trustee Johnson asked if holiday lights would fall under this discussion.

Village Attorney Malina stated yes.

President Adduci invited Gary Northrup to make public comment via zoom regarding the proposed traffic installations in the northeast portion of town.

Mr. Norton made public comment against the proposed barriers and asked that the Village address what he felt was the root cause of the issue, the intersection of Harlem and North Avenue. He stated that the Village should not attempt to block off River Forest.



President Adduci invited Mr. Northrup to make public comment at the next Board meeting.

#### **4. ELECTED OFFICIAL COMMENTS & ANNOUNCEMENTS**

Trustee Bachner gave a land acknowledgement and reported attending a round table event put on by various Oak Park organizations and governments to discuss Latinx topics. She also gave her condolences to anyone impacted by the situation occurring in the Middle East.

Trustee Gillis congratulated the Fire and Police Departments for the open house event and also gave thanks to Beth Cheng for her service on the Sustainability Commission. Trustee Gillis gave a belated congratulations to Forest Park Kiwanis for a 100-year anniversary.

Trustee Vazquez reported participating in an Age Friendly event with President Adduci and condemned the violence occurring in the Middle East.

Trustee Brennan gave thanks to Jeff Loster for his service to the Village. Trustee Brennan reported attending a Check Reveal from the River Forest Lemonaid charity. The check was awarded to the Proviso Township Ministerial Alliance Network for their 4 x 4 x 4 program. She hopes that the Village can work with the program to get Village interns. She also echoed the same sentiments as other trustees surrounding the conflict in the Middle East.

Trustee Johnson stated he shares the same sentiments as other Trustees surrounding the Middle East conflict and encouraged residents who wish to display support to utilize their yards.

Trustee O'Connell shared his condolences surrounding the conflict in the Middle East and also congratulated the Village on the successful open house event.

President Adduci reported attending the West Central Municipal Conference Award Dinner and encouraged people to read the statement she gave in the Village Newsletter surrounding the conflict in the Middle East.

#### **5. CONSENT AGENDA**

- a. Village Board of Trustees Meeting Minutes – September 25th, 2023
- b. Monthly Department Reports
- c. Accounts Payable – September 2023 - \$2,639,855.98
- d. Financial Report – September 2023
- e. Administration Department Report
- f. Award of Contract – FY 2024 Tree Trimming Program – Davis Tree Care – \$47,469.50

g. Intergovernmental Agreement – Cook County – ADA Crosswalk Upgrades

**MOTION** by Trustee Bachner to approve items a through g. Seconded by Trustee Gillis.

Roll call:

Ayes: Trustees Vazquez, Bachner, Johnson, Gillis, O'Connell, Brennan

Absent:

Nays: None

Motion Passes.

**6. CONSENT ITEMS FOR SEPARATE CONSIDERATION**

**7. RECOMMENDATIONS OF BOARDS, COMMISSIONS, AND COMMITTEES**

**8.UNFINISHED BUSINESS**

**9. NEW BUSINESS**

a. Review and Acceptance of FY23 Annual Comprehensive Financial Report

**MOTION** by Trustee Johnson to accept the Village's Annual Comprehensive Financial Report for Fiscal Year Ending April 30, 2023. Seconded by Trustee O'Connell.

Finance Director McAdams made remarks regarding the Annual Comprehensive Financial Report (ACFR). She gave background on some of the causes for large financial changes discussed in the report. She invited Martha Trotter, from Sikich LLP, to present the document in more detail.

Ms. Trotter gave a presentation highlighting key aspects of the ACFR and also gave guidance on how to read and interpret the document. She gave thanks to the Village staff for turning over the large number of documents required for the audit in a timely manner. She reported the Village is in good standing and directed the Board to read the Management Letter portion of the report for further highlights.

Trustee Vazquez asked if there was anything found in the report that the Village should be worried about.

Ms. Trotter stated no.

President Adduci gave thanks to Village staff for their effort and thanked Ms. Trotter for her presentation.

Roll call:

Ayes: Trustees Vazquez, Bachner, Johnson, Gillis, O'Connell, Brennan

Absent:  
Nays: None

Motion Passes.

## **10.EXECUTIVE SESSION**

**MOTION** by Trustee Gillis to enter into Executive Session pursuant to 5ILCS 120/2(c)(1), (2), & (11) to discuss: The appointment, employment, compensation, discipline, performance, or dismissal of specific employees, collective negotiating matters between the public body and its employees or their representatives and pending litigation. The Village Board will adjourn after executive session and will not return to open session. Seconded by Trustee Vazquez.

Roll call:  
Ayes: Trustees Vazquez, Bachner, Johnson, Gillis, O'Connell, Brennan  
Absent:  
Nays: None

Motion Passes.

## **11. ADJOURNMENT**

**MOTION** to adjourn by Bachner. Seconded by Trustee Vazquez.

Roll call:  
Ayes: President Adduci, Trustees Vazquez, Bachner, Johnson, Gillis, O'Connell, Brennan  
Absent:  
Nays: None

The Village Board of Trustees Meeting adjourned at 8:28 p.m.

---

Jonathan Keller, Village Clerk



## MEMORANDUM

Date: October 23<sup>rd</sup>, 2023

To: Catherine Adduci, Village President  
Village Board of Trustees

From: Matt Walsh, Village Administrator

Subject: Administration Report

---

### Upcoming Meetings (all meetings are at Village Hall unless otherwise noted)

Wednesday, October 25 <sup>th</sup>	6:00 PM	Board of Fire and Police Commissioners Meeting
Thursday, October 26 <sup>th</sup>	7:00 PM	Historic Preservation Commission Meeting
Wednesday, November 1 <sup>st</sup>	6:00 PM	Economic Development Commission Meeting

### Recent Payments of >\$10,000

In accordance with the purchasing policy, the following is a summary of payments between \$10,000 and \$20,000 that have occurred since the last Board meeting:

Vendor	Amount	Description
Bestco Hartford	\$12,024.39	Retiree Benefits
Core & Main LP	\$15,729.00	Metering Infrastructure
Walnut Creek Nursery Inc	\$18,325.00	Parkway Tree Purchase
State Treasurer	\$14,692.45	State Income Tax

Thank you.



## MEMORANDUM

**DATE:** October 23, 2023

**TO:** Matt Walsh, Village Administrator

**FROM:** Mike Reynolds, Interim Director of Public Works  
Seth Jansen, Management Analyst

**SUBJECT:** Electric Power Supplier Agreements – Street Lighting and Pumping Station

---

**Issue:** The Village purchases electricity for its street light system and Pumping Station, while the power for the Village Hall and Public Works Garage are provided free of charge by ComEd pursuant to our franchise agreement. The street light system and pump station accounts do not have a ComEd fixed rate option and must choose service from another supplier to maintain budget certainty. Satori Energy, Inc., the energy broker the Village has used in recent years, reached out to Village Staff on October 4, 2023. They indicated that, while the Village still has a year remaining on its contract, energy prices are anticipated to continue to rise, and inquired as to whether the Village would like to lock in a price for an additional year, once the current contract expires, at a rate close to the current rate.

**Analysis:** In the 2021 bid solicitation, Satori Energy solicited green energy options, based on the Sustainability Commission's goal of reducing the carbon footprint of the Village through the use of renewable sources of energy. The Village approved two 36-month term contracts utilizing green, renewable energy for the Pumping Station and Street Lighting accounts, respectively. The 2021-2024 Pumping Station contract is with Dynegy Energy Services at a price of \$0.06603 per kilowatt hour. The 2021-2024 contract for the Street Lighting is with AEP Energy, Inc. at a price of \$0.04363 per kilowatt hour.

The annual kilowatt hours (kWh) of these two accounts are 803,805 kWh, with the pump station accounting for 43% of the usage and the street lighting accounting for the remaining 57%. The prorated rate is \$0.05641 per kWh.

The attached bids seek to establish a flat service rate for both accounts, again utilizing 100% green energy sources. The most competitive quote provided is from AEP Energy, Inc., with their lowest offered rate being \$0.05734 for a 12-month contract beginning in December 2024. This represents only a 1.7% increase over the current prorated rate. The 12-month contract is expected to total \$46,090 in energy expenses, a \$749 increase in actual annual expenses.

**Recommendation:** Motion to Waive Formal Bidding (Due to Competitive Quotation) and Award a 12-month electricity supply contract for the Pumping Station and Street Lighting with AEP Energy, Inc. at the not to exceed price of \$0.05734 per kilowatt hour and authorize the Village Administrator to execute the contract agreement.

**Attachments:** Competitive Energy Quotes.

Village of River Forest  
Electric Supply Pricing Proposal

QUOTE  
DATE:  
10/18/2023

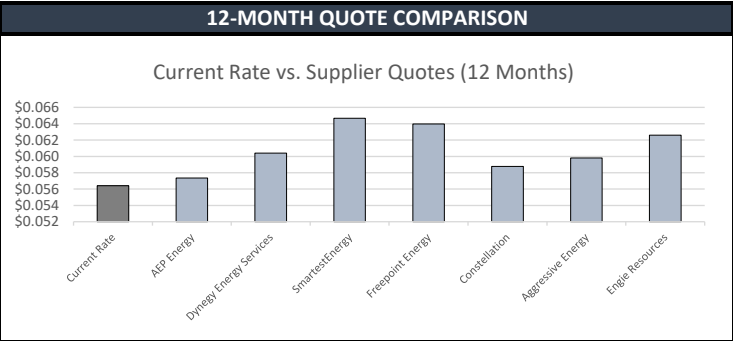
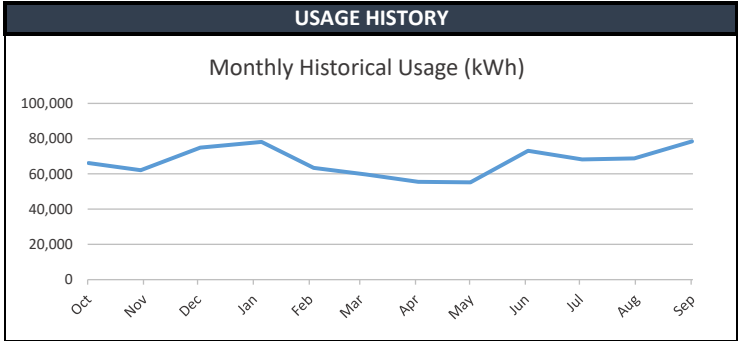


QUOTE INFORMATION	
Projected Start Date:	December 2024
Utility:	ComEd - IL
Number of Accounts:	2
Annual kWh:	803,805
Product Quoted:	Fixed (100% Green)

CURRENT PROVIDER INFORMATION	
Supply Provider:	Multiple
Electric Rate (\$/kWh):	\$0.05641
Annual Contract Expense:	\$45,341
Product:	Fixed (100% Green)
Contract End Date:	December 2024

MOST COMPETITIVE SUPPLY QUOTES						
Term Length	Rate (\$/kWh)	Supplier	Annual Contract Expense	Annual Impact (\$)	Annual Impact (%)	Total Contract Impact (\$)
12 Months	\$0.05734	AEP Energy	\$46,090	↑ \$749	↑ 1.7%	↑ \$749
18 Months	\$0.05822	AEP Energy	\$46,798	↑ \$1,456	↑ 3.2%	↑ \$2,184
24 Months	\$0.05825	AEP Energy	\$46,822	↑ \$1,480	↑ 3.3%	↑ \$2,961
36 Months	\$0.05905	AEP Energy	\$47,465	↑ \$2,123	↑ 4.7%	↑ \$6,370

QUOTE PRESENTATION						
Supplier	12 Months	18 Months	24 Months	36 Months	Credit Status	Bandwidth
AEP Energy	\$0.05734	\$0.05822	\$0.05825	\$0.05905	Approved	100%
Dynegy Energy Services	\$0.06040	\$0.06157	\$0.06138	\$0.06179	Approved	100%
SmartestEnergy	\$0.06467	\$0.06452	\$0.06483	\$0.06494	Approved	100%
Freepoint Energy	\$0.06397	\$0.06481	\$0.06434	\$0.06458	Approved	100%
Constellation	\$0.05876	\$0.05937	\$0.05934	\$0.06001	Approved	100%
Aggressive Energy	\$0.05980	\$0.06086	\$0.06072	\$0.06097	Approved	100%
Engie Resources	\$0.06260	\$0.06287	\$0.06285	\$0.06326	Approved	100%



ACCOUNT INFORMATION			
Account Number	Service Address	Annual kWh	Usage %
4272018009	0 Village of River Forest, River Forest, IL 60305	458,539	57.0%
0636015015	7525 W Berkshire, River Forest, IL 60305	345,266	43.0%

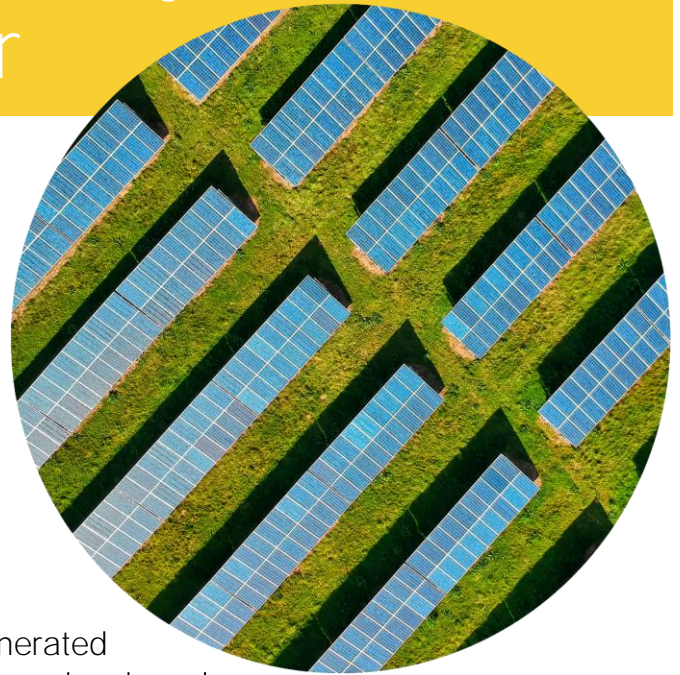
CAPACITY INFORMATION		
Electricity supply rates are typically comprised of six major components: energy, capacity, transmission, ancillary costs, line losses, and Renewable Portfolio Standard (RPS) costs. Capacity itself is a regulated cost, meaning that the cost will be the same regardless of which supplier you choose to purchase your energy from. The table to the right shows the fluctuating costs of capacity over the next several years.	Planning Year	Est. Cost (\$/kWh)
	June 2020 - May 2021	\$0.01978
	June 2021 - May 2022	\$0.02067
	June 2022 - May 2023	\$0.00690
	June 2023 - May 2024	\$0.00356
	June 2024 - May 2025	\$0.00302

NOTES AND DISCLAIMERS

- Pricing as quoted is typically valid on the Quote Date; however, unforeseen market conditions could invalidate pricing without notice.
- These offers are presented on behalf of the named providers and are accurate to the best knowledge of Satori Energy.
- Satori Energy is not responsible for any changes relative to this offer that are unknown to us.
- Historical annual kWh is determined by calculating the last 12 months of usage as provided from the local utility.
- This proposal incorporates all costs except meter rentals, facility costs, delivery costs, and any city, county, or state sales tax and gross receipts tax (which are not subject to deregulation).
- This analysis is only for the named client's review and the client agrees not to share this proprietary information with any third parties unless required by law. Either party breaking this covenant will be liable for damages.
- All suppliers retain the ability to adjust prices due to a change in law imposed by a Governmental Authority or the regional Independent System Operator ("ISO").
- All savings and expense impact figures displayed in the above proposal are estimates based on historical usage.

# Go Green and Save Money with Community Solar

Eligible customers within select utilities are able to enroll in Community Solar programs without installing any solar panels at their property. These programs allow businesses to support clean, local, renewable energy, in addition to providing savings on their electricity bills.



Community Solar programs offer solar energy that is generated from local “solar farms”, or solar array installations that are developed specifically for Community Solar programs, to utility customers within the region. The energy from these solar farms is fed into the local electricity grid, allowing local customers to take advantage of the renewable resource. In addition to committing to and supporting sustainable energy, these programs offer significant guaranteed savings on your electricity bills.

## How does Community Solar work?

When enrolled in a Community Solar program, your business subscribes to purchase credits from a solar farm developer. Then, your business will receive a discount on a portion of your electricity costs for those credits on your utility bill each month. The amount of the discount varies based on the state and utility, but the discount is guaranteed for the life of the enrollment, which typically ranges from 3-30 years depending on the program. These agreements can often be cancelled at any time without penalty, effectively making it a zero-risk decision to enroll.

## Is my business eligible for Community Solar?

Eligibility for Community Solar programs varies from state-to-state, and these programs tend to become “fully subscribed” very quickly upon their announcement. Community Solar programs are either currently available or will soon be coming online soon in Illinois (ComEd, Ameren), Massachusetts (NGrid, Eversource), and New York (Central Hudson, NGrid, NYSEG, RG&E, and Orange & Rockland). For additional information, as well as eligibility requirements, please contact your Satori Energy representative!



### PHONE + FAX

P: (312) 850-2300

F: (312) 264-6200

### ADDRESS

300 S. Wacker Dr.

Suite 800

Chicago, IL 60606

### ONLINE

[www.satorienergy.com](http://www.satorienergy.com)

[@satorienergy](https://www.facebook.com/satorienergy)

[@satorienergy](https://www.twitter.com/satorienergy)



## **PROCLAMATION DESIGNATING OCTOBER 23<sup>RD</sup>, 2023 AS AGEISM AWARENESS DAY**

**WHEREAS**, Ageism refers to the stereotypes (how we think), prejudice (how we feel) and discrimination (how we act) toward others based on age; and

**WHEREAS**, there are an estimated 2,056 older adults in the Village of River Forest, Cook County, State of Illinois over the age of sixty who are impacted by ageism; and

**WHEREAS**, ageism toward older adults affects their health and longevity, financial well-being and the economy of the Village of River Forest; and

**WHEREAS**, preventing ageism in education, employment, housing, and healthcare will benefit all; and

**WHEREAS**, recognizing that it is up to all of us to ensure that older adults are respected and portrayed as capable, competent, effective, and valued in all areas of society; and

**WHEREAS**, ageism awareness and preventing ageism is beneficial to all citizens of the Village of River Forest by improving quality of life within the Village.

**NOW, THEREFORE, I, CATHERINE ADDUCI**, Village President of the Village of River Forest, Illinois do hereby proclaim October 23<sup>rd</sup>, 2023, as Ageism Awareness Day in the Village of River Forest.

**IN WITNESS, THEREOF**, I have hereto set my hand officially and caused to be affixed the seal of the Village of River Forest, this 23<sup>rd</sup> day of October 2023.

---

Catherine Adduci, Village President





## PROCLAMATION DESIGNATING NOVEMBER 2023 AS NATIVE AMERICAN HERITAGE MONTH

**WHEREAS**, all residents deserve to be treated with dignity, respect, compassion and justice regardless of gender, age, race, religion, economic status, sexual orientation, or physical, mental, or sensory ability; and

**WHEREAS**, the Village of River Forest supports the rights of every individual to experience equality of treatment and the Village values our diverse population of residents, businesses, and visitors, recognizing that diversity is one of this community's greatest strengths; and

**WHEREAS**, November is annually celebrated as National Native American Heritage Month and recognizes the conclusion of the traditional harvest season and is traditionally a time when many indigenous communities hold cultural celebrations; and

**WHEREAS**, Native American Heritage Month celebrates the accomplishments of the peoples who were the original inhabitants, explorers, stewards, and settlers of land in the United States; and

**WHEREAS**, Native American individuals contribute to all areas of life including government, business, arts and sciences, medicine, education, law enforcement and the military; and

**WHEREAS**, the Village of River Forest is located on historic tribal lands, and people of Native American Heritage have made valuable contributions to the growth of the United States and their local communities, and it is critically important that we recognize their accomplishments; and

**WHEREAS**, individuals are encouraged to learn about the Native American community and to celebrate this month to recognize the contributions that Native American individuals have made to our society.

**NOW, THEREFORE, I, CATHERINE ADDUCI**, Village President of the Village of River Forest, Illinois, proclaim November 2023 as Native American Heritage Month and call upon all people of the Village to learn more about various indigenous communities and to celebrate this month with appropriate programs and activities.

**IN WITNESS, THEREOF**, I have hereto set my hand officially and caused to be affixed the seal of the Village of River Forest, this 23<sup>rd</sup> day of October 2023.

---

Catherine Adduci, Village President



## PROCLAMATION DESIGNATING OCTOBER 2023 AS ITALIAN AMERICAN HERITAGE MONTH

**WHEREAS**, the Village of River Forest's Italian American community has contributed greatly to the cultural fabric and demographic landscape in the Village of River Forest, the State of Illinois and the United States of America; and

**WHEREAS**, Italians began migrating to the United States in 1880, and today there more than 26 million Americans of Italian descent in the country; and

**WHEREAS**, Italian Americans make up the fifth largest ethnic group in the country and the United States has been fortified by the talents and culture of its residents of Italian descent; and

**WHEREAS**, the Village of River Forest is home to a proud and vibrant Italian American community that has undoubtedly impacted culture and industry by influencing the arts and education, business and government, social service, and scientific and technological advancements near and far; and

**WHEREAS**, October has been designated Italian American Heritage Month to celebrate the cultural heritage, achievements, and contributions Italian Americans have made in the Village of River Forest and across the country:

**NOW, THEREFORE, I, CATHERINE ADDUCI**, Village President of the Village of River Forest, Illinois do hereby proclaim October 2023 as Italian American Heritage Month and encourage all residents to join in celebrating the many contributions of Italian Americans.

**IN WITNESS, THEREOF**, I have hereto set my hand officially and caused to be affixed the seal of the Village of River Forest, this 23<sup>rd</sup> day of October 2023.

---

Catherine Adduci, Village President



Village of River Forest  
**Village Administrator's Office**  
400 Park Avenue  
River Forest, IL 60305  
Tel: 708-366-8500

---

## MEMORANDUM

---

Date: October 23, 2023

To: Catherine Adduci, Village President  
Village Board of Trustees

From: Matt Walsh, Village Administrator

Subj: Request for Zoning Variation – 7821 Thomas Street

---

**Issue:** Alfred Moreno, owner of the property at 7821 Thomas Street, has requested a zoning variation regarding rear yard setback. The applicant is proposing to construct an addition to provide a wheelchair accessible bathroom.

The zoning code requires a rear property line setback of twenty-six feet two inches (26' 2") and the applicant seeks to have a setback of five (5') feet to the addition and a three (3') feet setback for the roof overhang.

**Analysis:** On August 10, 2023, the Zoning Board of Appeals held a public hearing and considered the attached application. The Zoning Board of Appeals voted 5-0 on a motion to recommend approval of the variation. On October 12, 2023, the Zoning Board of Appeals approved the findings of fact and recommendation.

During the public hearing, there were no comments from neighbors. Letters of support from the adjacent neighbors were submitted and are included in the packet.

**Requested Action:**

If the Village Board of Trustees wishes to approve the requested variations, the following motion would be appropriate:

- Motion to approve an Ordinance granting the requested variation to Section 10-9-7 of the Zoning Ordinance at 7821 Thomas Street.

**Document(s) Attached:**

- Ordinance
- Findings of Fact
- Minutes of the Zoning Board of Appeals Public Hearing
- Report & Application the Zoning Board of Appeals

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE APPROVING A VARIATION RELATED TO REAR YARD  
SETBACKS AT 7821 THOMAS STREET**

**WHEREAS**, petitioner Alfred Moreno (the “Petitioner”), owner of the property located at 7821 Thomas Street in the Village of River Forest (“Property”), requested a variation from Section 10-9-7 of the Village of River Forest Zoning Ordinance (“Zoning Ordinance”) related to the construction of a first-floor addition (together the “Variation”). The Property is located in the R-2 Single-Family (Detached) Residential Zoning District; and

**WHEREAS**, the Property is legally described in **Exhibit A** attached hereto and made a part hereof; and

**WHEREAS**, the Application was referred to the Village of River Forest Zoning Board of Appeals (“ZBA”) and was processed in accordance with the Zoning Ordinance; and

**WHEREAS**, on August 10, 2023, the ZBA held a public hearing on the Application pursuant to notice thereof given in the manner required by law, and, after considering all of the testimony and evidence presented at the public hearing, the ZBA recommended approval of the Variation, by a vote of five (5) to zero (0), all as set forth in the Findings and Recommendation of the ZBA in this matter (“Findings and Recommendation”), a copy of which is attached hereto as **Exhibit B** and made a part hereof; and

**WHEREAS**, the President and Board of Trustees of the Village of River Forest have duly considered the Findings and Recommendation of the ZBA, and all of the materials, facts and circumstances affecting the Application, and find that the Application satisfies the standards set forth in the Zoning Ordinance relating to the Variation;

**NOW, THEREFORE, BE IT ORDAINED** by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois, as follows:

**SECTION 1: Incorporation.** That the recitals above are incorporated into Section 1 as though set forth herein.

**SECTION 2: Approval.** That the President and Board of Trustees of the Village, acting pursuant to the authority vested in them by the laws of the State of Illinois and the Zoning Ordinance: (i) find that the Application meets the standards for the Variation requested therein, and (ii) approve the Variation with respect to the addition proposed to be built on the Property as set forth in the Application. The Variation are approved only to the extent needed for the construction of the addition, and the Variation shall remain in effect only for so long as the addition in the Application remains on the Property.

**SECTION 3: Recording.** That Village staff is directed to record the Ordinance on title to the Property with the Cook County Recorder of Deeds.

**SECTION 4: Violation.** That any violation of any term or condition stated in this Ordinance or of any applicable code, ordinance, or regulation of the Village shall be grounds for the rescission of the approvals made in this Ordinance, in addition to all other remedies available to the Village.

**SECTION 5: Severability.** That if any Section, paragraph or provision of this Ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such Section, paragraph or provision shall not affect any of the remaining provisions of this Ordinance.

**SECTION 6: Repeal.** That all ordinances, resolutions, motions or parts thereof in conflict with this Ordinance shall be and the same are hereby repealed.

**SECTION 7: Effectiveness.** That this Ordinance shall be in full force and effect after its approval and publication in pamphlet form as provided by law.

**[THIS SPACE INTENTIONALLY LEFT BLANK]**

**ADOPTED** this 23rd day of October, 2023, pursuant to a roll call vote of the Board of Trustees of the Village of River Forest, per Section 10-5-4(E)(3) of the Zoning Ordinance.

**AYES:** \_\_\_\_\_

**NAYS:** \_\_\_\_\_

**ABSENT:** \_\_\_\_\_

**APPROVED** by me this 23rd day of October, 2023.

\_\_\_\_\_  
Catherine Adduci, Village President

**ATTEST:**

\_\_\_\_\_  
Jon Keller, Village Clerk

The Petitioners acknowledge the reasonableness of the above and foregoing terms and conditions in the Ordinance, and hereby accepts the same.

By: \_\_\_\_\_  
Titleholder of Record of the Property

By: \_\_\_\_\_  
Titleholder of Record of the Property

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**EXHIBIT A**

**LEGAL DESCRIPTION**

THE EAST 60 FEET OF LOT 22 AND EAST 60 FEET OF THE SOUTH 20 FEET OF LOT 23, THE EAST 80 FEET OF THAT PART OF LOT 23 LYING NORTH OF SOUTH 20 FEET THEREOF AND EAST 80 FEET OF LOT 24 ALL IN HENRY E. GRAVES SUBDIVISION OF BLOCK 10 IN SNOW AND DICKINSON'S ADDITION TO RIVER FOREST BEING A SUBDIVISION OF PARTS OF SECTIONS 1 AND 2, TOWNSHIP 39 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

**EXHIBIT B**

**FINDINGS OF FACT AND RECOMMENDATION**

(attached)



**VILLAGE OF RIVER FOREST ZONING BOARD OF APPEALS –  
FINDINGS OF FACT AND RECOMMENDATION REGARDING  
REAR YARD SETBACK VARIATION AT 7821 THOMAS STREET**

**WHEREAS**, petitioner Alfredo Moreno (the “Petitioner”), owner of the property located at 7821 Thomas Street in the Village of River Forest (the “Subject Property”), have requested a variation from Section 10-9-7 of the Village of River Forest Zoning Ordinance (“Zoning Ordinance”), which requires a setback from the rear property line not less than fifteen percent of the depth of the lot or twenty-six feet two inches (26’ 2”), whichever is greater. The Petitioner seeks to build a proposed bump out addition that will have a setback of 5 feet (5’) to the western portion of the rear lot line with a three foot (3’) setback for the roof eave. The variation sought from Section 10-9-7 is the “Proposed Variation.” The Subject Property is located in the R-2 Single-Family Residential Zoning District; and

**WHEREAS**, the Village of River Forest Zoning Board of Appeals (the “Board”) held a public hearing on the question of whether the Proposed Variation should be granted on August 10, 2023, as required by Section 10-5-4(E) of the Zoning Code, at which all persons present and wishing to speak were given an opportunity to be heard and all evidence that was tendered was received and considered by the Board; and

**WHEREAS**, public notice in the form required by law was given of said public hearing by publication not more than thirty (30) days nor less than fifteen (15) days prior to said public hearing in the *Wednesday Journal*, a newspaper of general circulation in the Village, there being no newspaper published in the Village. In addition, notice was sent to surrounding homeowners; and

**WHEREAS**, at the August 10, 2023 public hearing, the Petitioner explained that the existing single family home on the Subject Property is a one story single family residence, and that the irregular geometry of the lot, with the sidewalk frontage of the lot being twenty feet (20’) wider than the back of the lot, means that in the southwest corner of the existing residence the rear setback would not conform to code requirements; and

**WHEREAS**, the Board, having considered the criteria set forth in Section 10-5-4 of the Village Code, by a vote of 5-0 recommends approval of the Proposed Variation for the Subject Property.

**NOW, THEREFORE**, the Board makes the following findings of fact and recommendations pursuant to Section 10-5-4(E)(2) of the Zoning Code:

1. **The physical surroundings, shape or topographical conditions of the Property constitute a specific hardship upon the owner as distinguished from an inconvenience if the strict letter of the regulations were to be carried out.** The Board found that this standard has been met. The physical surroundings, shape, and topographical conditions of the Subject Property constitute a specific hardship upon the

owner as distinguished from an inconvenience if the strict letter of the regulations were to be carried out, due to the location of the single family home on the Subject Property and the irregular boundaries created by the initial subdivision of the property;

2. **The aforesaid unique physical condition did not result from any action of any person having an interest in the property, but was created by natural forces or was the result of governmental action, other than the adoption of the Village's Zoning Regulations, for which no compensation was paid.** The Board found that this standard has been met. The Petitioner purchased the home in its current state. The boundaries and subdivision of the lot predated the Petitioner's acquisition of the property.

3. **The conditions of the Property upon which the petition for Variation is based may not be applicable generally to other property within the same zoning classification.** The Board found that this standard has been met. The conditions of the Subject Property upon which the petition for the Proposed Variation is based are not applicable generally to other property within the same zoning classifications because of the unique siting of the existing single family residence on the Subject Property, and the irregular boundaries and geography of the Subject Property;

4. **The purpose of the Variation is not based predominately upon a desire for economic gain.** The Board found that this standard has been met. The Petitioner indicated that he desires to modify the bedroom and bathroom layout for increased functionality, with no desire for economic gain or resale of the property. Their development plans are based upon the desire to increase the livability of the property for their own usefulness and enjoyment;

5. **The granting of the Variation is not detrimental to the public welfare or unduly injurious to the enjoyment, use, or development value of other property or improvements in the neighborhood in which the Property is located.** The Board found this standard has been met. No neighboring owners presented objections to the Proposed Variation and two neighbors provided correspondence supporting the Proposed Variation. The Board found that the improvements to the home were generally beneficial to the neighborhood in which the Subject property is located;


6. **The granting of the Variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety or substantially diminish or impair property values within the neighborhood.** The Board found that this standard has been met. The new addition will have a negligible effect on the surrounding properties. Investments in property, such as that proposed for the Subject Property, generally have the effect of increasing, not decreasing, property values;

7. **The granting of the Variation will not unduly tax public utilities and facilities in the area of the Property.** The Board found that this standard has been met, because no significant change in use will result from the renovations to be performed if the Proposed Variation is granted; and

8. **There are no means other than the requested Variation by which the hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the Property.** The Board found that this standard has been met. The requested Variation is necessary to permit a reasonable use of the Subject Property, due to the unique positioning of the existing single-family residence on the Property and the physical constraints existing on the Property;

### RECOMMENDATION

The Board, by a vote of 5-0, for the reasons set forth above, recommends to the Village President and Board of Trustees that the Proposed Variation on the Subject Property allowing for the construction of a rear addition with a partial maximum rear setback of five feet (5.0') , instead of the twenty-six feet two inches (26' 2") required by the Zoning Ordinance, and with a tapering roof eave that would encroach, at its greatest point, up to two feet (2') further into the required rear yard setback at the south side of the Subject Property, be GRANTED.



Gerald M. Dombrowski  
Chairman pro tem

10/12/23

Date

**MINUTES OF THE MEETING OF THE  
VILLAGE OF RIVER FOREST  
ZONING BOARD OF APPEALS**

August 10, 2023

A meeting of the River Forest Zoning Board of Appeals was held at 7:30 pm on Thursday, August 10, 2023, in the Community Room of the River Forest Village Hall, 400 Park Avenue, River Forest, Illinois.

**I. CALL TO ORDER**

Chairman Martin called the meeting to order. Meeting started by calling roll. Upon roll call the following persons were:

Present: Members Dombrowski, Plywacz, Price, Shoemaker, and Chairman Martin.

Absent: Member Lucchesi and Member Davis.

Also present at the meeting:

Luke Masella, Deputy Village Clerk  
Anne Skrodzki, Village Attorney  
Clifford Radatz, Secretary

**II. APPROVAL OF THE MINUTES FROM THE MEETING OF THE ZONING BOARD OF APPEALS ON JUNE 8, 2023**

A **MOTION** was made by Member Plywacz and seconded by Member Dombrowski to approve the minutes from the meeting of June 8, 2023.

Ayes: Members Dombrowski, Shoemaker, Plywacz, and Chairman Martin

Nays:

Motion passed.

**III. APPROVAL OF FINDINGS OF FACT FOR THE TEXT AMENDMENT REQUEST - REGARDING ACCESSORY DWELLING UNITS.**

A **MOTION** was made by Member Plywacz and seconded by Member Dombrowski to approve the Findings of Fact for the Proposed Text Amendments to Sections 10-3, 10-7, and 10-21 of the Zoning Ordinance in regard to Accessory Dwelling Units from the meeting of the Zoning Board of Appeals on November 10, 2022.

Village Attorney Anne Skrodzki made comments on what was added to the updated document.

Ayes: Members Dombrowski, Shoemaker, Plywacz, and Chairman Martin

Nays:

Motion passed.

#### **IV. PUBLIC HEARING - ZONING VARIATION REQUEST FOR 7821 THOMAS STREET - REAR YARD SETBACK.**

Mr. Radatz swore in those members of the public wishing to testify before the Zoning Board of Appeals.

Mr. Alfredo Moreno, the applicant, described the proposed addition to his house. He explained that the unique shape of his lot is the main reason why he is requesting this variation. He stated that unless this request is approved, he cannot alter the house to provide a wheelchair accessible bathroom and bedroom to meet his needs.

Member Dombrowski asked if there was any opposition from the neighbors. Mr. Moreno stated there was no opposition from either of his neighbors.

Chairmen Martin asked Mr. Radatz if there were any other issues such as floor area or lot coverage. Mr. Radatz stated that the only issue was the rear yard setback.

Chairmen Martin asked Mr. Moreno how far south the western portion of the house will extend into the setback. Mr. Moreno stated he could not give a number but knew that it would line up with the current existing portion of the house.

Chairman Martin asked Mr. Radatz if there should be any concerns regarding emergency personnel access on the western portion of the property if the proposed variation was passed. Mr. Radatz stated the proposed addition would not decrease the level of access which already exists.

Chairman Martin recalled that there was discussion surrounding additional construction such as a patio on the property. He asked Mr. Radatz if that proposed construction had been taken into consideration when calculating variables like floor area and lot coverage. Mr. Radatz confirmed the proposed additional construction had been taken into consideration.

Member Plywacz asked how storm water will be handled on the property. Mr. Moreno stated that a dry well will be installed on the property.

Chairmen Martin asked if any commissioners or Mr. Moreno had any further comments.

Mr. Moreno commented that he does not feel that his application is unreasonable.

**A MOTION** was made by Member Dombrowski and seconded by Member Shoemaker to recommend approval of the proposed variation to Section 10-9-7 (Rear Yard Setback) to the Village Board of Trustees for 7821 Thomas Street.

Chairmen Martin asked for Mr. Radatz to call the vote and asked that Commissioners discuss the standards of variation when making their votes.

Chairmen Martin voted yes and felt that there was a hardship due to the configuration of the lot.

Member Dombrowski voted yes and stated that he felt all the standards for a variation had been met.

Member Plywacz voted yes and stated that he felt the required standards has been met.

Member Price voted yes and reported that all the standards had been met and that the application was a reasonable request.

Member Shoemaker voted yes and stated she concurred with the observations of the other Board members.

Ayes:           Members Dombrowski, Shoemaker, Plywacz, Price and Chairman Martin

Nays:

Motion passed.

## **V.    NEXT MEETING**

The next regularly scheduled meeting will be on September 14, 2023.

## **VI.   PUBLIC COMMENT**

None.

## VII. ADJOURNMENT

A Motion was made by Member Dombrowski to adjourn the meeting.

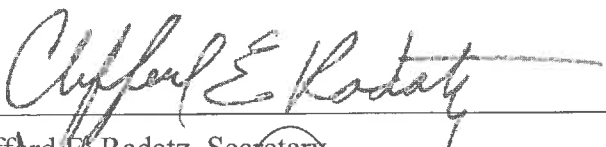
Ayes: Chairman Martin, Members Dombrowski, Price, Plywacz, Shoemaker.

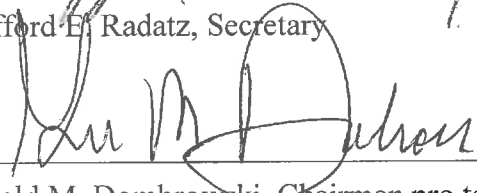
Nays:

Motion Passed.

Meeting Adjourned at 8:15 p.m.

Respectfully Submitted:

  
Clifford E. Radatz, Secretary

  
Gerald M. Dombrowski, Chairman pro tem  
Zoning Board of Appeals

Date: 10/12/23



## MEMORANDUM

**DATE:** August 3, 2023

**TO:** Zoning Board of Appeals

**FROM:** Clifford E. Radatz *ceR*  
Building Official

**SUBJECT:** Variation Request – 7821 Thomas Street

---

Alfredo Moreno, owner of the property at 7821 Thomas Street, has submitted the attached application for a variation to the rear yard setback regulations (Section 10-9-7) of the Zoning Code.

The applicant proposes to construct a one story addition onto the existing home with a rear yard setback of 5'-0" to the wall, and a setback of 3'-0" to the fascia board of the roof overhang.

Section 10-9-7 of the Zoning ordinance (10-8-7-B) requires the primary building to maintain a setback from the rear property line not less than fifteen percent of the depth of the lot or twenty-six feet two inches, whichever is greater.

If the Zoning Board wishes to recommend the approval of this variation to the Village Board of Trustees, the following motion should be made:

*Motion to recommend to the Village Board of Trustees the approval of a variation to Section 10-9-7 of the Zoning Code at 7821 Thomas Street.*

If you have any questions regarding this application, please do not hesitate to call me.



**LEGAL NOTICE**  
**ZONING BOARD OF APPEALS**  
**RIVER FOREST, ILLINOIS**

Public Notice is hereby given that a public hearing will be held by the Zoning Board of Appeals (ZBA) of the Village of River Forest, County of Cook, State of Illinois, on Thursday, August 10, 2023, at 7:30 p.m. in the First Floor Community Room of the River Forest Village Hall, 400 Park Avenue, River Forest, Illinois on the following matter:

The ZBA will consider an application for a major zoning variation submitted by Alfredo Moreno, owner of the property at 7821 Thomas Street, who is proposing to construct a one story addition onto the existing home.

Section 4-8-5 of the Village Code provides the Zoning Board jurisdiction to hold public hearings and offer recommendations to the Village Board concerning variations to Zoning Ordinance.

The applicant is requesting a major variation to Section 10-9-7 of the Zoning Ordinance.

Section 10-9-7 of the Zoning Ordinance (10-8-7-B) requires the primary building to maintain a setback from the rear property line not less than fifteen percent of the depth of the lot or twenty six feet two inches, whichever is greater. The proposed addition to the house will have a setback of 5 feet to the western portion of the rear lot line and the roof eave will have a 3 foot setback.

The legal description of the property at 7821 Thomas Street is as follows:

THE EAST 60 FEET OF LOT 22 AND EAST 60 FEET OF THE SOUTH 20 FEET OF LOT 23, THE EAST 80 FEET OF THAT PART OF LOT 23 LYING NORTH OF SOUTH 20 FEET THEREOF AND EAST 80 FEET OF LOT 24 ALL IN HENRY E. GRAVES SUBDIVISION OF BLOCK 10 IN SNOW AND DICKINSON'S ADDITION TO RIVER FOREST BEING A SUBDIVISION OF PARTS OF SECTIONS 1 AND 2, TOWNSHIP 39 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

A copy of the application will be available to the public at Village Hall and on the Village's website at [www.vrf.us/zoningvariation](http://www.vrf.us/zoningvariation) no less than 15 days prior to the public hearing. The Zoning Board of Appeals meeting packet will also be available at [www.vrf.us/meetings](http://www.vrf.us/meetings) no less than 48 hours prior to the public hearing.

All interested persons will be given the opportunity to be heard at the public hearing. **For public comments to be considered by the Zoning Board of Appeals and Village Board of Trustees in their decision, they must be included as part of the public hearing record.** Interested persons can learn more about how to participate in the hearing by visiting [www.vrf.us/zoningvariation](http://www.vrf.us/zoningvariation).

Sincerely,  
Clifford Radatz  
Secretary, Zoning Board of Appeals

## CHECKLIST OF STANDARDS FOR MAJOR VARIATIONS

Name of Commissioner: \_\_\_\_\_

Date of Public Hearing: \_\_\_\_\_

Application: \_\_\_\_\_

Address \_\_\_\_\_

Standards:

Met? <sup>1</sup>	Standard
<div>Yes</div> <div>No</div>	<p>1. The physical surroundings, shape, or topographical conditions of the specific property involved will bring a specific hardship upon the owner as distinguished from an inconvenience if the strict letter of the regulations were to be carried out;</p> <p>Notes: _____</p> <p>_____</p> <p>_____</p>
<div>Yes</div> <div>No</div>	<p>2. The aforesaid unique physical condition did not result from any action of any person having an interest in the property, but was created by natural forces or was the result of governmental action, other than the adoption of this Zoning Title, for which no compensation was paid;</p> <p>Notes: _____</p> <p>_____</p> <p>_____</p>
<div>Yes</div> <div>No</div>	<p>3. The conditions upon which the petition for variation is based may not be applicable generally to other property within the same zoning classification;</p> <p>Notes: _____</p> <p>_____</p> <p>_____</p>
<div>Yes</div> <div>No</div>	<p>4. The purpose of the variation is not based predominantly upon a desire for economic gain;</p> <p>Notes: _____</p> <p>_____</p> <p>_____</p>
<div>Yes</div> <div>No</div>	<p>5. The granting of the variation shall not be detrimental to the public welfare or unduly injurious to the enjoyment, use, or development value of other property or improvements in the neighborhood in which the property is located; or</p> <p>Notes: _____</p> <p>_____</p> <p>_____</p>

<sup>1</sup> If a standard has not been met, indicate the reasons why in the notes section for that standard.

## CHECKLIST OF STANDARDS FOR MAJOR VARIATIONS

Yes  No	6. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety or substantially diminish or impair property values within the neighborhood;  Notes: _____ _____ _____
Yes  No	7. That the granting of the variation would not unduly tax public utilities and facilities in the area;  Notes: _____ _____ _____
Yes  No	8. That there is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject property;  Notes: _____ _____ _____

If any of the standards have not been met, what changes could be made to the application so it meets all the standards?

---



---



---



---



APPLICATION FOR ZONING VARIATION  
Village of River Forest Zoning Board of Appeals

Address of Subject Property: 7821 Thomas St Date of Application: 6-11-23

Applicant		Architect/Contractor	
Name: <u>Alfredo Moreno</u>		Name: <u>Hernando Moreno</u>	
Address: <u>7821 Thomas St</u>		Address: <u>246 Kimball Ave</u>	
City/State/Zip: <u>River Forest, IL 60305</u>		City/State/Zip: <u>Wauconda, IL 60084</u>	
Phone: <u>708-557-8151</u>	Fax:	Phone: <u>224-766-6654</u>	Fax:
Email: <u>alfredo8000@att.net</u>		Email: <u>nandocchicago-workshop.com</u>	

Relationship of Applicant to Property (owner, contract purchaser, legal counsel, etc.): OWNER

Zoning District of Property: ☐ R1 ☒ R2 ☐ R3 ☐ R4 ☐ C1 ☐ C2 ☐ C3 ☐ PRI ☐ ORIC

Please check the type(s) of variation(s) being requested:

☒ Zoning Code

☐ Building Code (fence variations only)

**Application requirements:** Attached you will find an outline of the other application requirements. Please read the attached carefully, the applicant will be responsible for submitting all of the required information.

Also attached for your information are the Zoning Board of Appeals "Rules of Procedure" for their public hearings.

**Application Deadline:** A complete variation application must be submitted no later than the 15<sup>th</sup> day of the month in order to be heard by the Zoning Board of Appeals in the following month. The Zoning Board of Appeals meets on the second Thursday of each month.

**SIGNATURES:**

The undersigned hereby represent for the purpose of inducing the Village of River Forest to take the action herein requested, that all statements herein and on all related attachments are true and that all work herein mentioned will be done in accordance with the ordinances of the Village of River Forest and the laws of the State of Illinois.

Owner:  Date: 6-11-23

Applicant (if other than Owner): \_\_\_\_\_ Date: \_\_\_\_\_

**Application Fee:** A non-refundable fee of \$750.00 must accompany every application for variation, which includes the cost of recording the variation with the County. Checks should be made out to the Village of River Forest.

# APPLICATION FOR ZONING VARIATION

Address of Subject Property: 7021 Thomas St Date of Application: 6.11.23

## Summary of Requested Variation(s):

Applicable Code Section (Title, Chapter, Section) Example: 10-8-5, lot coverage	Code Requirement(s) Example: no more than 30% of a lot	Proposed Variation(s) Example: 33.8% of the lot (detailed calculations an a separate sheet are required)
10-8-7 Rear Yard Setback	greater than 26'-2"	5'-0"

THE APPLICANT IS REQUIRED TO SUBMIT DETAILED LONG HAND CALCULATIONS AND MEASUREMENTS FOR ALL APPLICABLE ZONING PROVISIONS. APPLICATIONS WILL NOT BE CONSIDERED COMPLETE WITHOUT THESE CALCULATIONS AND MEASUREMENTS.

June 11, 2023

## APPLICATION FOR ZONING VARIATION

### Village of River Forest Zoning Board of Appeals

This renovation includes enlarging the kitchen, family room, and a bathroom. To accomplish the bathroom work, the existing rear bedroom at the southwest corner of the house must be relocated, pushed to the rear (south).

Due to the geometry of the lot, this southwest corner (portion) of my existing home does not comply with the rear yard setback requirement.

When my property was created by subdividing the lot on the southeast corner of Forest and Park in the 1950's the current (existing) as built setbacks were considered okay, and my house was constructed.

By squaring off the southwest corner of my house, the proposed new south portion of the southwest corner would be in line with the existing rear portion of the home that is currently considered non-compliant, as it is approximately 5 feet from the property line; less than the 26' – 2" required by code.

SPIEWAK CONSULTING

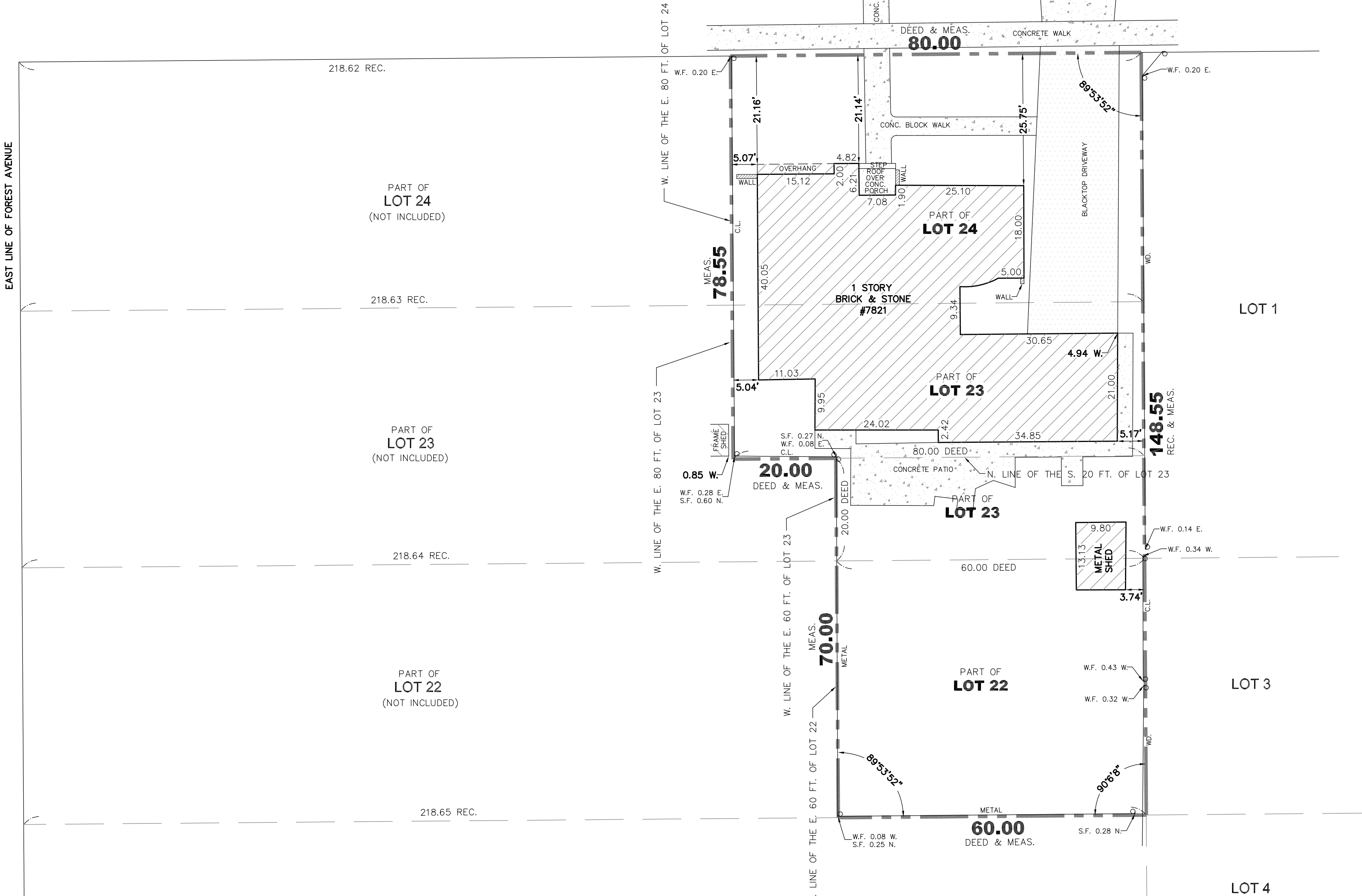
PROFESSIONAL DESIGN FIRM  
LICENSE NO.:184.006518  
1030 W. HIGGINS RD. SUITE 218 PARK RIDGE, IL 60068  
phone: (773) 853-2672  
www.landsurveyors.pro  
andrew@landsurveyors.pro

PLAT OF SURVEY

by  
ANDREW SPIEWAK LAND SURVEYOR, INC.  
of

THOMAS ST.

THE EAST 60 FEET OF LOT 22 AND EAST 60 FEET OF THE SOUTH 20 FEET OF LOT 23, THE EAST 80 FEET OF THAT PART OF LOT 23 LYING NORTH OF SOUTH 20 FEET THEREOF AND EAST 80 FEET OF LOT 24 ALL IN HENRY E. GRAVES SUBDIVISION OF BLOCK 10 IN SNOW AND DICKINSON'S ADDITION TO RIVER FOREST BEING A SUBDIVISION OF PARTS OF SECTIONS 1 AND 2, TOWNSHIP 39 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS



COMMONLY KNOWN AS:  
7821 THOMAS ST.  
RIVER FOREST, IL 60305  
P.I.N. 15-01-308-038-0000  
LAND AREA ± 10,484 sq. ft.

Legend

WD = WOOD FENCE C.L. = CHAIN LINK  
N.F. = NORTH FACE S.F. = SOUTH FACE  
W.F. = WEST FACE E.F. = EAST FACE  
I.P. = IRON PIPE I.R. = IRON ROD  
I.F. = IRON FENCE  
MEAS = MEASURED REC = RECORD  
● IRON ROD FOUND ○ IRON ROD SET  
● IRON PIPE FOUND ○ IRON PIPE SET  
+ CROSS FOUND & SET ----- PROPERTY LINE

SCALE: 1 INCH EQUALS 15 FEET.  
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF.

ORDERED BY: ALFREDO MORENO

COMPANY OR ORGANIZATION:

SURVEYED BY: JG & BS

DRAWN BY: AM & BS

CHECKED BY: AFS

PROJECT No: 391-18 UD 20

LOT 21

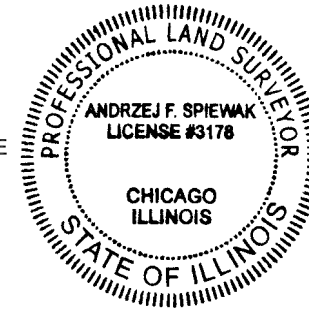
STATE OF ILLINOIS  
COUNTY OF COOK

ANDREW SPIEWAK LAND SURVEYOR, INC., A PROFESSIONAL DESIGN FIRM, LAND SURVEYING CORPORATION, LICENSE NO.: 184.006518  
HEREBY CERTIFIES THAT A SURVEY HAS BEEN MADE UNDER THE DIRECTION AND SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR OF THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

FIELD WORK WAS COMPLETED ON 18TH DAY OF DECEMBER A.D. 2020.  
CHICAGO, ILLINOIS, DATE OF PLAT 17TH DAY OF DECEMBER A.D. 2020.

BY  
ILLINOIS PROFESSIONAL LAND SURVEYOR  
ANDRZEJ F. SPIEWAK LICENSE NO.: 035.003178  
LICENSE EXPIRES 11/30/2022

PROFESSIONAL DESIGN FIRM, LAND SURVEYING CORPORATION, No.: 184.006518  
LICENSE EXPIRES 04/30/2021



REVISIONS ARE SHOWN FOR ANNUAL REFERENCE ONLY  
AND ARE NOT RELATED TO THIS SURVEY.



THIS SURVEY IS VALID ONLY WITH AN EMBOSSED SEAL



**SPIEWAK CONSULTING**PROFESSIONAL DESIGN FIRM  
LICENSE NO.: 184.006518

1030 W. HIGGINS RD. SUITE 218 PARK RIDGE, IL 60068

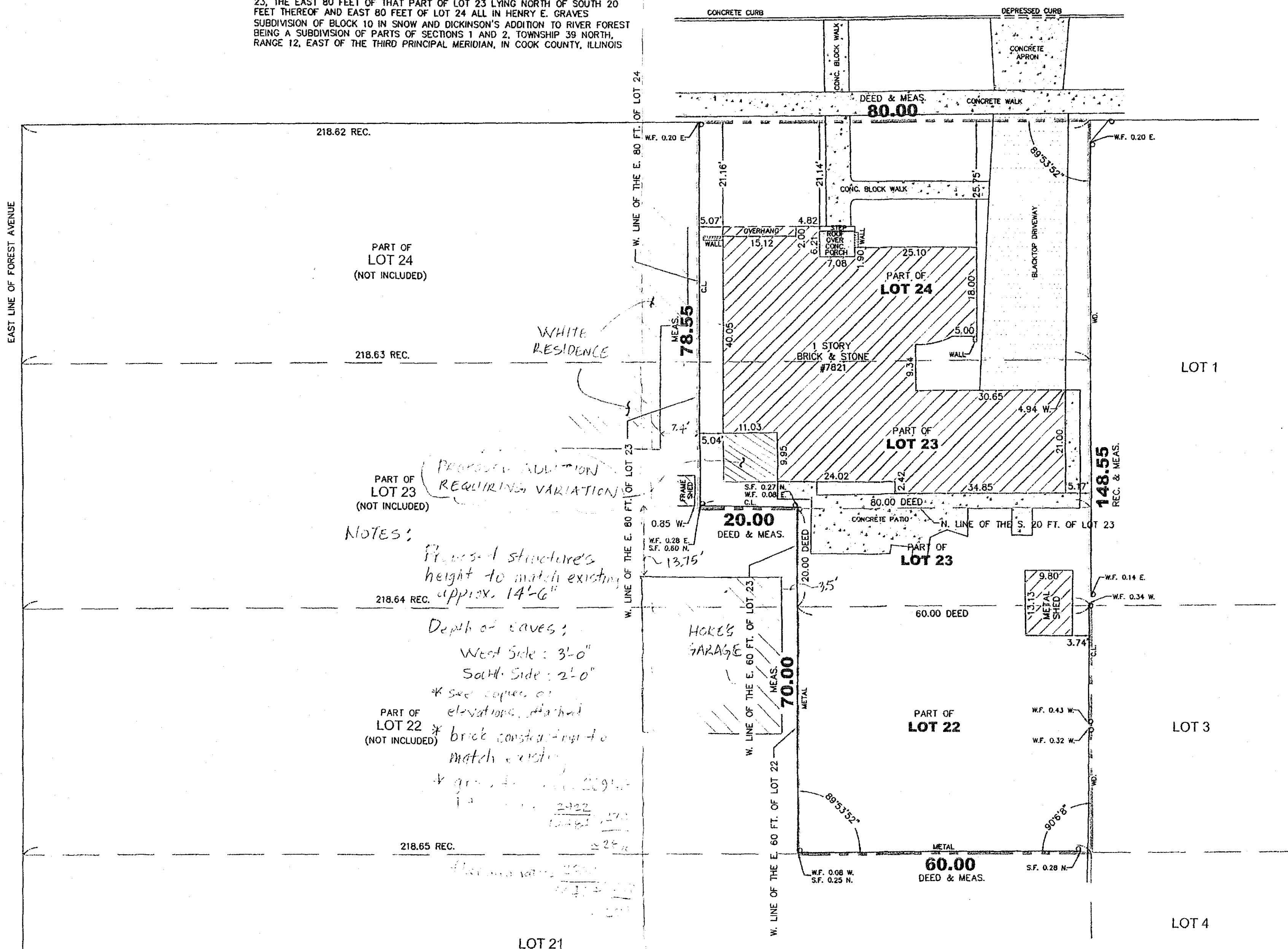
phone: (773) 853-2672

www.landsurveyors.pro

andrew@landsurveyors.pro

**PLAT OF SURVEY**by  
**ANDREW SPIEWAK LAND SURVEYOR, INC.**  
of**THOMAS ST.**

THE EAST 60 FEET OF LOT 22 AND EAST 60 FEET OF THE SOUTH 20 FEET OF LOT 23, THE EAST 80 FEET OF THAT PART OF LOT 23 LYING NORTH OF SOUTH 20 FEET THEREOF AND EAST 80 FEET OF LOT 24 ALL IN HENRY E. GRAVES SUBDIVISION OF BLOCK 10 IN SNOW AND DICKINSON'S ADDITION TO RIVER FOREST BEING A SUBDIVISION OF PARTS OF SECTIONS 1 AND 2, TOWNSHIP 39 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

**NOTES:**

Placed structures height to match existing approx. 14'-6"

Depth of eaves:

West Side: 3'-0"

South Side: 2'-0"

\* See copies of elevations attached

\* brick construction to match existing

\* ground level 209'-4"

**COMMONLY KNOWN AS:**

7821 THOMAS ST.

RIVER FOREST, IL 60305

P.I.N. 15-01-308-038-0000

LAND AREA ± 10,484 sq. ft.

**Legend**

— FENCE  
WD = WOOD FENCE CL = CHAIN LINK  
N.F. = NORTH FACE S.F. = SOUTH FACE  
W.F. = WEST FACE E.F. = EAST FACE  
LP = IRON PIPE LR = IRON ROD  
IF = IRON FENCE  
MEAS. = MEASURED REC. = RECORD  
● IRON ROD FOUND ○ IRON ROD SET  
● IRON PIPE FOUND ○ IRON PIPE SET  
+ CROSS FOUND & SET ———— PROPERTY LINE

SCALE: 1 INCH EQUALS 15 FEET.  
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF.

ORDERED BY: ALFREDO MORENO

COMPANY OR ORGANIZATION: \_\_\_\_\_

SURVEYED BY: JG & BSDRAWN BY: AM & USCHECKED BY: AFSPROJECT NO: 391-18 UD 20

THIS SURVEY IS VALID ONLY WITH AN EMBOSSED SEAL

STATE OF ILLINOIS  
COUNTY OF COOK

ANDREW SPIEWAK LAND SURVEYOR, INC., A PROFESSIONAL DESIGN FIRM, LAND SURVEYING CORPORATION, LICENSE NO.: 184.006518  
HEREBY CERTIFIES THAT A SURVEY HAS BEEN MADE UNDER THE DIRECTION AND SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR OF THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

FIELD WORK WAS COMPLETED ON 16TH DAY OF DECEMBER A.D. 2020.  
CHICAGO, ILLINOIS, DATE OF PLAT 17TH DAY OF DECEMBER A.D. 2020.

BY Andrew F. Spiewak  
ILLINOIS PROFESSIONAL LAND SURVEYOR  
ANDRZEJ F. SPIEWAK LICENSE NO.: 035.003178  
LICENSE EXPIRES 11/30/2022

PROFESSIONAL DESIGN FIRM, LAND SURVEYING CORPORATION, NO.: 184.006518  
LICENSE EXPIRES 04/30/2021



BEARINGS ARE SHOWN FOR MAGNETIC NORTH  
AND ARE NOT RELATED TO TRUE OF MAGNETIC NORTH

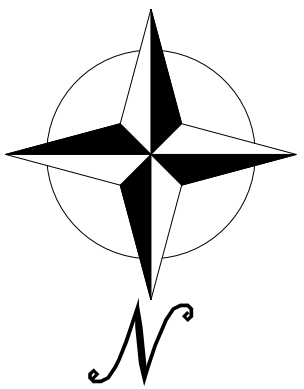
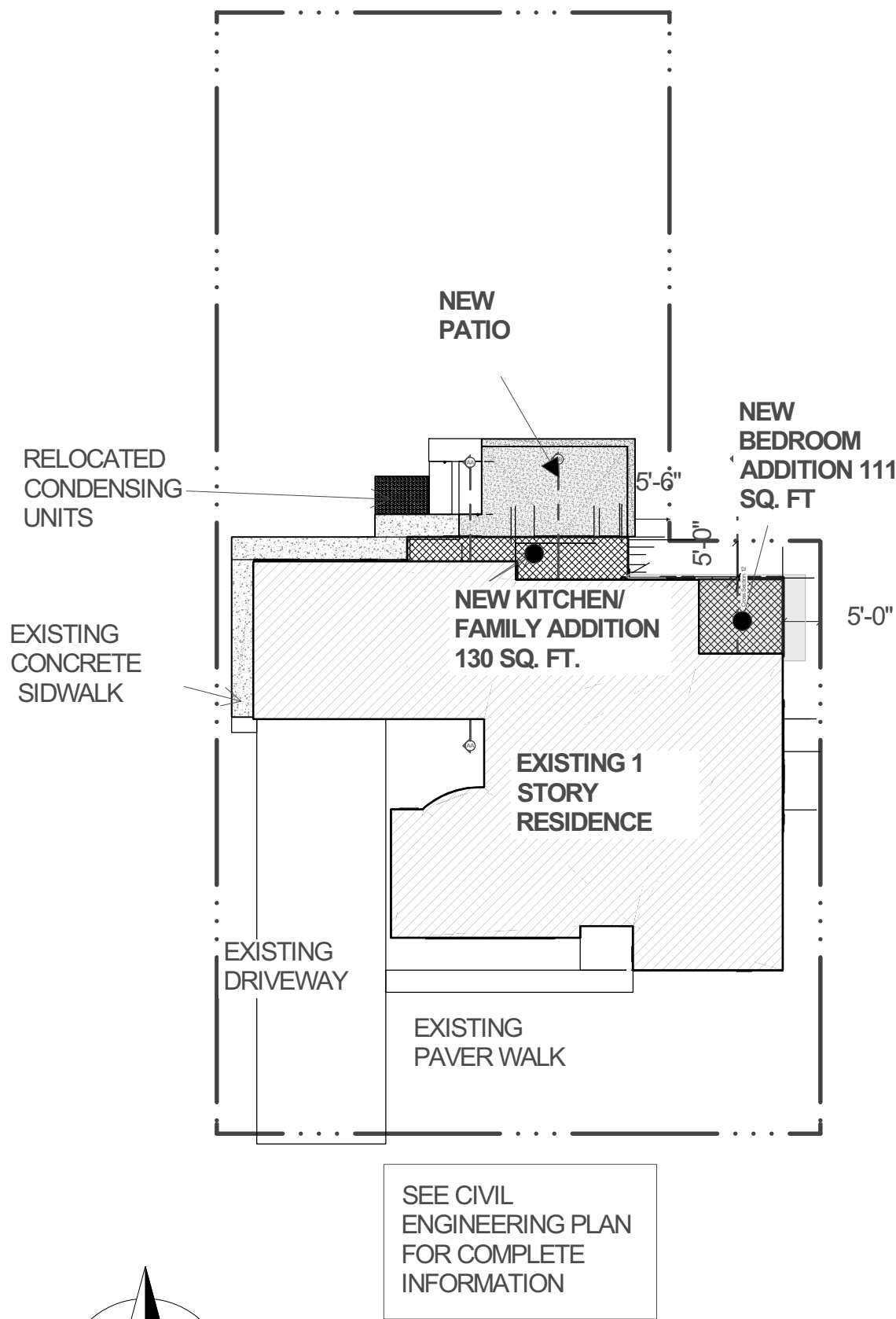


# 7821 Thomas St - River Forest IL Addition

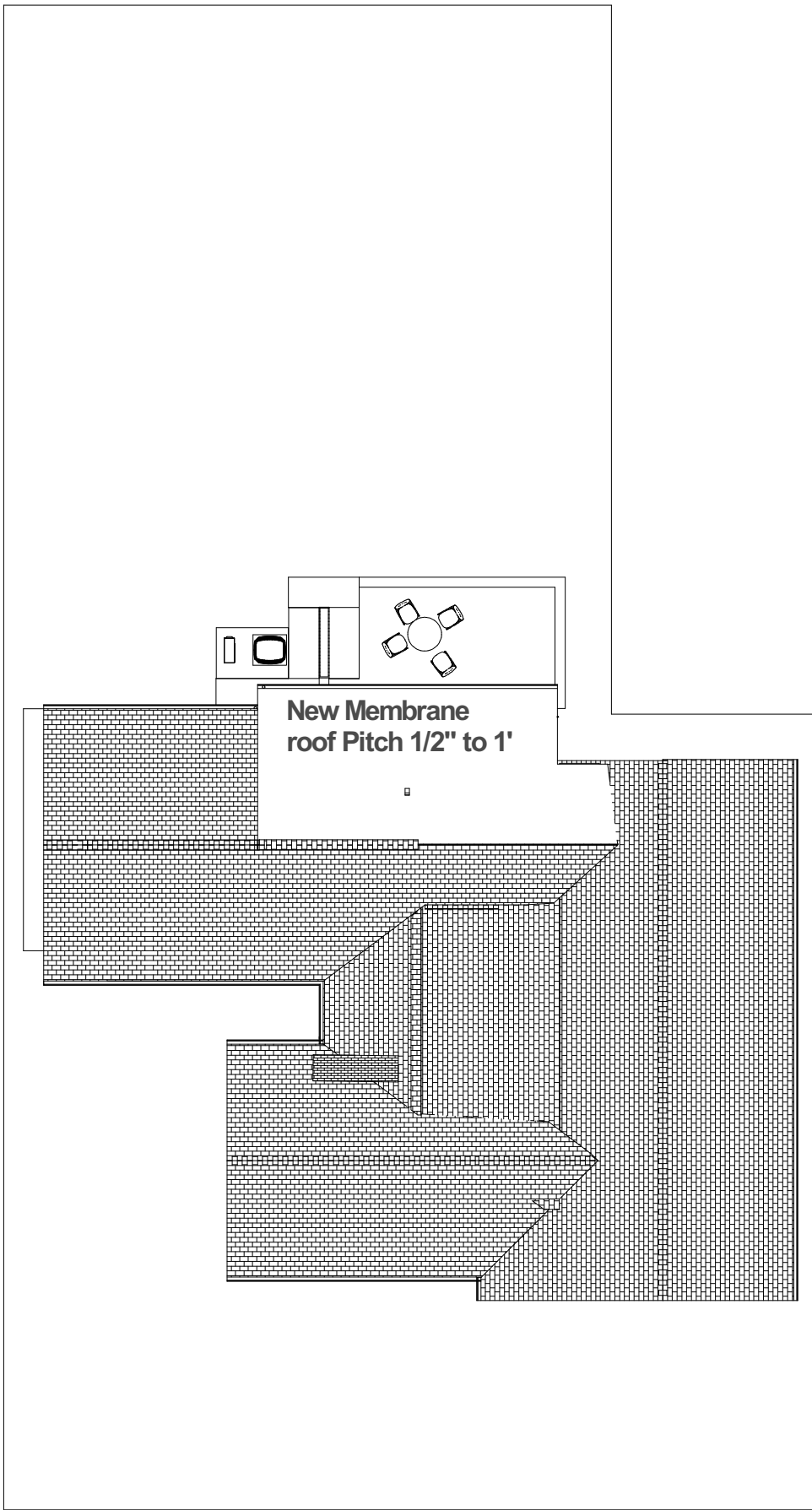


## LIST OF DRAWINGS

- A1 SITE PLAN & ROOF PLAN
- A2 ELEVATIONS
- A3 FOUNDATION PLAN
- A4 FLOOR PLAN
- A5 SECTIONS
- A6 INTERIOR ELEVATIONS
- A7 MEP PLAN
- A8 SPECIFICATIONS
- CIVIL ENGINEERS PLAN



ARCHITECTURAL SITE PLAN  
1"=20'



ROOF PLAN  
1/16"=1'0"

## BUILDING CODES

The drawings and related construction to conform with the following with local amendments.

- 2018 International Building Code
- 2018 International Property Maintenance Code
- 2018 International Mechanical Code
- 2018 International Fire Code
- Plumbing Code
- 2017 National Electrical Code
- 2018 International Residential Code
- 2018 International Fuel Gas Code
- 2018 International Wildland Urban-Interface Code
- 2019 Illinois Assessability Code
- Illinois Energy Conservation Code
- 2018 International Swimming Pool and Spa Code
- 2018 International Solar Energy Provisions
- 2018 International Existing Building Code

"I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND TO THE EXTENT OF MY CONTRACTUAL OBLIGATION, THEY ARE IN COMPLIANCE WITH ALL APPLICABLE CODES AND ORDINANCES WHICH I AFFIX MY SIGNATURE AND SEAL AS A REGISTERED PROFESSIONAL."

*J. Scott MacKay*

001-017598 11/20/24 3/17/2023  
REGISTRATION NO. EXPIRATION DATE

NO. DATE ISSUED

1 9/11/2020

Drawn By

HM

Checked By

SM

Scale

1"=10'

1"=20'

1"=40'

1"=80'

1"=160'

1"=320'

1"=640'

1"=1280'

1"=2560'

1"=5120'

1"=10240'

1"=20480'

1"=40960'

1"=81920'

1"=163840'

1"=327680'

1"=655360'

1"=1310720'

1"=2621440'

1"=5242880'

1"=10485760'

1"=20971520'

1"=41943040'

1"=83886080'

1"=167772160'

1"=335544320'

1"=671088640'

1"=1342177280'

1"=2684354560'

1"=5368709120'

1"=10737418240'

1"=21474836480'

1"=42949672960'

1"=85899345920'

1"=171798691840'

1"=343597383680'

1"=687194767360'

1"=1374389534720'

1"=2748779069440'

1"=5497558138880'

1"=10995116277760'

1"=21990232555520'

1"=43980465111040'

1"=87960930222080'

1"=175921860444160'

1"=351843720888320'

1"=703687441776640'

1"=1407374883553280'

1"=2814749767106560'

1"=5629499534213120'

1"=11258999068426240'

1"=22517998136852480'

1"=45035996273704960'

1"=90071992547409920'

1"=180143985094819840'

1"=360287970189639680'

1"=720575940379279360'

1"=1441151880758558720'

1"=2882303761517117440'

1"=5764607523034234880'

1"=11529215046068469760'

1"=23058430092136939520'

1"=46116860184273879040'

1"=92233720368547758080'

1"=184467440737095516160'

1"=368934881474191032320'

1"=737869762948382064640'

1"=1475739525896764129280'

1"=2951479051793528258560'

1"=5902958103587056517120'

1"=11805916207174113034240'

1"=23611832414348226068480'

1"=47223664828696452136960'

1"=94447329657392904273920'

1"=188894659314785808547840'

1"=377789318629571617095680'

1"=755578637259143234191360'

1"=1511157274518286468382720'

1"=3022314549036572936765440'

1"=6044629098073145873530880'

1"=12089258196146291747061760'

1"=24178516392292583494123520'

1"=48357032784585166988247040'

1"=96714065569170333976494080'

1"=193428131138340667952988160'

1"=386856262276681335905976320'

1"=773712524553362671811952640'

1"=1547425049106725343623905280'

1"=3094850098213450687247810560'

1"=6189700196426901374495621120'

1"=12379400392853802748991242240'

1"=24758800785707605497982484480'

1"=49517601571415210995964968960'

1"=99035203142830421991929937920'

1"=198070406285660843983859875840'

1"=396140812571321687967719751680'

1"=792281625142643375935439503360'

1"=1584563250285286751870879006720'

1"=3169126500570573503741758013440'

1"=6338253001141147007483516026880'

1"=12676506002282294014967032053760'

1"=25353012004564588029934064107520'

1"=50706024009129176059868128215040'

1"=101412048018258352119736256430080'

1"=202824096036516704239472512860160'

1"=405648192073033408478945025720320'

1"=811296384146066816957890051440640'

1"=1622592768292133633915780102881280'

1"=3245185536584267267831560205762560'

1"=6490371073168534535663120411525120'

1"=12980742146337069071326240823050240'

1"=25961484292674138142652481646100480'

1"=51922968585348276285304963292200960'

1"=103845937170696552570609926584401920'

1"=207691874341393105141219853168803840'

1"=415383748682786210282439706337607680'

1"=830767497365572420564879412675215360'

1"=1661534994731144841129758825350430720'

1"=3323069989462289682259517650700861440'

1"=6646139978924579364519035301401722880'

1"=13292279957849158729038070602803445760'

1"=26584559915698317458076141205606891520'

1"=53169119831396634916152282411213783040'

1"=106338239662793269832304564822427566080'

1"=212676479325586539664609129644855132160'

1"=425352958651173079329218259289710264320'

1"=850705917302346158658436518579420528640'

1"=1701411834604692317316873037158841057280'

1"=3402823669209384634633746074317682114560'

1"=6805647338418769269267492148635364229120'

1"=13611294676837538538534984297270728458240'

1"=27222589353675077077069968594541456916480'

1"=54445178707350154154139937189082913832960'

1"=108890357414700308308279874378165827665920'

1"=217780714829400616616559748756331655331840'

1"=435561429658801233233119497512663310663680'

1"=871122859317602466466238995025326621327360'

1"=1742245718635204932932477990050653242654720'

1"=3484491437270409865864955980101306485309440'

1"=6968982874540819731729911960202612970618880'

1"=13937965749081639463459823920405225941237760'

1"=27875931498163278926919647840810451882475520'

1"=55751862996326557853839295681620903764951040'

1"=111503725992653115707678591363241807529902080'

1"=223007451985306231415357182726483615059804160'

1"=446014903970612462830714365452967230119608320'

1"=892029807941224925661428730905934460239216640'

1"=1784059615882449851322857461811868920478433280'

1"=3568119231764899702645714923623737840956866560'

1"=7136238463529799405291429847247475681913733120'

1"=14272476927059598810582859694494951363827466240'

1"=28544953854119197621165719388989902727654932480'

1"=57089907708238395242331438777979805455309864960'

1"=114179815416476790484662877555959610910619729920'

1"=228359630832953580969325755111919221821239459840'

1"=456719261665907161938651510223838443642478919680'

1"=913438523331814323877303020447676887284957839360'

1"=1826877046663628647754606040895353774569915678720'

1"=3653754093327257295509212081790707549139831357440'

1"=7307508186654514591018424163581415098279662714880'

1"=14615016373309029182036848327162830196559325429760'

1"=29230032746618058364073696654325660393118650859520'

1"=58460065493236116728147393308651320786237301719040'

1"=116920130986472233456294786617302641572474603438080'

1"=233840261972944466912589573234605283144949206876160'

1"=467680523945888933825179146469210566289898413752320'

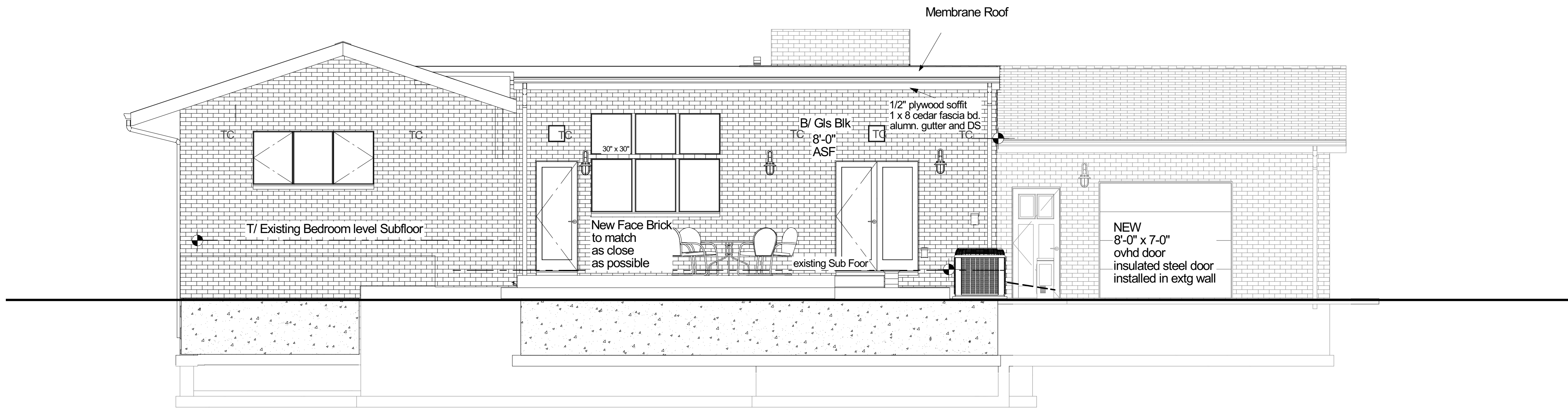
1"=935361047891777867650358292938421132579796827504640'

1"=1870722095783555735300716585876842265159593655009280'

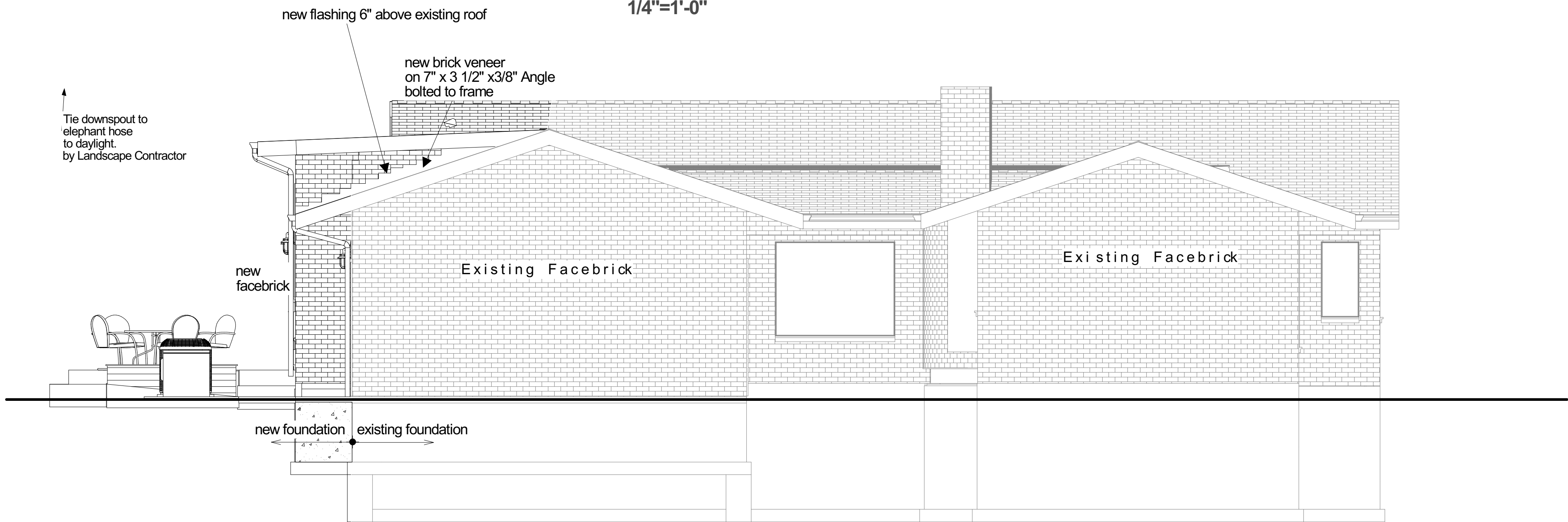
1"=3741444191567111470601433171753684530319187310018560'

1"=7482888383134222941202866343507369060638374620037120'

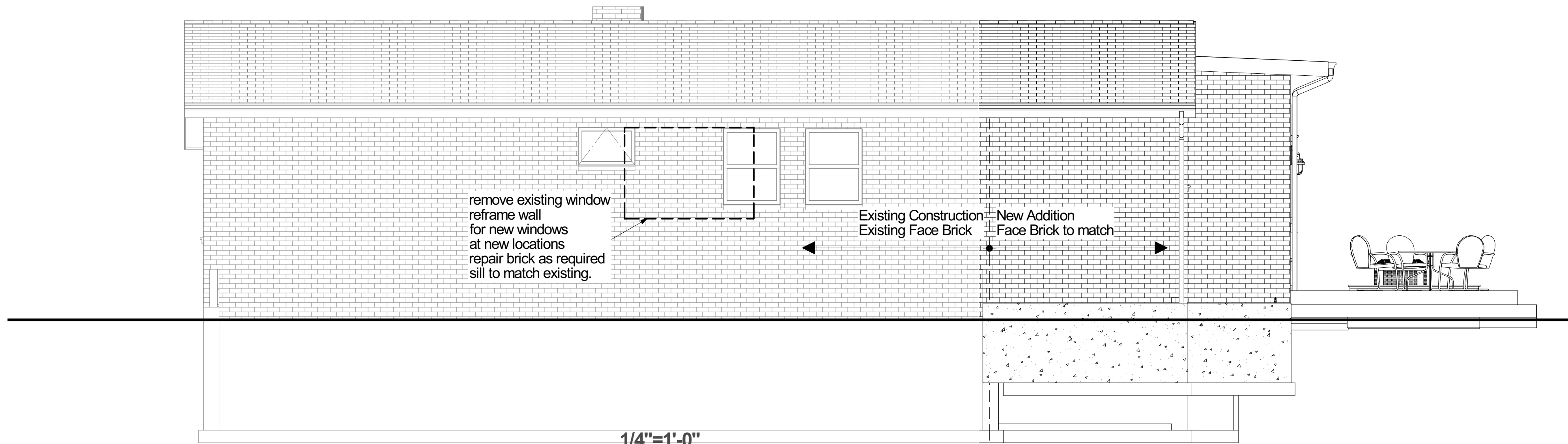
1



REAR -SOUTH- ELEVATION  
1/4"=1'-0"



EAST - LEFT- ELEVATION  
1/4"=1'-0"



RIGHT SIDE -WEST-ELEVATION

NO.	DATE	ISSUED
1	9/11/2020	Drawn By HM
2		Checked By SM

**GREENSHELL**  
construction management

**MORENO RENOVATION**  
7821 THOMAS STREET  
RIVER FOREST, IL 60305

J. Scott MacKay, Architect  
546 Kintail ave  
Mauconda, IL 60084  
Tel: 224-766-6654  
Nando@chicago-workshop.com

**J. Scott MacKay, Architect**  
Residential, Commercial, Industrial, Equestrian Architecture  
Interiors, Virtual Modeling, Renewable resources and  
Alternative Energy Solutions

Cad Drawing
Project Number 8037
Sheet Number <b>A2</b>

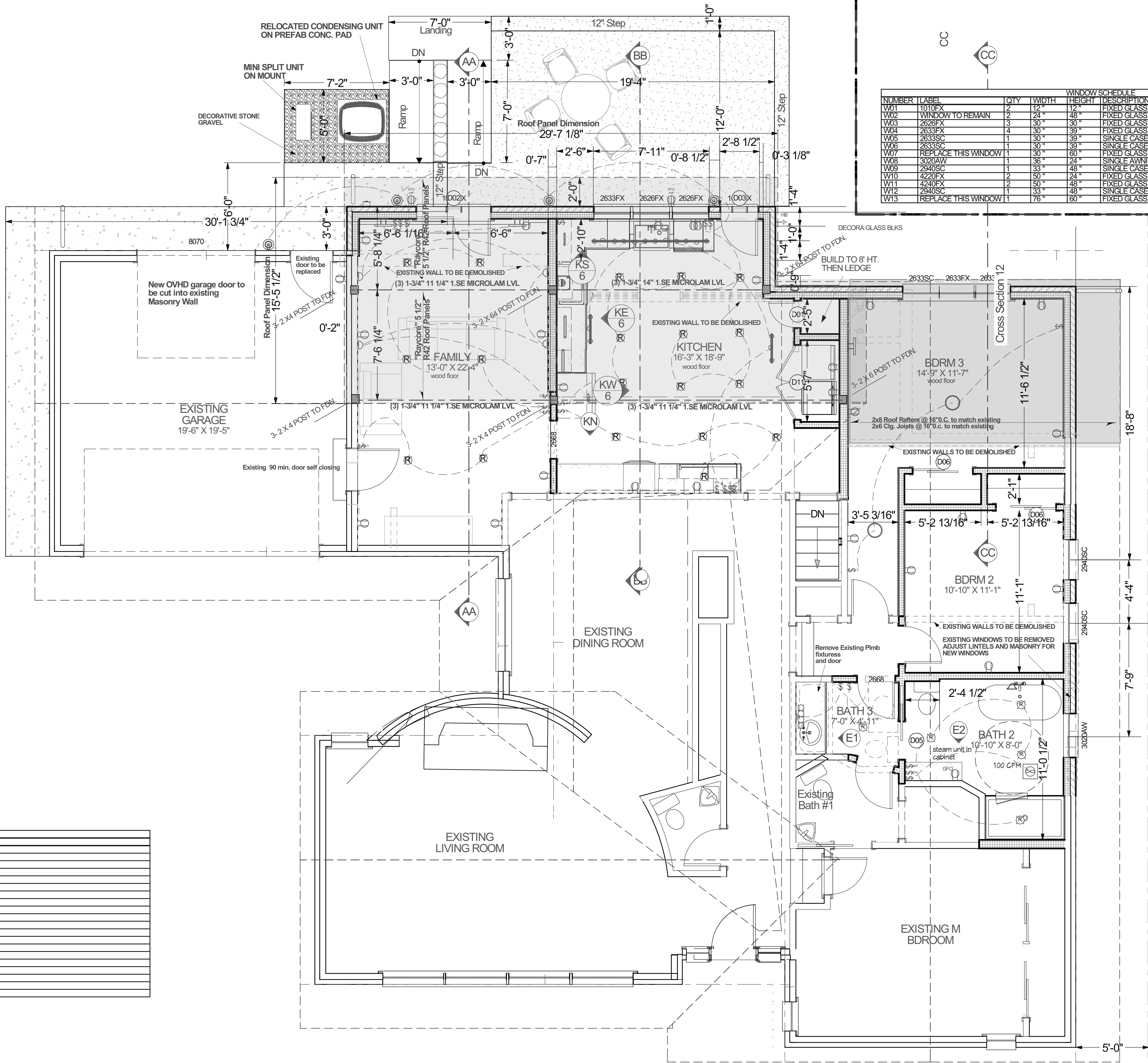




ELECTRICAL LEGEND	
SYMBOL	DESCRIPTION
	METER SOCKET
	PANEL BOX
	CEILING FAN W/ LIGHT
	FLUORESCENT LIGHT FIXTURE
	110V CEILING LIGHT FIXTURE
	110V RECESSED LIGHT FIXTURE
	110V EAVE LIGHT FIXTURE
	110V CHANDELIER LIGHT FIXTURE
	110V WALL LIGHT FIXTURE
	SINGLE POLE SWITCH
	THREE WAY SWITCH
	FOUR WAY SWITCH
	DIMMER SWITCH
	OUTDOOR SWITCH
	110V DUPLEX RECEPTACLE
	110V DUPLEX RECEPTACLE GROUND FAULT
	110V WEATHERPROOF RECEPTACLE
	110V FLOOR MOUNTED DUPLEX RECEPTACLE
	240V RECEPTACLE
	TELEPHONE JACKS
	TELEVISION JACKS
	DOOR BELL PUSH BUTTON
	THERMOSTAT
	SMOKE DETECTOR
	EXHAUST FAN
	DOOR CHIME
	FIRE ALARM PANEL
	COMPUTER POINT

ELECTRICAL SCHEDULE			
QTY	ATTACHED TO	DESCRIPTION	COMMENTS
3	CEILING	TUBE CABINET LIGHT	
1	CEILING	EXHAUST	
2	CEILING	COMMON FLUSH MOUNT	
11	WALL	3-WAY SWITCH	
5	WALL	SINGLE POLE DIMMER	
19	CEILING	RECESSED LIGHT	
2	CEILING	TRACK LIGHTING (24W)	
1	CEILING	TRACK LIGHTING (36W)	
2	WALL	220V GFCI	
5	CEILING	RECESSED DOWN LIGHT 6	
3	WALL	ART LIGHT	
4	WALL	CAGED LANTERN	
1	WALL	GFCI	
31	WALL	DUPLEX	
1	WALL	NARROW SCONCE 4	
1	WALL	FOUR WAY	
4	WALL	SHADE SCONCE	
1	WALL	SINGLE POLE	
1	WALL	TELEPHONE JACK	
1	WALL	DUPLEX (WEATHERPROOF)	

DOOR SCHEDULE						
NUMBER	LABEL	QTY	SIZE	THICKNESS	HANDLE, INTERIOR	HANDLE, EXTERIOR
D01	1988	1	1988 R IN	1 3/8"	KNOB	KNOB
D02	5068	1	5068 L EX	1 3/4"	KNOB	LEVER
D03	2668	1	2668 L EX	1 3/4"	KNOB	LEVER
D04	2668	1	2668 L IN	1 3/4"	KNOB	KNOB
D05	2668	1	2668 R	1 3/8"		
D06	4068	2	4068 L IN	1 3/8"		
D07	2668	1	2668 R IN	1 3/8"	KNOB	KNOB
D10	EXISTG 1 HR Z 10"	1	21068 L EX	1 3/8"	KNOB	LEVER
D11	5068	1	5068 LR IN	1 3/8"	KNOB (2)	KNOB (2)



FIRST FLOOR PLAN  
1/4"=1'-0"

NUMBER		LABEL	QTY	WIDTH	HEIGHT	WINDOW SCHEDULE	COMMENTS
W01	1010FX		2	12"	12"	FIXED GLASS	DECORA GLASS BLKS
W02	WINDOW TO REMAIN		2	24"	48"	FIXED GLASS	
W03	2626FX		3	30"	30"	FIXED GLASS	
W04	2633FX		4	30"	30"	FIXED GLASS	
W05	2633SC		1	30"	36"	SINGLE CASEMENT-H/L	
W06	2633SC		1	30"	39"	SINGLE CASEMENT-H/R	
W07	REPLACE THIS WINDOW		1	30"	60"	FIXED GLASS	
W08	3021AW		1	36"	24"	SINGLE AWNING	
W09	2940SC		1	33"	48"	SINGLE CASEMENT-H/R	
W10	4220FX		2	50"	24"	FIXED GLASS	
W11	4240FX		2	50"	48"	FIXED GLASS	
W12	2940SC		1	33"	48"	SINGLE CASEMENT-H/L	
W13	REPLACE THIS WINDOW		1	76"	60"	FIXED GLASS	

E1 - ELEVATION  
1/4"=1'-0"

E2 - ELEVATION  
1/4"=1'-0"

NO DATE ISSUED

9/11/2020

Drawn By HM

Checked By SM

GREENSHELL

construction management

MORENO RENOVATION

7821 THOMAS STREET

RIVER FOREST, IL 60305

J. Scott MacKay, Architect

546 Kintail ave

Nauvoo, IL 60084

Tel: 224-766-6654

Nmako@chicago-workshop.com

J. Scott MacKay, Architect

Residential, Commercial, Industrial, Equestrian Architecture

Interiors, Virtual Modeling, Renewable resources and

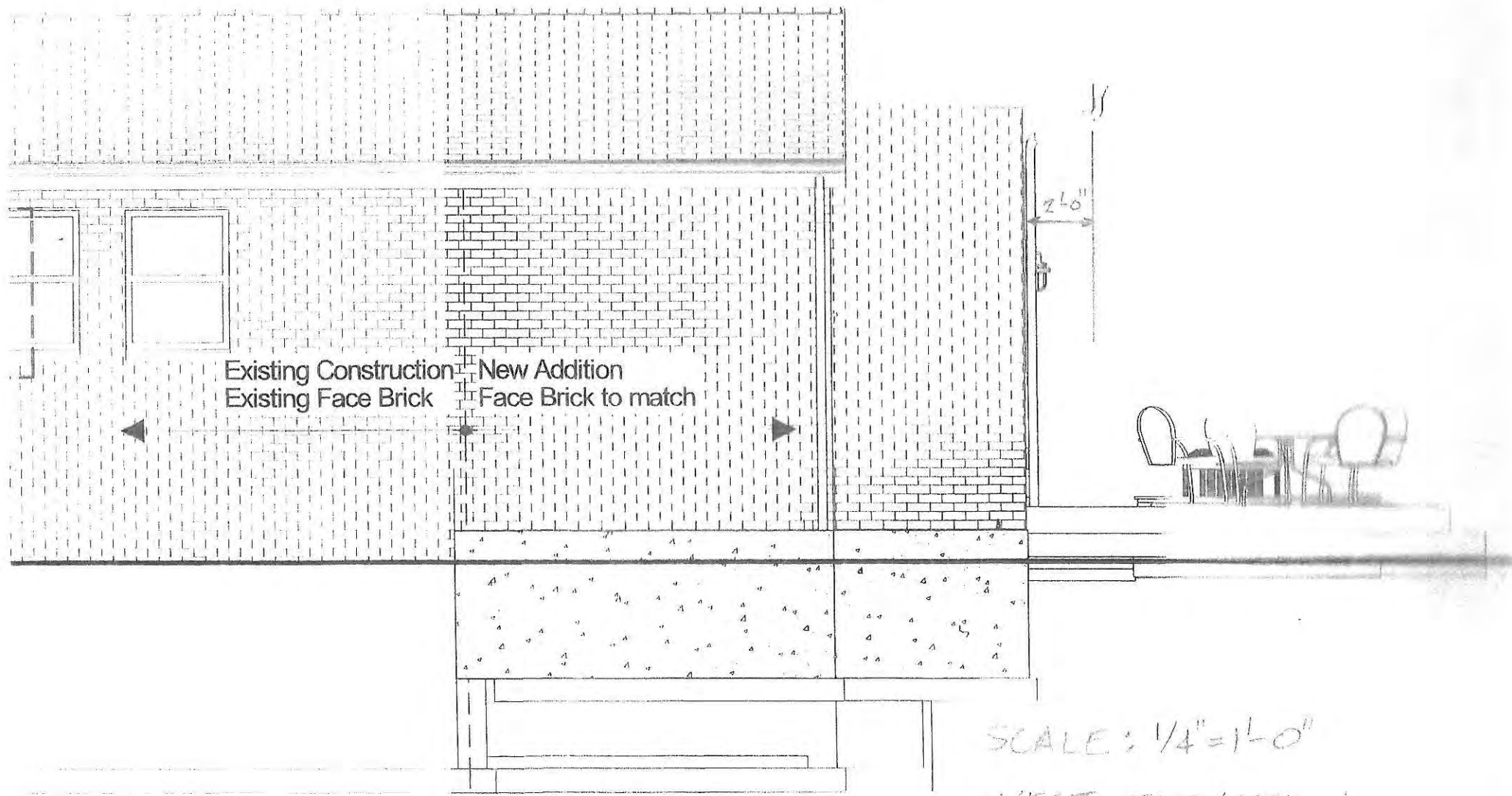
Alternative Energy Solutions

Cad Drawing

Project Number  
8037

Sheet Number  
A4

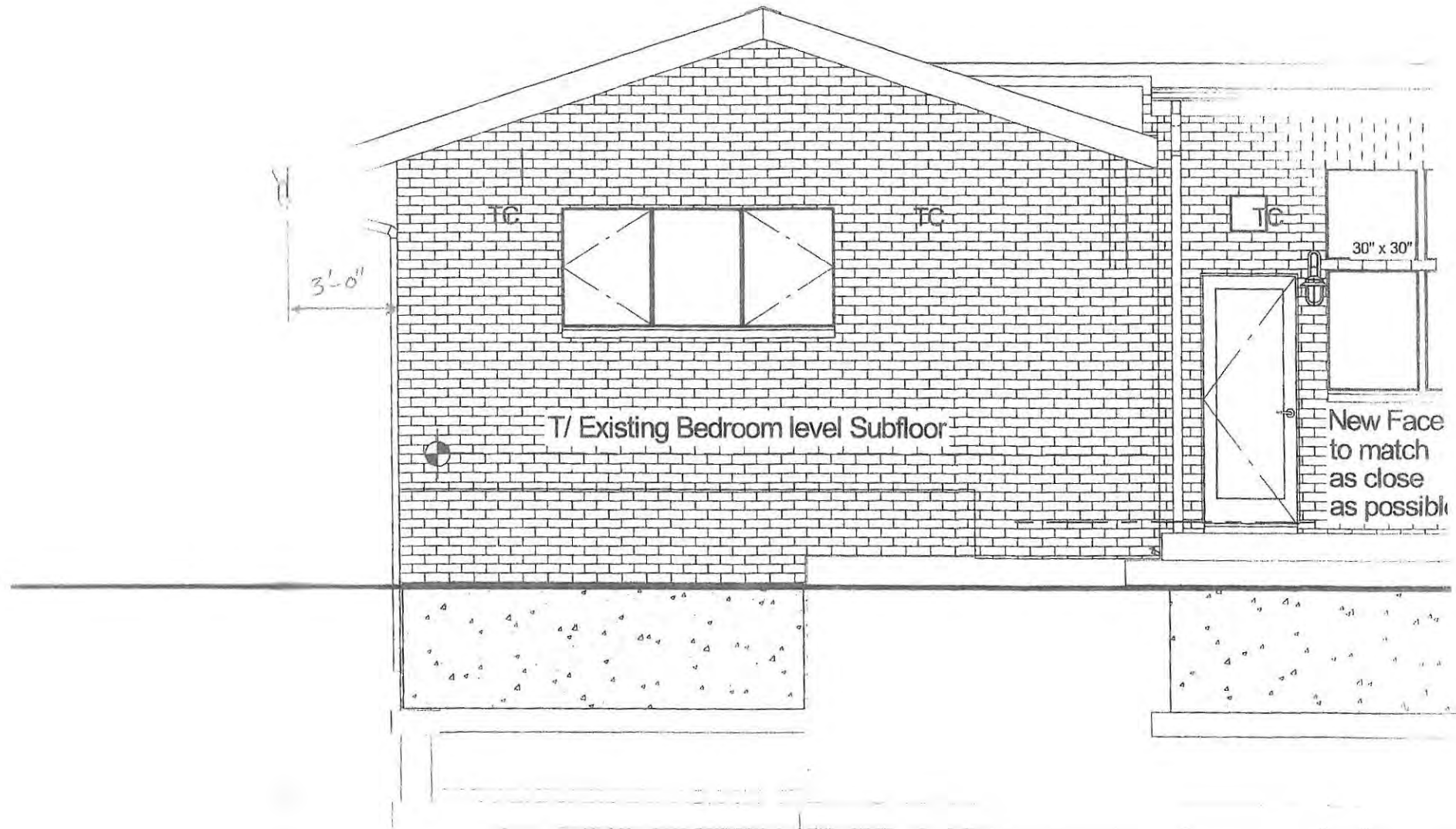
'ATION



LEVATION

6222

3



SCALE:  $\frac{1}{4}'' = 1'-0''$   
SOUTH ELEVATION

READ SOUTH

# Zoning Review Checklist

Address: 7821 Thomas Street

Date of Review: 4/30/2023

Date of Submission: 4/5/2023

Contact:

Telephone #:

Zoning District:

**R2**

**Use:**

**Addition to a Single Family Residence**

## Permitted Use

### Lot Area

*irregular lot*

Lot Width

**80.00**

Lot Depth

**148.55**

Lot Area

**10484.17**

### Lot Coverage

30% allowed for the R2 District

Allowed

**3145.25**

Existing

**2768.35**

26.41%

Proposed

**3001.87**

28.63%



### Floor Area Ratio

40% allowed for the R2 District

Allowed

**4193.67**

Existing

**2426.35**

23.14%

Proposed

**2659.87**

25.37%



Net additional floor area added to the residence

**233.52**

s.f.

### Setbacks

Required

Existing

Proposed

Front Yard

**North**

Average of block, see 10-8-7 A

**21.5833**

Eave Length

1.0000

**No Change**

Setback to Eave

**0.0000**

**20.5833**

**0.0000**



Proposed setback

Side Yard

**East**

at addition

10% of Lot Width for the R2 District

**8.0000**

**4.8438**

**25.1719**



Eave Length

1.3333

0.1250

**No Change**

Setback to Eave

**3.0000**

**3.5105**

**25.0469**



Side Yard

**West**

NC SYSB

10% of Lot Width for the R2 District

**8.0000**

**5.0000**

**5.0833**



Eave Length

2.6667

2.6667

Setback to Eave

**3.0000**

**2.3333**

**2.4167**



### Combined Side Yard

25% of Lot Width for the R2 District

**20.0000**

**9.8438**

**30.2552**



**No Change**

Rear Yard - East

**South**

15% of Lot Depth or 26'-2" minimum

**72.1146**

**69.1146**

Eave Length

2.6667

2.0000

Setback to Eave

**26.1667**

**69.4479**

**67.1146**



Addition

# Zoning Review Checklist

Rear Yard - West

South

15% of Lot Depth or 26'-2" minimum

4.9480

4.9480

Eave Length

Setback to Eave

26.1667

4.9480

4.9480



## Building Height Ridge

Allowed

Existing

Proposed Ht.  
at addition

Height above grade in feet

35'

18'

18'



Story Height

2.5

1

1



## Off-Street Parking

Required

Existing

Existing +  
Proposed

Garage spaces

2

2

2



Addition



**7821 Thomas Street****4/30/2023**

Area Calculations

Date of Submission **4/5/2023**

Lot Area	80.0000	78.5521	6284.1680
irregular lot	60.0000	70.0000	4200.0000
			<b>10484.1680</b>

Allowed Coverage	0.3000	<b>3145.2504</b>
Allowed FAR	0.4000	<b>4193.6672</b>

**Lot Coverage - Existing**

First Floor Area	Existing	2726.3477
		0.0000
Covered Front Entrance	Existing	42.0000
		0.0000
	Total	<b>2768.3477</b>

**Lot Coverage - New**

First Floor Area	Proposed	2959.8675
		0.0000
Covered Front Entrance	Existing	42.0000
		0.0000
	Total	<b>3001.8675</b>

**Floor Area - Existing**

Floor Area - existing	1st floor	2726.3477
	2nd floor	0.0000
	Attic	0.0000
		0.0000
garage allowance (up to 500 s.f)		-300.0000
		<b>2426.3477</b>

**Floor Area - Proposed**

Floor Area - Proposed	1st floor	2959.8675
	2nd floor	0.0000
	Attic	0.0000
		0.0000
garage allowance		-300.0000
		<b>2659.8675</b>

House - 1st floor - **Existing per Plat**

	A	4.8333	0.1250	0.6042
	B	19.9375	5.8750	117.1328
	C	25.0833	1.6979	42.5890
	D	52.0208	15.3021	796.0280
	E	34.9479	2.4479	85.5490
	F	59.0313	9.9583	587.8514
	G	70.0729	8.6355	605.1145
	H	2.6667	1.0833	2.8889
	I	39.4479	12.0938	477.0750
0.75	J	5.6042	2.7396	11.5149
Existing First Floor Area				<b>2726.3477</b>

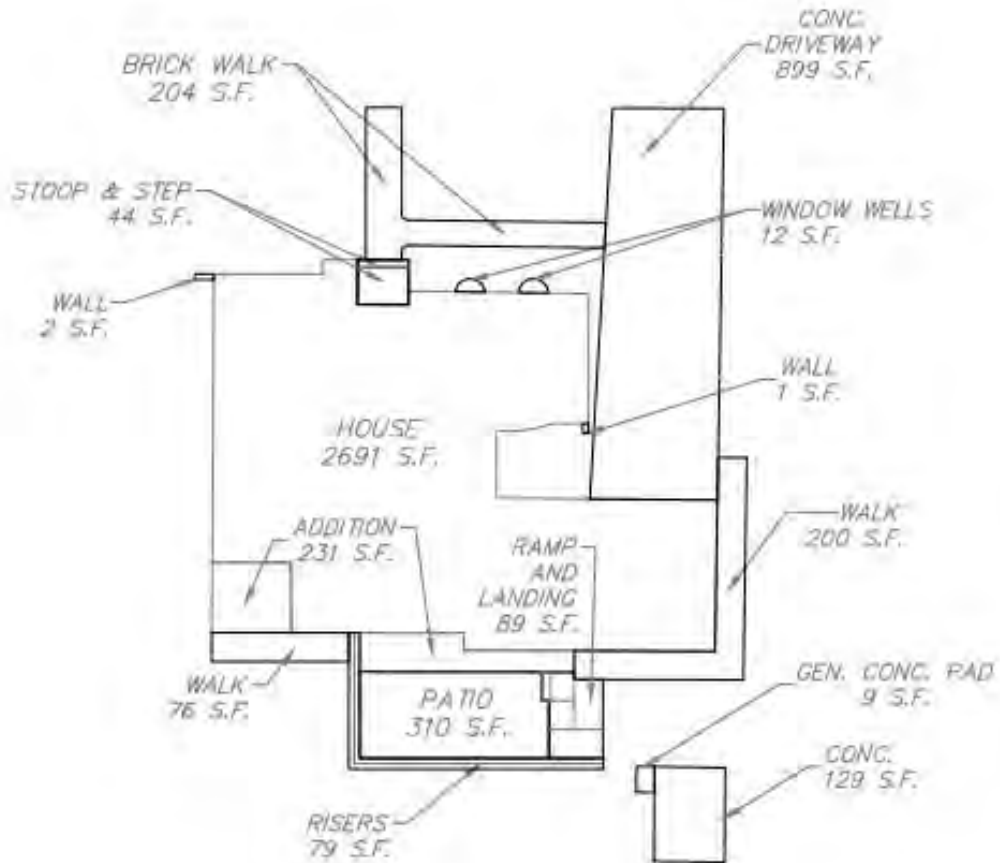
House - 1st floor - **Proposed**

<b>Existing</b>				2726.3477
<b>Additions</b>				
	m	11.0417	9.9583	109.9566
	n	14.6302	5.4479	79.7039
	o	14.6198	3.0000	43.8594
Proposed First Floor Area				<b>2959.8675</b>

Cover Front Entrance - **Existing**

	cfe	7.0000	6.0000	42.0000
				0.0000
Covered Front Entrance Area				<b>42.0000</b>

## PROPOSED IMPERVIOUS AREAS



### 7821 THOMAS, RIVER FOREST

LOT SIZE:

10,484 SF

	EXISTING IMPERVIOUS AREA ENTIRE LOT (s.f.)	PROPOSED IMPERVIOUS AREA ENTIRE LOT (s.f.)
HOUSE	2,691	2,922
DRIVEWAY	899	899
PATIO	538	310
STOOPS, STEPS, WALKS, CONC. AREA	380	742
A/C, GAS, WALL, W/W, RISERS	65	103
TOTALS	4,573	4,976
% OF LOT	43.62%	47.46%
INCREASE IN IMPERVIOUS		403 SF

## Standards for Major Variations

Address: 7821 Thomas Street

### Section 10-5-4 Variations

F. Standards for Major Variations: A major variation shall be recommended by the Zoning Board of Appeals only if it makes findings, based upon the evidence presented to it, that each of the following standards has been met:

1. The physical surroundings, shape, or topographical conditions of the specific property involved will bring a specific hardship upon the owner as distinguished from an inconvenience if the strict letter of the regulations were to be carried out;

The property has an odd shape. It is not a regular rectangle. Due to this odd shape, the west portion of the lot would be unusable, given the required rear yard setback. If it remains unusable, the existing bathroom would remain inaccessible to me, as I use a wheelchair. This is a hardship for me.

2. The aforesaid unique physical condition did not result from any action of any person having an interest in the property, but was created by natural forces or was the result of governmental action, other than the adoption of this Zoning Title, for which no compensation was paid;

Unbeknown to me, I inherited this rear yard setback non-conformity of the west portion of my home when I bought it.

3. The conditions upon which the petition for variation is based may not be applicable generally to other property within the same zoning classification;

Very few properties in River Forest have a shape like mine. Most are rectangles, which do not have a problem complying with the setback zoning ordinance.

4. The purpose of the variation is not based predominantly upon a desire for economic gain;

The purpose of this variation request is to render my home more accessible to my wheelchair usage.

5. The granting of the variation shall not be detrimental to the public welfare or unduly injurious to the enjoyment, use, or development value of other property or improvements in the neighborhood in which the property is located; or,

The granting of this variation impacts only those living within my home. The public is not affected in any way. Please see attached letters from my neighbors.

## Standards for Major Variations

6. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety or substantially diminish or impair property values within the neighborhood;

The room (the minimum distance) between my home and the White residence to the west does not change. To the south, the addition only faces the Hoke's garage. As such, this variation does not impair in any way the adjacent properties supply of light or air, nor endanger the public safety or substantially diminish or impair property values within the neighborhood.

7. That the granting of the variation would not unduly tax public utilities and facilities in the area;

The granting of this variation does not change my utility usage and as such does not unduly tax public utilities and facilities in the area.

8. That there is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject property.

The only way to make the existing bathroom accessible is to enlarge it. Given the unique dimensions of the property, and maintaining the integrity, use of the two bedrooms, this can only be accomplished by squaring off the southwest corner of my home. Myself or anyone who uses a wheelchair cannot use this bathroom unless this variation is granted.





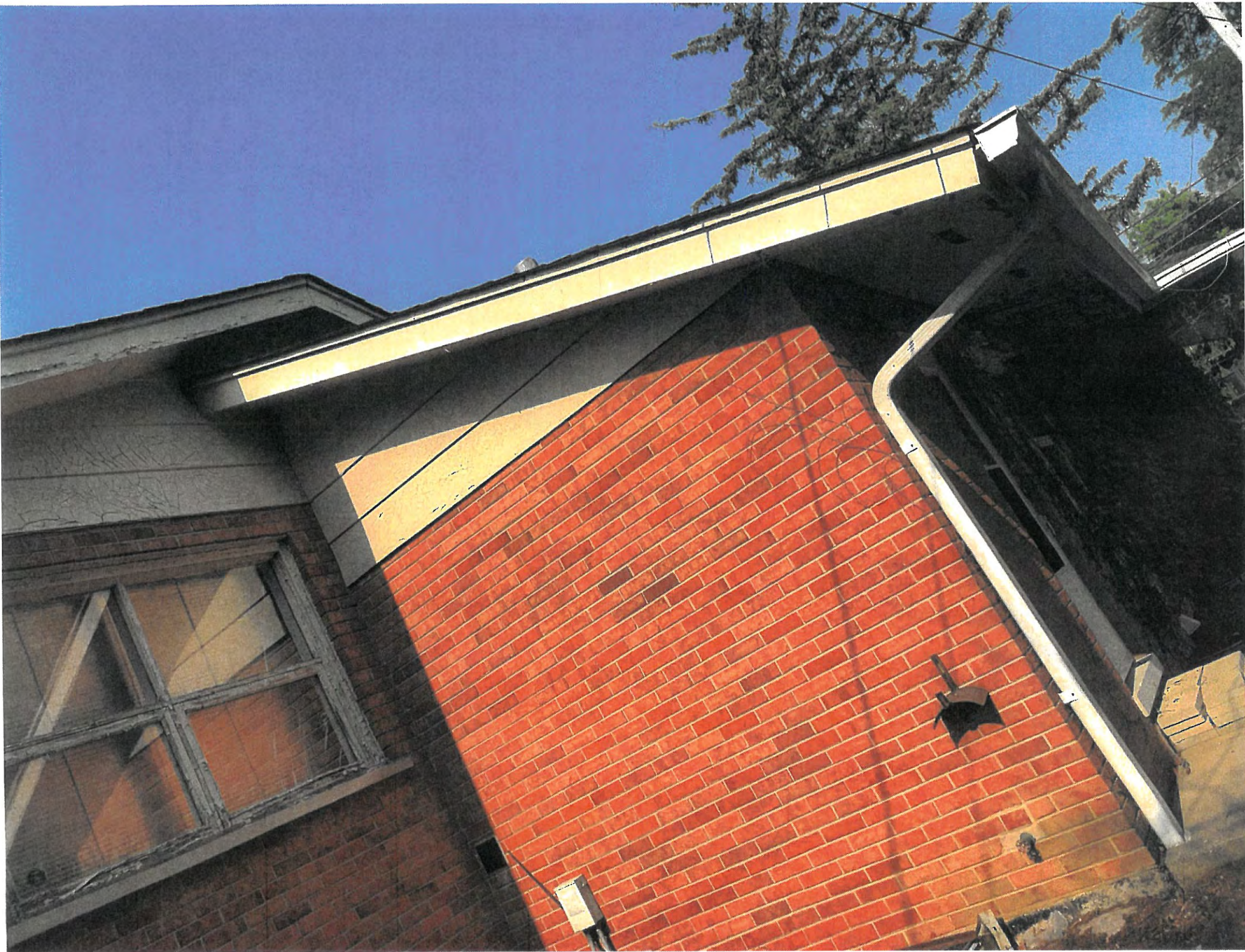


























June 9, 2023

To: Village of River Forest Zoning Board of Appeals

Re: Rear Yard Setback Variation for 7821 Thomas Street

We have discussed with Mr. Moreno, the owner of 7821 Thomas St., his renovation proposal that includes an addition to/squaring off of the existing southwest corner of his house.

We, the owners of 1037 Forest Ave., which is directly adjacent to Mr. Moreno's property, support his request to complete this construction project. This project will not adversely impact our property, since it is occurring next to a relatively unused portion of our yard, to the north and east of our garage.

Should you have any questions or concerns, please contact Jennifer Hoke at: hokegc@gmail.com; (312) 806-1328.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jennifer Hoke".

Jennifer Hoke

A handwritten signature in cursive script, appearing to read "Stephen Hoke".

Stephen Hoke

June 26, 2023

To: Village of River Forest Zoning Board of Appeals

Re: Rear Yard Setback Variation for 7821 Thomas Street

I have discussed with Mr. Moreno, the owner of 7821 Thomas St., his renovation plans that involve an addition at the southwest corner of his house.

I live directly to the west of Mr. Moreno at 1045 Forest Ave., I support his request for a variance, as the squaring off of his existing home does not affect me in a detrimental way.

Sincerely,

A handwritten signature in cursive script that reads "Sandra J. White". The signature is written in dark ink and is positioned below the word "Sincerely,".

Sandy White



## MEMORANDUM

**DATE:** October 23, 2023

**TO:** Matt Walsh, Village Administrator

**FROM:** Bill Koclanis, Civil Engineering Technician

**SUBJECT:** Traffic and Safety Commission Recommendations – September 20, 2023 Meeting

---

**Issue:** Recommendations have been made by the Traffic and Safety Commission following a discussion of the traffic calming modifications installed in the northeast corner of town in 2022.

**Analysis:** Traffic patterns in the northeast corner of the Village were discussed at the Traffic and Safety Commission meetings on May 17, 2023, July 19, 2023, and September 20, 2023. These modifications had been installed following Village Board approval on October 10, 2022 with modifications thereto approved on April 10, 2023. At the April 10 meeting, the Village Board directed the Commission to revisit the traffic measures and provide additional recommendations.

At the Commission meeting held on September 20<sup>th</sup>, there were a total of twenty-three (23) residents that spoke about the modifications implemented over the last several months, most of whom were against the changes made, particularly the barricade installation. Reasons for opposing the modifications ranged from concerns regarding resident notification, increased traffic on surrounding streets, increased traffic/speed in the adjacent alleys, loss of parking associated with North Avenue businesses and increased travel time to reach one's residence or business.

At the September Commission meeting, Thomas Engineering Group presented a draft version of the Village-wide traffic study, including a traffic calming toolbox. The toolbox consists of a scoring matrix based on crash history, traffic counts, speed and community interest. The toolbox includes recommended improvements based on the total score.

The Traffic and Safety Commission discussed the modifications that were made and the effects that they have had on the area subsequent to their installation. Members of the Commission used the toolbox to provide context for the improvements. In an effort to find a more optimal approach in light of the additional public comment, the Traffic and Safety Commission has made the following recommendation:

**Recommendation:** The Traffic and Safety Commission recommends that the plastic barricades at the intersection of North Avenue & Clinton Place and at North Avenue & Bonnie Brae be removed. With the barricades removed, the Commission suggests additional traffic counts and speed study be performed on Monroe, William, Clinton and Bonnie Brae north of LeMoyne. A motion was made to completely remove the plastic cul-de-sac in its current form and perform additional traffic studies. The Commission voted 4 to 1 in favor of removing the plastic barricades.

If the Village Board agrees with the recommendation from the Traffic and Safety Commission, the following motions would be appropriate:

1. Motion to Approve an ordinance removing the plastic barricades at North Avenue and Clinton Place.
2. Motion to Approve an ordinance removing the plastic barricades at North Avenue and Bonnie Brae.
3. Motion to Approve a resolution authorizing the execution of a change order to the Thomas Engineering Group contract to perform additional traffic counts in the amount not to exceed \$6,194.00.

**Next Steps:**

If the Village Board approves the motions above, Village staff will remove the plastic barriers and associated signage. Staff will authorize Thomas Engineering to perform traffic counts and speed study, which will be performed in November. The data collected from that study will be submitted to the Traffic & Safety Commission for consideration, and the Commission will apply the traffic calming toolbox scoring system and may make a recommendation for more moderate traffic controls. The traffic controls may include turn restrictions, speed humps or parking modifications.

If the Village Board does not approve the motions above, the plastic barricades will remain in place until further direction is provided.

**Attachments:**

Ordinances (2)

Resolution Authorizing Thomas Engineering Proposal to Perform Additional Traffic Counts

Traffic Calming Toolbox Excerpt from Draft Village Wide Study

Traffic and Safety Minutes – 9/20/23



**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING TITLE 9, ENTITLED "TRAFFIC REGULATIONS, CHAPTER 3, ENTITLED "TRAFFIC SCHEDULES," OF THE RIVER FOREST VILLAGE CODE**

**BE IT ORDAINED** by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois:

**Section 1:** That Title 9, entitled "Traffic Regulations," Chapter 3, entitled "Traffic Schedules," of the River Forest Village Code, Section 9-3-11 thereof, entitled "Schedule 11, Do Not Enter" be amended by adding the following:

~~Clinton Place, at the south side of the alley just south of North Avenue shall be closed to traffic entering from the north.~~

**Section 2:** That the appropriate signage be installed in accordance with Section 1.

**Section 3:** That all Ordinances or parts of Ordinances in conflict with this Ordinance are hereby expressly repealed.

**Section 4:** This Ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

**ADOPTED** this 23 day of October, 2023, pursuant to a roll call vote as follows:

**AYES:**

**NAYS:**

**ABSENT:**

**APPROVED** by me this 23 day of October, 2023.

---

Catherine Adduci, Village President

ATTEST:

---

Jonathan Keller, Village Clerk

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING TITLE 9, ENTITLED "TRAFFIC REGULATIONS, CHAPTER 3, ENTITLED "TRAFFIC SCHEDULES," OF THE RIVER FOREST VILLAGE CODE**

**BE IT ORDAINED** by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois:

**Section 1:** That Title 9, entitled "Traffic Regulations," Chapter 3, entitled "Traffic Schedules," of the River Forest Village Code, Section 9-3-11 thereof, entitled "Schedule 11, Do Not Enter" be amended by adding the following:

~~Bonnie Brae, at the south side of the alley just south of North Avenue shall be closed to traffic entering from the north and south.~~

**Section 2:** That the appropriate signage be installed in accordance with Section 1.

**Section 3:** That all Ordinances or parts of Ordinances in conflict with this Ordinance are hereby expressly repealed.

**Section 4:** This Ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

**ADOPTED** this 23 day of October, 2023, pursuant to a roll call vote as follows:

**AYES:**

**NAYS:**

**ABSENT:**

**APPROVED** by me this 23 day of October, 2023.

\_\_\_\_\_  
Catherine Adduci, Village President

ATTEST:

\_\_\_\_\_  
Jonathan Keller, Village Clerk

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION APPROVING AND AUTHORIZING  
THE EXECUTION OF CHANGE ORDER NO. 1  
TO THE THOMAS ENGINEERING GROUP. CONTRACT RELATING TO  
THE VILLAGE WIDE TRAFFIC STUDY**

**WHEREAS**, the Village of River Forest (“Village”) is an Illinois municipal corporation organized under the Illinois Constitution and the laws of the State of Illinois; and

**WHEREAS**, on October 24, 2022, the President and Board of Trustees of the Village approved and authorized the execution of a contract (“Contract”) for the Village Wide Traffic Study (“Project”) with Thomas Engineering Group (“Contractor”). The original amount of the Project was ninety-six thousand six hundred forty-four and (00/100) Dollars (\$96,644.00). The anticipated completion date for the Project was September 30, 2023 (“Project Completion Date”); and

**WHEREAS**, the Contractor has filed a request for payment of Change Order No. 1 in the amount of six thousand one hundred ninety-four and (00/100) Dollars (\$6,194.00), due to the need to increase the scope of work to perform traffic counts and speed data in the northeast quadrant of the Village ( Bonnie Brae, Clinton Place, William Street, Monroe Avenue), and a request for an extension of time to the Project Completion Date of an additional sixty ( 60 ) days. A copy of Change Order No. 1 is attached hereto as **Exhibit A** and made a part hereof; and

**WHEREAS**, based on the recommendation of the Contractor, the President and Board of Trustees of the Village make the following findings and determinations in accordance 720 ILCS 5/33E-9 regarding Change Order No. 1 to the Contract:

1. Change Order No. 1 (or a series of change orders): (a) are made necessary by circumstances not foreseeable at the time the Contract was signed; (b) are germane to the Contract as originally signed; and (c) are in the best interests of the Village.

**WHEREAS**, in addition, the President and Board of Trustees of the Village find and determine that, pursuant to 50 ILCS 525/5, Change Order No. 1 (or a series of change orders) does not increase the original Contract price by fifty percent (50%) or more of the original Contract price, and thus the Village is not obligated to re-bid the additional work proposed under Change Order No. 1; and

**WHEREAS**, the President and Board of Trustees of the Village, pursuant to their powers as provided by 720 ILCS 5/33E-9, find that it is in the best interests of the Village and the public to approve Change Order No. 1 because it relates to a public project and is for a public purpose.

**NOW, THEREFORE, BE IT RESOLVED** by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois:

**SECTION 1:** Each Whereas paragraph above is incorporated by reference into this Section 1 and made a part hereof as material and operative provisions of this Resolution.

**SECTION 2:** The President and Board of Trustees of the Village approve Change Order No. 1 in the amount of six thousand one hundred ninety-four and (00/100) Dollars (\$6,194.00). The President and Board of Trustees further authorize and direct the Village President and the Village Clerk, or their designees, to execute Change Order No. 1, execute the check or other payment to the Contractor in an amount not to exceed the amount of one hundred two thousand eight hundred thirty-eight and (00/100) Dollars (\$102,838.00) and execute any other necessary documents to implement Change Order No. 1. The President and Board of Trustees

also recognize and approve an increase in the completion time for the Project, as set forth in the Contract, by thirty (30) days or more.

**ADOPTED** on a roll call vote of the Corporate Authorities on the 23rd day of October, 2023.

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

**APPROVED** by me this 23rd day of October, 2023.

\_\_\_\_\_  
Village President

**APPROVED and FILED** in my office this 23rd day of October, 2023 and published in pamphlet form in the Village of River Forest, Cook County, Illinois.

**ATTEST:**

\_\_\_\_\_  
Village Clerk

**EXHIBIT “A”**

**CHANGE ORDER NO. 1 TO THE CONTRACT**

(attached)

# Exhibit "A"

Bureau of Design and Environment  
Prepared By: Consultant

## COST PLUS FIXED FEE COST ESTIMATE OF CONSULTANT SERVICES

FIRM	Thomas Engineering Group	DATE	09/27/23
PROJECT NAME	2022 Village-Wide Traffic Study	OVERHEAD RATE	115.28%
PRIME/SUPPLEMENT	Prime	COMPLEXITY FACTOR	0

DBE DROP BOX	ITEM	MANHOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENF (C)	DIRECT COSTS (D)	FIXED FEE (E)	SERVICES BY OTHERS (G)	DBE TOTAL (H)	TOTAL (B-G)	% OF GRAND TOTAL
Data Collection - Primary Locations										
	Clinton & Bonnie Brae	24	1,227	1,414	60.10	396	-	-	3,097	50.00%
			-	-	-	-	-	-	-	
			-	-	-	-	-	-	-	
	Primary Locations - Sub-TOTAL	24	1,227	1,414	60.10	396	-	-	3,097	
Data Collection - Secondary Locations										
	William & Monroe	24	1,227	1,414	60.10	396		-	3,097	50.00%
			-	-	-	-	-	-	-	
	Secondary Locations - Sub-TOTAL	24	1,227	1,414	60.10	396	-	-	3,097	
	Subconsultant DL								-	
	TOTALS	48	2,453	2,828	120	792	-	-	6,194	100.00%

**PAYROLL ESCALATION TABLE  
FIXED RAISES**

FIRM NAME  
PRIME/SUPPLEMENT  
Prepared By

Thomas Engineering Group  
Prime  
J Yuratovac

DATE 09/27/23  
Project Name 2022 Village-Wide Traffic Study  
Services Traffic Engineering - Data Collection

CONTRACT TERM 2 MONTHS  
START DATE 9/28/2023  
RAISE DATE 1/1/2024  
  
END DATE 11/27/2023

OVERHEAD RATE 115.28%  
COMPLEXITY FACTOR 0  
% OF RAISE 2%

**ESCALATION PER YEAR**

year	First date	Last date	Months	% of Contract
0	9/28/2023	11/27/2023	2	100.00%

---

The total escalation = 0.00%



## PAYROLL RATES

FIRM NAME  
PRIME/SUPPLEMENT  
PTB-ITEM #

Thomas Engineering Group  
Prime  
2022 Village-Wide Traffic Study

DATE 09/27/23

ESCALATION FACTOR 0.00%

*Note: Rates should be capped on the AVG 1 tab as necessary*

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Principal	\$70.00	\$70.00
Senior Project Manager	\$70.00	\$70.00
Project Manager	\$63.85	\$63.85
Project/Resident Engineer IV	\$57.58	\$57.58
Project/Resident Engineer III	\$44.81	\$44.81
Engineer II	\$34.62	\$34.62
Engineer I	\$29.00	\$29.00
Chief Surveyor	\$59.30	\$59.30
Technical Manager	\$50.10	\$50.10
Senior Technician	\$45.18	\$45.18
Technician III	\$43.70	\$43.70
Technician II	\$32.45	\$32.45
Technician I	\$29.48	\$29.48

## AVERAGE HOURLY PROJECT RATES

**FIRM NAME**

# Thomas Engineering Group

## Project Name / Services

## 2022 Village-Wide Traffic Study / Traffic Engineering - Data Collection

**DATE 09/27/23**

## PRIME/SUPPLEMENT

## Prime

**SHEET 1 OF 1**

PAYROLL  CLASSIFICATION	AVG  HOURLY RATES	TOTAL PROJ. RATES			Clinton & Bonnie Brae			William & Monroe											
		Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg
Principal	70.00	0.0			0			0			0			0			0		
Senior Project Manager	70.00	12.0	25.00%	17.50	6	25.00%	17.50	6	25.00%	17.50	0			0			0		
Project Manager	63.85	0.0			0			0			0			0			0		
Project/Resident Engineer IV	57.58	0.0			0			0			0			0			0		
Project/Resident Engineer III	44.81	36.0	75.00%	33.61	18	75.00%	33.61	18	75.00%	33.61	0			0			0		
Engineer II	34.62	0.0			0			0			0			0			0		
Engineer I	29.00	0.0			0			0			0			0			0		
Chief Surveyor	59.30	0.0			0			0			0			0			0		
Technical Manager	50.10	0.0			0			0			0			0			0		
Senior Technician	45.18	0.0			0			0			0			0			0		
Technician III	43.70	0.0			0			0			0			0			0		
Technician II	32.45	0.0			0			0			0			0			0		
Technician I	29.48	0.0			0			0			0			0			0		
TOTALS		48.0	100%	\$51.11	24.0	100%	\$51.11	24.0	100%	\$51.11	0.0	0%	\$0.00	0.0	0%	\$0.00	0.0	0%	\$0.00

## DIRECT COST DETAIL

<b>Task-101</b>						
Travel	Trips	People	Mileage	Rate		
2 trips, 1 person	2	1	30	\$ 0.585	\$	35.10
Equipment		Each		Rate		
Misc		1		\$ 25.000	\$	25.00
			Task-101	Subtotal	\$	60.10
<b>Task-102</b>						
Travel	Trips	People	Mileage	Rate		
2 trips, 1 person	2	1	30	\$ 0.585	\$	35.10
Equipment		Each		Rate		
Misc		1		\$ 25.000	\$	25.00
			Task-102	Subtotal	\$	60.10
<b>TEG Direct Costs Total</b>					<b>\$</b>	<b>120.20</b>

## TRAFFIC CALMING TOOLBOX

“The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.”

- Federal Highway Administration definition of traffic calming

### Introduction

Having a standardized roadway system is imperative to the safety of residents and drivers alike. Predictability on a road increases safety and decreases variability when traveling to different parts of the Village. The goal of this traffic calming toolbox and scoring sheet is to assist the Village in identifying locations for further study, choose from a list of appropriate countermeasures, and maintain consistency of traffic improvements throughout the Village.

The process will begin with either an internal initiation by the Traffic and Safety Commission identifying a location with potential traffic problems, or a resident petition being presented to the Traffic and Safety Commission. From there the scoring document will be used to evaluate the location and determine what improvement categories apply. The improvement type used will be left to the discretion of the Traffic and Safety Commission in conjunction with resident and Village Staff input. In addition to the “Improvement Matrix” which lists the improvement types that may be considered, this document also includes a “Cost Matrix” to further inform the reader of potential cost implications and to identify ideal locations for each improvement type.

The improvement types are taken from the Federal Highway Administration’s (FHWA) recommendations for traffic calming along with Thomas Engineering’s own experience completing traffic studies around the state. The scoring sheet and matrix are meant to serve as guidelines for the Village. All improvements should rely on site specific criteria to determine the optimal countermeasures at each location. The relevant application of each improvement will ultimately be up to the Traffic and Safety Commission and Village Board.

### Scoring Criteria

The Scoring Matrix will be the first step after identifying a location for potential traffic calming. The location will be analyzed based on recent crash history, vehicle speed (using speed study), average daily traffic, and nearby pedestrian traffic generators (school, library, park, church, or public transit). Additional points will be awarded for locations identified as a bike route per the Village Bicycle Plan implemented in 2019 and/or if the interest in the location was created through a resident petition.

The maximum score a location can get will be 100 points with a minimum threshold of 25 points to proceed with review and potential improvements. Points from this section will be used to determine what level of improvements can be used in the Improvement Matrix.

## Scoring Process

The scoring process will utilize two intersections and one connecting segment for each scoring category. This means, for example, the crash score will utilize the total crashes at both intersections and the joining segment. While there are some intersection-specific traffic calming measures TEG assumes most studies will be based along a specific road which will then have a suitable segment chosen for study.

For full corridor studies including multiple segments along a road each segment + its two termini intersection will be used to score all segments through a corridor. In the end each segment & intersection combo will have a final score and corresponding level of improvement. In testing scores through a corridor were generally similar, but in the case of segments falling into different improvement levels TEG recommends using engineering judgement to choose the level of improvement most appropriate for the corridor.

## Improvement Matrix

After scoring a location the Traffic and Safety Commission should look at the Improvement Matrix to determine what “Level” of improvements should be considered. Using the score from the Scoring Matrix, the Levels are as follows:

Level 1 = 25-39 points – Locations that may have speed and safety concerns not apparent without further review; minimal impact to traffic.

Level 2 = 40-59 points – Locations with minor speed and safety problems; no new physical barriers or traffic control.

Level 3 = 60-79 points – Locations with moderate speed and safety problems; physical barriers or new traffic control may be justified.

Level 4 = 80-100 points – Locations with major speed and safety problems; roadway may be in need of substantial improvements to correct traffic conditions on the road.

Traffic improvements are categorized by how much of an impact each improvement has on drivers using the road. As the impacts to drivers become greater, the effectiveness of the improvement also increases. For this reason, the level 3 and 4 traffic calming measures should be used sparingly to correct areas with clear deficiencies. Some of the level 3 and 4 improvements have secondary criteria that must be met prior to considering the improvement, which are listed in the “Usage Notes” column. For example, in order to install a new all-way stop sign, the intersection must first fulfill an all-way stop warrant.

In general, when considering a location for traffic calming improvements, even if there are enough points to justify a level 3 or 4 intervention, it is recommended that the Village adopt a conservative approach. Starting with a level 1 or 2 improvement is recommended to assess whether or not the existing issues are effectively resolved without significantly impacting drivers' road usage. However, if level 1 or 2 improvements are already in place, it may be appropriate to proceed with a level 3 or 4 intervention.

The Improvement Matrix includes a table which shows the primary issues addressed by each improvement. While all suggested improvements will help calm traffic on the road, each improvement type will primarily impact one to two aspects of road safety. For ease-of-use, the table lists whether the improvements primarily impact speed on the roadway, volume of vehicles, or pedestrian safety. Level 1 and 2 improvements primarily target speed and pedestrian safety. As the impact to the roadway increases

in level 3 and 4, the improvements make the roadway less appealing to travel on due to physical barriers or new traffic control. Slowing down the speed to navigate a corridor will reduce traffic coming from major routes but will also inconvenience residents.

### Cost Matrix

The Village can also use the Cost Matrix to consider the approximate cost for each improvement and review a brief description of how/where the improvement should be used in order to determine what changes should be made to the studied locations.

### Survey Results

As part of the Village-Wide Traffic Study Survey, Village residents were asked about their preferences for traffic calming measures. This section is intended to provide insight into the current preferences of residents in order to be able to better anticipate potential responses to proposed traffic calming measures.

The following table shows the results of a survey question in which Village residents were asked to indicate which improvements they would like to see more of in the Village:

Improvement Type	% Respondents in favor of improvement
Speed Humps	39%
Mounted Flashing Beacons	39%
Curb Extensions	34%
Driver Feedback Speed Sign	41%
Raised Intersection	26%
None	9%
Other	27%

**Table 1**

As shown in Table 1, only 9% of respondents did not want to see any new traffic calming in the Village. The three most-supported improvement types were driver feedback speed signs (41%), mounted flashing beacons (39%), and speed humps (39%). Overall, there was generally an even distribution of support across all listed improvement types, with the exception of raised intersections. This, however, may be due to a lack of experience with raised intersections. Therefore, if the Village ever chooses to use this improvement type it may be helpful to provide an education campaign about the benefits and effectiveness of raised intersections.

A total of 27% (238) of respondents listed other forms of traffic calming they would like to see – many of these responses were reaffirming the boxes they checked or did not check in the first portion of the question. When looking into the open-ended responses further, the following trends were identified:

1. Many residents expressed dislike for speed humps due to potential damage to vehicle undercarriages
2. Residents expressed dislike of flashing beacons because the flashing lights could shine in windows of nearby homes

3. Bicyclists complained that curb extensions are dangerous because they force bicyclists into traffic lanes at intersections
4. Driver feedback signs are seen as ineffective
5. Raised intersections were mentioned in several responses as an improvement, but one that residents are uncertain as to how they would be used

The remaining 238 open-ended survey responses were reviewed and divided into six categories of improvement:

1. Additional stop signs (35 responses)
2. Roundabouts (13 responses)
3. Street closures (16 responses)
4. Crosswalk improvements (13 responses)
5. More police enforcement (58 responses)
6. Speed cameras (19 responses)

From these initial categories the categories were further divided into 'new traffic control' and 'more enforcement' groups. Within the 'new traffic control' group the categories of additional stop signs, roundabouts, and street closures were combined with 64 total respondents preferring new traffic control. New traffic control will not be suggested unless it is warranted by existing traffic conditions. Traffic control improvements are included within the traffic calming toolbox, but these are not to be used without proper justification which is why none were included within the survey. The 'more enforcement' group includes the categories of more police enforcement and speed cameras, which total 77 responses. More police enforcement or auto-ticketing speed cameras are at the discretion of the Village and beyond the scope of this study. The 13 people who suggested some form of crosswalk improvements focused mainly on roadway features to make crosswalks more visible and their suggestions were incorporated into the Traffic Control Toolbox.

## Conclusion

Ultimately, many Village residents appear to be open to traffic calming improvements. There seems to be a preference for improvements that would have low driver impact and road treatments with which residents are already familiar. This would explain why speed humps were picked 13% more than raised intersections, even though they are similar treatment types. Only 9% of respondents indicated that they would not want to see any new traffic calming measures implemented. This suggests that there is a demand for well-planned traffic calming measures, even if there is indecision on which measures would be most effective. A Village led information campaign to inform residents of the potential advantages of each improvement type, as well as, outlining how the Village will handle the concerns residents have with things like the flashing beacons or speed humps (such as restricting locations where improvements can be implemented). As the Village's road system continues to evolve with increased traffic volumes and multi-modal transportation options, residents will likely adapt and realize the benefits of introducing a wide range of traffic calming methods.



Scoring Matrix

DRAFT

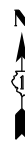
# Scoring Matrix



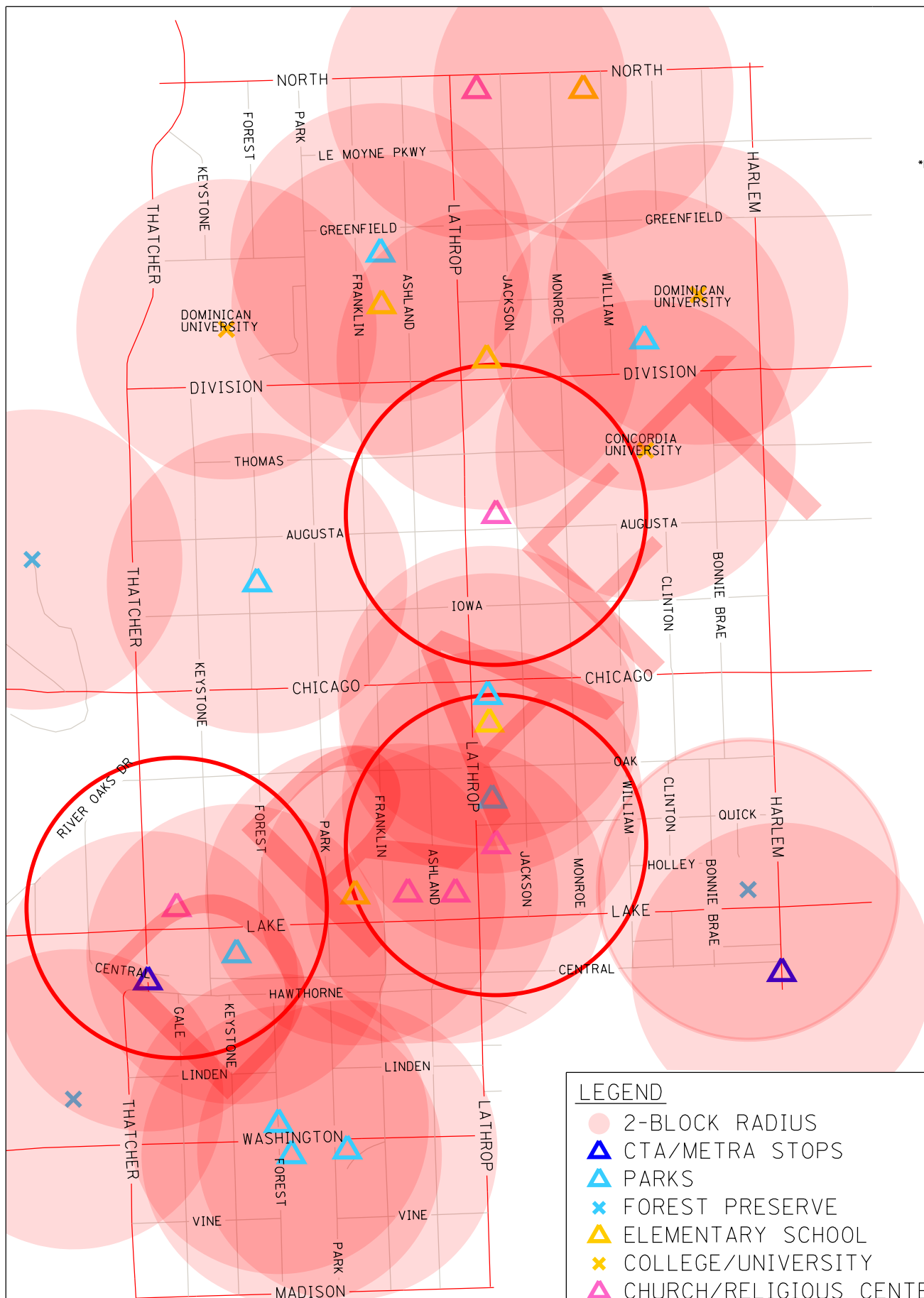
**RIVER FOREST**  
Proud Heritage • Bright Future

Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts.
		Score:
Vehicle Speed	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts.
		Score:
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts.
		Score:
Pedestrian Traffic Generators	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts.
		Score:
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts.
		Score:
Community Interest	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts.
		Score:
Intersection 1: _____		Total:
Segment: _____		
Intersection 2: _____		





\*NOT TO SCALE



### LEGEND

- 2-BLOCK RADIUS
- ▲ CTA/METRA STOPS
- ▲ PARKS
- × FOREST PRESERVE
- ▲ ELEMENTARY SCHOOL
- × COLLEGE/UNIVERSITY
- ▲ CHURCH/RELIGIOUS CENTER



Matrix of Improvements

DRAFT

## Improvement Matrix

Available Traffic Calming Measures	Primary Issue Addressed			Usage Notes
	Speed	Volume	Pedestrian Safety	
Level 1 - No Traffic Flow Changes (25-39 points)				
Targeted Speed Enforcement	X			
Speed Radar Trailer	X			
Speed Feedback Sign	X			
Centerline/Edgeline Markings	X			
Updated Signage (New/Larger/Refreshed)	X		X	
Speed Limit Signage	X			If not already existing
Flashing Signs	X		X	
Pavement Legend	X		X	
High Visibility Crosswalks			X	
Education/Community Outreach	X		X	
Level 2 - Some Traffic Flow Changes (40-59 points)				
Sign Turn Restrictions/Turn Movement Restrictions		X		
On-street Parking Strategies	X			
Parking Lane Markings	X			
Textured Pavement	X			
Rumble Strip	X			
Rapid Rectangular Flashing Beacon			X	Motion Activated - Less intrusive
Left-turn Improvements			X	
Level 3 - Significant Traffic Flow Changes (60-79 points)				
Curb Extensions	X		X	Intersections
Mid-Block Chokers	X		X	Segments
Center Island Narrowing/Pedestrian Refuge			X	
Stop Signage		X		If stop sign warrant is met
Traffic Circle	X	X		
Roundabout	X	X		
Realigned Intersection	X	X		
Speed Hump/Speed Cushion	X	X		Segments
Speed Table/Raised intersections	X	X		Intersections
Level 4 - Street Closures (80-100 points)				
Median & Partial Medians	X			
Median Barrier		X		Cut-through traffic
Forced Turn Island		X		Cut-through traffic
One-Way to Two-Way Street Conversion		X		
Two-Way to One-Way Street Conversion		X		

Cost Matrix

DRAFT



## Cost Matrix

Available Traffic Calming Measures	Approximate Cost			Notes on Implementation
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
Level 1 - No Traffic Flow Changes (25-40 points)				
Targeted Speed Enforcement	X	X		This can involve 1-2 officers posted at select locations with high rates of speeding. Generally this is best if there are certain time frames where speeding is occurring.
Speed Radar Trailer	X			A temporary movable option for the Village to discourage speeding. The village can use the speed data collected by the trailer to determine the effectiveness of the measure.
Speed Feedback Sign	X			A more permanent version of the speed trailer. If success is seen with the usage of the speed trailer along a route then this may be justified. Can be set up to give tickets automatically combining the effectiveness of targeted speed enforcement and a speed radar trailer.
Centerline/Edgeline Markings	X			Centerline and edgeline markings can be used to clearly delineate where a vehicle should be driving. They can be used alongside on-street parking to visually narrow the lane a driver has access to. This is effective in areas where drivers consistently use parking lanes as through lanes.
Updated Signage (New/Larger/Refreshed)	X			In areas with old faded signs a simple signing upgrade may be enough to get drivers attention who may not have seen the older signs.
Speed Limit Signage	X			Used in cases where speeding is an issue and no speed limit sign is existing.
Flashing Signs	X			An improvement for locations with existing signs that are being ignored. Motion activated to cause as little disturbance for residents as possible.
Pavement Legend	X			Should be used sparingly to help combat inattentional blindness. Best used in locations where off-street signage is already present and being ignored. Using consistently at locations like schools will create a consistent roadway and make It clear to drivers to be cautious in those areas.
High Visibility Crosswalks	X			Any location with pedestrian accidents or high volumes of pedestrian crossings is a good candidate. Can be used with mid-block crossing to make it more visible to drivers not expecting to see a crosswalk away from an intersection.
Educations Community Involvement	X	X		Community education programs will passively improve the roadway by teaching drivers, bicyclists, and pedestrians how best to use the road together.

## Cost Matrix

Available Traffic Calming Measures	Approximate Cost			Notes on Implementation
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
Level 2 - Some Traffic Flow Changes (41-60 points)				
Sign Turn Restrictions/Turn Movement Restrictions	X			Restricting who can turn onto or off of routes is an effective way of reducing traffic volumes. Whenever this improvement is implemented the Village should consider whether nearby roadways can handle the increase traffic volumes on neighboring roads. Restricting turns can be used strategically to funnel drivers away from pedestrian areas and towards larger roads capable of handling increased volumes.
On-street Parking Strategies	X	X		Adding parking along a residential route can create a visually narrower lane which forces drivers to slow down. One concern is that if parking is added along a route without any demand for street parking the lane may be left open for drivers to use it as a second through lane or use the road as if it was one wide lane.
Parking Lane Markings	X			This can be implemented along street parking to delineate the parking zone from the through lane. On routes with unused street parking this may be effective.
Textured Pavement	X	X		Textured pavement indicates to drivers to pay more attention to the roadway. Best used with pavement legends or near crosswalks. Helps combat inattentional blindness in drivers.
Rumble Strip	X			Used along rural routes as a physical indication a driver is leaving the travel lane.
Rapid Rectangular Flashing Beacon	X			Rapid flashing beacons activated by a push button to help pedestrians cross. This is best used at busy roadways with high rates of pedestrian crossings. Also applicable in locations with pedestrian related accidents or locations with mid-block crossings.
Left-turn Improvements	X	X		A newer traffic calming technique being used in Chicago at signalized intersections with high rates of left turners and pedestrians. Forces drivers to take a wider left turn giving all parties at the intersection more time to react to the turn.

## Cost Matrix

Available Traffic Calming Measures	Approximate Cost			Notes on Implementation
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
Level 3 - Significant Traffic Flow Changes (61-80 points)				
Curb Extensions		X	X	Best used at locations with on-street parking where pedestrians have difficulty being seen at intersections. This improvement prevents cars from using the parking lane as a through lane.
Mid-Block Chokers		X	X	Similar to curb extensions, but used mid-block. Best for mid-block crossings to get pedestrians within drivers line of sight.
Center Island Narrowing/Pedestrian Refuge		X	X	Best suited to larger roads with high volumes. Gives pedestrians the opportunity to cross in two stages and puts a physical hazard near drivers through lanes causing slowdown.
Stop/Yield Signage	X			Should only be used when justified by a stop sign warrant. Creates an additional stopping point along a corridor and may make the road less appealing to traffic coming from primary routes. Can also increase pedestrian safety by making a safe crossing point along a route without any other stop locations.
Traffic Circle		X	X	Can be added to locations to help reduce the number of angle or turning collisions. Forces drivers to slow down without any other traffic control device. Due to the obstruction drivers are forced to take a longer left turn route to negotiate the intersection giving oncoming traffic more time to react.
Roundabout			X	Can be used in a variety of locations. Generally best when applied to high volume stop control locations or signalized intersections. The improvement requires a larger footprint than a normal intersection to accommodate the circular movement of vehicles.
Realigned Intersection		X		Best used on T-intersections on residential roads. By placing an obstruction in the path of vehicles that would be continuing straight drivers are forced to slow down to evaluate the area around them.
Speed Hump/Speed Cushion	X			Used on low volume segments to regulate speed. Spacing should follow FHWA criteria. Should only be used along residential roads experiencing high volumes of through traffic not associated with residents along the road.
Speed Table/Raised intersections		X	X	Best used at intersections with high pedestrian volumes or mid-block crossings. The longer the flat portion of the speed table the gentler the effect on a vehicle will be.

## Cost Matrix

Available Traffic Calming Measures	Approximate Cost			Notes on Implementation
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
Level 4 - Street Closures (81-100 points)				
Median & Partial Medians		X	X	Can be used to narrow certain turn movements at intersections. Causes drivers to navigate the intersections at a slower rate. Best used in conjunction with pedestrian islands at locations with large numbers of pedestrian crossings.
Median Barrier		X	X	Used to prevent cars on the minor road from going straight through an intersection. Results in a forced right turn for the minor road and makes left turns from the major road. Used to prevent cut-through traffic.
Forced Turn Island		X		Physically blocks drivers from performing other turn movement (generally left turns). Should only be used in areas where drivers have disregarded signs. Can be more dangerous if the illegal turn movement is attempted.
One-Way to Two-Way Street Conversion		X	X	This can be implemented along wide one-way streets with speeding issues. Introducing a second direction of traffic and narrower lanes results in a speed reduction. The roadway may become more hazardous for pedestrians who are now looking for traffic in both directions.
Two-Way to One-Way Street Conversion		X	X	An extreme measure that creates a safer street for pedestrians reducing the number of directions cars can approach from, but drivers tend to drive faster on one-way streets. The potential to introduce new speed problems should be considered prior to conversion. Access for safety vehicles and convenient access for residents is another potential concern.



## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, September 20, 2023 – 6:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 20, 2023, at 6:30 P.M.

### ROLL CALL AND CALL TO ORDER

The meeting was called to order at 6:30 P.M. Present at this meeting were Chairman Rees, Commissioner Chase, (came in late) Commissioner Gillis, Commissioner Hoyt & Commissioner Karrow.

Chairman Rees indicates that representatives from Thomas Engineering are here tonight and will be giving a presentation on the Village Wide Traffic Study.

**MOTION** to adopt minutes from last meeting. Commissioner Hoyt seconds.

### VOTE TAKEN ON MINUTES

Chairman Rees – yes, Commissioner Gillis – yes. Motion passes.

Chairman Rees talks about agenda items tonight. A presentation by Thomas Engineering group for the work done regarding the Village Wide Traffic Study and talk about issues on Clinton and Bonnie Brae. This portion was excluded from this report as KLOA previously done a comprehensive study of that northeast quadrant. We will talk about the repercussions of that. We will see where to go from there in respect to Clinton and Bonnie Brae.

Jim, Senior Project Manager from Thomas Engineering, summarizes Traffic Study (see attached summary at the end of the minutes).

Chairman Rees indicates that the Study is listed on our website and labeled Draft. He asks Director Loster if it will remain a Draft or changed from Draft status?

Director Loster indicates that it will be changed but wanted to get it out to The Public for consumption as quickly as possible. There are some items that Staff has not edited yet due to text answers that will be buttoned up and posted on the website.

Chairman Rees asks Jim, Senior Project Manager from Thomas Engineering, if he can comment on the method that TEG used to do the counts, collect the speed data and what type of methodology they used to collect data.

Jim, with Thomas Engineering indicates that they used Miovision video traffic counting software with mounted pole cameras. Data is then annualized by a computer. This only captures volumes. Speed data is acquired utilizing high star pavement counters collection.



Chairman Rees asks Jim if data is obscure as motorists may not know then are being monitored?

Jim, with Thomas Engineering, responds yes as any data collection they do is obscure especially when it comes to the speed collection without influencing the speed of the driver.

Chairman Rees had a couple of questions related to the recommendations. Is there an opinion or philosophy due to the step approach? How do we contemplate considering implementing the recommendations as we would like to act on them promptly to give people notice for the affected area.

Director Loster indicates that part of the goal tonight was to get the general findings of this Study out there for consumption and consideration. Anything that The Commission would be considering pursuing when it becomes sites specific, is something that we would ask The Commission to discuss as a group and make known it is your intention to discuss the bump-outs at Lake and Park. We would notify accordingly for a future meeting so a more concise conversation can take place regarding that specific location. This is more of a broader picture to get it all out there and start to gather some feedback.

Chairman Rees asks if Jim or Director Loster can you identify some of these areas that we should prioritize if we were to decide to take a piece at a time. Do you think there are areas that we, as a Commission, should consider prioritizing above others?

Director Loster indicated that again that was part of the goal tonight to see from the Public to see what so we as a Commission to see where we would like to focus the conversation for future meetings. But at this point, nothing has been identified specifically as a priority.

Chairman Rees to ask a couple more questions and then turn it over to see if other Commissioners have questions. I noted at the beginning the northeast quadrant was excluded from this. On these 2 pages that I printed out are the prior KLOA Study. Jim, as part of your work, did you look at the KLOA Study?

Jim, with Thomas Engineering, indicated that they read through it but didn't focus on any excluded areas. We were somewhat aware of what was going on there regarding the changes of the right in right out and cul-de-sac locations.

Chairman Rees states that one reason that I am asking about that is KLOA collected similar data. I don't know if they collected data in the same manner. You mentioned that they may have used different manners to collect some of the data. We do have from KLOA speed data, crash data and volume data on the streets that are at issue. For example, Bonnie Brae, Clinton, William and Monroe. I looked at their data and plugged it into your point matrix. Do you have an opinion, or do you know if that would be a valid methodology for us going forward as we have KLOA data? This was data collected in March of 2022, included in a report prepared in June 2022 and which was discussed in a meeting of September of 2022. Using your point methodology, it looks like we can take data from the KLOA Study and assign points using your methodology to determine that on the KLOA Study see that speed was not seen as an issue with respect to Bonnie Brae. Under your study, that would be 0 to 5 points if the speed was within the appropriate range. They measured volume at 900 cars based on their period of collection and you guys put a certain

number of points based on that volume of 900 that would be 5 points. There is crash data that they collected. None of the intersections they looked had more than 3 crashes in a period and that would also get points under your methodology and doing that we would be able to identify that based on the KLOA data that Bonnie Brae, for example, or Clinton Place would qualify as either Level 1 or Level 2. Do we take your point methodology, we collect the data, we apply the data, measure and assign the points and based on points it identifies if that particular area of study qualifies for Level 1, Level 2, Level 3, Level 4 type interventions?

Jim, with Thomas Engineering, indicates yes. This is not the purpose here but is something that The Village can continue using in the future once it is an accepted document it can be used by applying previous collected data from the KLOA Study or the next project that comes up next year that is collected and see where it falls. Each location is treated and scored by the same system. The higher the score, the more improvement it would be like closing off a road or whatever.

Director Loster indicates that the only clarifier I would add is this is part of the Traffic Calming Toolbox which is part of the Village Wide Study. The goal is to have that completed. This is a split off appendix this group can apply to any situation. Don't just think of it as the context of the Study is to be used for years in the future.

Commissioner Hoyt asks if this is TEG proprietary methodology or is it broader than that?

Jim, with Thomas Engineering, no, you can look around at other communities as there are a lot of similar things with the exact counter measure. We try to tailor the ones we listed as to the ones that were acceptable within The Village Wide Survey. We think this is the best option but there are other options that can effectively do the same thing. We did not develop this one specifically but is very similar.

Commissioner Hoyt asks if related to that, are we formally adopting us to approve this methodology to help us or The Village improving it in a way that we can use it or do we need to have an opinion on whether we should do that?

Matt Walsh, Village Administrator, indicates that yes, the intent for that would be formally adopted as it adds legitimacy to the process moving forward to help out The Commission and The Village Board to treating any petitions or requests or anything else that comes forward and direct it to that process. That is not the intent tonight as this is coming in as a huge document that Chairman Rees pointed out, but that is the goal.

Chairman Rees asks I don't know if this was a focus of your presentation, but you also have in here a cost matrix which is helpful as you identify at each level, Level 1, Level 2, Level 3, the different kinds of interventions or actions that might be taken. Then you have notes on implementation, not only what the cost is but what the desired outcome is as some things are better for speed. Can you comment on what you call the cost matrix, how to use that?

Jim, with Thomas Engineering, indicates commenting back to your earlier questions about starting a smaller improvement and stepping in, that is how we would do it or how we would recommend. You are at a high- level score. That is something that is more involved and is needed but is ok to go there. The intent of the cost matrix is to help guide this. We think these are

a couple options that we are considering where options A, B & C are going to give us a similar benefits. If A is half the cost and easier to implement and meets the needs of what we are trying to do, and this one is easier for speed, and that is what we are trying to address, that would be the appropriate amount of measure to start with.

Chairman Rees asks if you can comment on the use of speed humps or bumps verses the speed tables that people may or may not understand where one verses the other might be appropriate?

Jim, with Thomas Engineering, indicates that generally they are all the same and get bigger as you go. A speed bump is going to be a couple of inches raised off the pavement and guessing a foot or so wide. Whereas the speed hump is maybe 3 or 4 feet wide. A speed table gets even wider than that and at a raised intersection is essentially a speed table across the entire intersection.

Chairman Rees asks if a speed table could be in the intersection or it can be in the middle of the block?

Jim, with Thomas Engineering, indicates correct.

Commissioner Hoyt indicates that the pictures of the table were only in the intersection. When I think of table I think not in the intersection. Am I understanding it right?

Jim, with Thomas Engineering, sometimes you will see it at crosswalk or at a big cross walking where you will have that raised intersection, the difference between a speed hump and speed table is if it is wide enough to be considered a table? One of the advantages of the speed table or as a raised intersection speed table over a bump or hump location is you can actually have more control of the design of the ramp flow on all the approach sides of that. You can make it a shell or angled slope on a road where you don't want to lower the speed too much. For example, for a residential minor street, you maybe don't mind that the traffic doesn't have to slow down to 15 mph even though it is a 25 mph speed limit area. If you are on Thatcher, you probably don't want to slow down traffic down to 15 but you do want to slow down the speed limit and that is where a speed table would be designed at the raised intersection. This way a driver can comfortably progress over that intersection at 25 mph.

Chairman Rees indicates that he has seen in some study's that the term vertical deflection verses horizontal deflection. Are those terms you use? Are vertical deflections are like speed humps, bumps table things that are vertical verses horizontal deflections you were talking about with respect to Thatcher and Washington which is narrowing the street horizontally. Is that part of the terms you use?

Jim, with Thomas Engineering, indicates there are options. The verticals are the ones you mentioned. In addition to the horizontal there are options where you can curve them out alternating where the curve out on one side of the road at one of the blocks and at the other so you almost create a weaving pattern for the traffic. You visually change the roadway for them.

Chairman Rees indicates within your levels, 1,2,3,4 do you have any that include closing off the street which is one of the things we have been talking about on Bonnie Brae and Clinton or partial or full closures like cul-de-sacs or barriers like that. Would those be considered Level 4 or

what level would you consider something like a cul-de-sac or a barrier to stopping traffic from entering the street?

Jim, with Thoms Engineering, considers those a Level 4 on the magnitude of impact that they are going to have due to traffic. Putting in a speed bump, you are affecting all the traffic but you are not changing traffic pattern. Putting a sign up is pretty small. Changing the control at an intersection those are mainly like Level 3 taken from an all way stop to a signalized intersection. If you are blocking a road off completely with cul-de-sac or converting to right in right out or you are eliminating different turn movements available, that would be at Level 4 impact.

Chairman Rees asks if any other Commissioners or Staff have questions for Jim?

Commissioner Karrow asks when you mention bike lanes on Thatcher and I also think you suggested something on Washington, are those protected bike lanes? There is no curb between the street and the bike lane.

Jim, with Thomas Engineering indicates that their initial recommendation was a two-foot striped buffer offset from the lanes so you are not directly up against the travel lane but not a physical barrier. That is an alternative option that can be expanded onto what we are recommending. It could be addressed if the project moves forward.

Commissioner Karrow indicates that the intent with that is to address speed not volume?

Jim, with Thomas Engineering indicates yes, the intent to that is to address speed. When you have these wide- open roadways where you have two lanes on Washington and then you have these parking lanes which have low utilization rates mostly under 50%. Some blocks 0% parking. It has the feel of a faster road. By narrowing lanes and closing lanes in on traffic, it has the traffic calming effect which has the intent of reducing driver's speed. Obviously, traffic volume does need to be considered in this is that you do not want to eliminate lanes.

Commissioner Gillis indicates on Washington, we were talking about that. I like the idea in Chicago where you have parking and bike traffic going both ways. In Chicago where you see that green stripe, I understand what you mean by thinning it out. It does seem to work. I like that a lot. I was actually surprised by some of these numbers on Washington at 38? That is a big number. On Thatcher 41. Again, I know they speed, but that is fast. Jeff, on Thatcher, there was something that came through about a preliminary recommendation about a bike where they were going to reconfigure on a state road park, from North Avenue to Chicago. If I remember right, the traffic, traffic and two bike lanes on the residential side.

Director Loster indicates the Des Plaines River Trail is mostly North Avenue way up north. Several communities are involved in that project. The County is moving the bike path along the river out of the flood plain so it is more usable. River Forest, a couple years ago, worked our way into the project as originally Forest Park and River Forest were not part of it. That idea was to continue it down to the Transit Center in Forest Park. So yes, that is something that The Village is still involved with and still a project that is in the works. The consultant that is running that project last year secured funding to complete Phase 1 Engineering for River Forest portion of that path and later on this year The Village will need to make a local match payment to continue that going which is already budgeted. The general idea would be to put consensual plans together

for a two -lane bike path on the west side of the pavement so on the Forest Preserve side, but that would eat up one of the southbound lanes thus reducing it down to one lane. That is something that is running down a parallel track and continues to do so.

Commissioner Gillis asks if we can do that on a temporary basis if they recommend a bike lane in that area?

Director Loster indicates that would change things especially on a highly utilized road like that. It is also still under IDOT Jurisdiction so permitting for any of this is tricky or at least a lengthier process. Trying to do that twice over might not be prudent but if that is something that The Village were interested in striking something in the meantime but doing it on a more permanent basis down the line would be something The Village would seek permits from IDOT for.

Commissioner Gillis asks Jeff with some of these options regarding the Toolbox, is there a way that we could get some sort of cost associated with these rough numbers? If you are putting in a bump out or curve extension, there is in some cases, heavy engineering for the future. I know Chicago does less expensive bump outs where they keep that gap between the original curve as a new bump out so they don't have to reengineer the water flow or everything. Correct? The speed cameras that we love with the flashing lights at 15 to 20 grand a pop, we can't throw those up everywhere. Just being realistic about costs.

Director Loster indicates that the radar things are not quite that expensive so to put that out there. The cost matrix does run 0 to 6, 6 to 15, kind of provide the high medium low- cost thing. A lot of that stuff is going to be site specific if you are talking about physical infrastructure at a particular location. If The Commission is considering bump outs at Washington and Ashland, this is completely hypothetical. If that is information that The Commission would like a little more kind of honed on as far as the cost of that, that is something Staff could put together for rough costs on a case -by -case basis.

Chairman Rees asks if there any more questions.

Commissioner Hoyt asks if the cul-de-sac, or the dead end that we're considering, is not even on here as one of the options? Is there a reason why?

Jim, with Thomas Engineering indicates that I do not think that it was intentionally excluded as not to be considered. This document was recently provided to Village Staff so we have not had a full time chance vet it, we can definitely incorporate additional improvements into the Toolbox or eliminate some that aren't desired.

Commissioner Hoyt asks when we adopt the Toolbox is to make sure it included everything we would you would ever consider.

Chairman Rees indicates if The Village is looking for some kind of motion, I propose the motion that we approve the use of the Thomas Engineering Group scoring matrix and the up and coming Toolbox as tools to use along with Commissioner Hoyt's former suggestion when tis draft is finalized to ask TEG to include the use of either cul-de-sac or barriers to be placed at the appropriate level where you think you would recommend placing that. It sounds like it was a



Level 4 type intervention if that is your recommendation that you put it in the final. That's my motion.

Commissioner Hoyt seconds the motion.

Chairman Rees asks if there is there any discussion before we vote on that motion?

Commissioner Karrow asks if you can restate the motion that we are adopting?

Chairman Rees indicates that it is a pretty modest motion that I am proposing that we adopt use of the Scoring Matrix and Calming Toolbox as articulated in this draft plan and to ask when Thomas Engineering Group finalizes this that they include the discussion to add to the level the cul-de-sac or barriers at the appropriate level they see fit. Any discussion on that motion? I think we can vote on that.

### **VOTE TAKEN**

Chairman Rees – yes, Commissioner Gillis – yes, Commissioner Hoyt – yes, Commissioner Karrow – yes. Motion passes.

Chairman Rees thanks Jim and Kyle with Thomas Engineering for their great work and excuses them from the meeting.

Chairman Rees states that we will not open up public questions to TEG with regards to the Village Wide Traffic Study. The public comments will be to address Clinton and Bonnie Brae.

Chairman Rees talks about another agenda item which is a broadly worded statement discussion about Clinton and North Avenue, Bonnie Brae and North Avenue regarding cul-de-sacs, the temporary barriers that exist. I missed the last meeting but is my understanding that this Commission recommended after discussion was some of it heated. The removal of the barrier at Clinton Place that went to The Village Board and they rejected that recommendation in large part that they wanted to make sure that the recommendation was considered in conjunction with Bonnie Brae. This was put back on the agenda for that reason. What is difficult, for better or worse, no use debating it, the section that The Village addresses this corner of Bonnie Brae and Clinton is excluded from this particular study. We do have the KLOA study which I do not know if it is still available on the website. We do have data from KLOA which was collected last March. Just to recap, there were several neighbors that expressed concern about pass through traffic that KLOA study included the volumes on Bonnie Brae, Clinton Place, William and Monroe, were within the respected volumes of approximately 900 cars. The speeds on Bonnie Brae and Clinton were also in the expected ranges and there was evidence of access speeding particularly on William and Monroe. The accidents at the intersections in that area were studied. If you accept that data, that put the streets at Bonnie Brae and Clinton at Level 1 may be hard to get to Level 2.

This is available and you should be aware that either this Commission or The Village Board adopt a recommendation that goes beyond what is recommended within these guidelines. The reason for having The Village spend more money and collect this information is to see if we can try to be more uninformed and try to have a more evidence-based approach to what we are recommending. I think it is fair to say that this is a divisive issue where we have people in the

community that lived there that have stronger opinions both ways, both for and against keeping the barriers in place. KLOA, at the time, did recognize that cut-through traffic was an issue during their counts as there was a greater number of southbound cars that were turning left on Greenfield and Le Moyne. Even with that cut-through traffic, they were within the expected volumes which have been generally seen in The Village. I would like to get a count as to how many people are here from Bonnie Brae –How many people out of that 9 would like to support keeping the barrier at Bonnie Brae? (There was a show of hands - 8)

How many people are here from Clinton? There was 11. How many of you support keeping the barrier at Clinton? (There was a show of hands)

From the support of numbers, people on Bonnie Brae are generally happy with the barrier and the people on Clinton are generally unhappy with the barriers.

Discussion breaks out regarding barriers on certain blocks of Clinton.

Chairman Reese states that I think to me, the room is going to remain divided. We can take these things one at a time to decide if we are going to doing anything on this tonight. Are there people here who want to address something with respect to Bonnie Brae and Clinton? The topic on the agenda is the cul-de-sacs and barriers. I would like to keep the agenda limited to that topic.

When you go back to the KLOA Study, there were other methods that were recommended along the lines of what we just heard here tonight with respect to an incremental approach that were not used. For example, adding parking on the west side on both of those streets to reduce, to basically constrict the width of the street and add two-hour parking on the west sides of Clinton and Bonnie Brae, at least on that first block between North Avenue and Le Moyne. That would have the effect of slowing down cut-through traffic. Is it already done on the west side now? By adding parking, this is one of those things in the Toolbox that is at Level 2 for street parking by impeding traffic through that kind of a method. It is one of the things in the Toolbox that can be used as an incremental approach. We would like to move on from this topic and come up with a recommendation that The Village can decide what it wants to do.

Why don't I stop here and ask if any of the Commissioners have any questions on this issue.

Commissioner Hoyt refers to the KLOA Study that was done in March of 2022.

Chairman Rees states that the data was collected then.

Commissioner Hoyt restates that the KLOA Study was collected in March of 2022 and that changes were made to the area on Harlem since that data was collected. Should we consider using that data and apply it to the Toolbox or would we be better advised to redo the numbers as I don't want to delay this further?

Commissioner Karrow indicates that he thinks that the changes we have would reduce the traffic, counts and speeds if anything. We can still use the numbers, even if they were wrong in the direction that we were too conservative to over- estimate the traffic there. That would be my thoughts.

Chairman Rees indicates that one of his observations is that if we accept the KLOA data I think that Bonnie Brae and Clinton would be Level 1. I think that William was identified by KLOA which happens to be increased in speed and there would be some things that could be considered with respect to speed present on William and Monroe. At least it is my view that if these barriers

fall into the category of being sort of extraordinary measures that may be determined to be in the best interest of The Village, even if they don't meet the criteria under the Study. The challenge I have is whether this is something this Commission would want to weigh in or make a recommendation or let The Village Board make that decision. My question to The Commission is that are we prepared tonight to recommend any changes with respect to Bonnie Brae and Clinton Place with respect to the cul-de-sacs or the barriers. Or do we think there needs to be additional information which needs to be collected?

Commissioner Gillis indicates I think that what you had mentioned earlier to take a look at the data that we do have and agree that it is probably Level 1. I think overwhelmingly most people on Bonnie Brae appreciate that barrier there. We have not heard from either business for the last eight months. I think in this case that is fine to keep that barrier there. With the Clinton one, I think you are right we could remove that as we recommended. Let's look at some of the other options that we have in our new Toolbox. Likewise, need to go down into William Street which is another speeding problem and increased traffic. Let's go back and review our Toolbox to see what we can do there.

Chairman Rees asks if other Commissioners have any comments.

Commissioner Karrow indicates that he has one comment. If we leave the barriers, what are we leaving them for. Are we leaving them and anticipating making them permanent or what else are we going to do there? I think that the barriers are overkill for the problem, expensive to put up and more than we need. Do we leave the barriers up as a temporary measure until we find a permanent solution that is more scaled to the size of the problem, or do we take the barriers down now while we look for a scaled solution or implement a scaled solution?

Chairman Rees indicates regarding your question what is the problem that we are trying to solve? If we are only trying to solve cut-through traffic, regardless as we don't want any cut-through traffic, then obviously barriers work. If the problem is speed, this Thomas Engineering study shows there are different ways to address speed.

Commissioner Karrow indicates that I think most of the comments and letters have mentioned volume but all of them have mentioned speed. Slow moving voluminous traffic would be better than any real fast traffic.

Chairman Rees points out that with respect to the volume at 900 which was the volume measured by KLOA, that puts it in the lower threshold volume.

So, when they measure using their scoring matrix, if it is under 750 it is 0 points on their scale. If the volume is 751 to 1,350, it is 5 points. If it is over 1,351 it is 10 points. Over 1,951 it is 15 points. Even at 900 points, if you say that it was undercounting by over 100, 200 or even 300, it would still only be at the 5- point threshold. With limited crash history, limited speeding, with volume being around 900 cars, then there are other areas on this matrix that would generate points. We would be looking at whether there is a school, park, library, church, station or other things like that in the area, there is high community interest somewhat divided even you say it is supported by a petition that would get another 10 points. Bottom line is that I do not think that we are going to get to another result where it can be above 1. People have commented that in the

northwest corner in the suburb for 30-40 years, whatever, we have streets that are closed and people seem to like that and they have adjusted. This was done before any of our time, but we can assume that people like it and adjusted. At the end of the day, we make a recommendation and this is a hard one. Our decision needs to be made and everyone is not going to be happy with it. I am troubled because my opinion is that we have jumped the gun. We installed barriers, in my opinion, on a temporary basis. Installed them trying to do something that we think was for the best. Should we keep trying some other things to prevent like add parking or if speed is an issue or do we go back and do another set of counts using some of the tools that Thomas Engineering done. In my opinion, this is going to get us in the same place that we are tonight.

Commissioner Karrow indicates that speed is an issue. I do not love the KLOA measurement technique. I also think if you look at the responses from the survey here that 75% of the respondents said that speed is an issue in general on any street that they were asked about and I do not think that barricades are the right solution.

Chairman Rees indicates right and in respect to speed, KLOA did recommend some of the things that happen to be in this Thomas Engineering for Level 1. For example, signage and other things about flashing signs and other measures that can be used to try and address speed before you get to more radical things that are vertical that don't need to be justified. There were some things that were recommended and they were not done. Part of my concern is that we jumped to the barriers without adding on street parking on those two blocks.

Discussion breaks out regarding street parking.

Chairman Rees indicates that what I am telling you is there are other methods that can be used and recommended that we didn't use. If you are going to push me, then I am going to suggest that we remove the barriers and that we go back to putting in incremental changes that would include signage and on street parking on the west side of the street to reduce speeding down the street. The question that I am struggling with is that I am trying to be respectful to everybody and everybody's views here. At the end of the day, what we are trying to figure out is what is the most appropriate way to go forward with all the information that we collected and with all the different viewpoints we collected. At least, the direction from The Village Board, I'm not saying it doesn't have to be the same, but the conclusion is that we keep Bonnie Brae and alter Clinton. There are effects on doing that and one of the effects identified by KLOA and by Thomas Engineering is that of course, when you restrict one you have potential knock on effects to another and we have to accept that reality. The issue is if we are going to have public comment, I want it to be respectful and limited. We will limit public- comment no more than a minute each and I would like people to say if you are in support of keeping the barrier to say that and limit your comment. At this point, I am going to open it up for public comment.

## **PUBLIC COMMENT**

Dan Wasiolek, 1400 Bonnie Brae Place – Supports barriers. Northeast side needs it more than northwest corner due to many driveways, Fenwick practice fields, and popular school route.

Pat Berg, 1415 Clinton Place – For getting rid of the barricades. Also is representing Dr. Nucifora who is in Italy she is for removing the barricades.

Sari Enschede, 1518 Bonnie Brae Place – Supports barriers. Make a huge difference for kids and walking the dog. Does not think parking will slow down traffic.

Mary Stamatakos, 1507 Clinton Place – Support barriers. Would stop sign back as it is unsafe due to speeding. Parking on both sides of the street will cause more problems.

Marta Kozbur, 1235 Monroe Avenue – Against barriers. Traffic has increased 300% and safety is a concern as cars race down Monroe.

Georgia Politis, 1224 Ashland Avenue – Against barriers. Her husband Dr. Politis has a Dental practice on North Avenue. Destroyed ability to access dental practices.

Cathy O'Rourke, 1511 Bonnie Brae Place – Support barriers.

Betsy O'Rourke, 1511 Bonnie Brae Place – Supports barriers. Cars speed down their street during rush hour and is very dangerous.

Constatine Politis, 7327 North Avenue – Against barriers. Thank you for putting up stop signs back up at corner Clinton and Le Moyne and at alley ways. Wants the barricade at Clinton to be removed.

Tanju Sofu, 1407 Clinton Place – Against barriers. Does traffic modeling for his job, barriers are always the last resort there is a very strong public safety argument against them and there are other calming measure to that would address concern our neighbors of other streets.

Karen Neal, 1407 Clinton Place – Against barriers.

Jess Hwang, 1526 Clinton Place – Supports barriers.

Kate Byrne, 1411 Clinton Place – Against barriers. They are extreme.

Rene Hermes, 1446 Bonnie Brae Place – Supports barriers. Would like more data from study.

Greg Abcarian, 1226 William Street – Against barriers. Would like them all removed.

Kelly Abcarian, 1226 William Street – Against barriers. Would like the meeting minutes to be accurate. Would like the script the engineer read posted. Would like to know when you use barriers in a Level 4. Data should tell you how to make decisions.

Jill McMahon, 7329 W. North Avenue – Against barriers.

Darshana Novick, 7351 W. North Avenue – Against barriers.

Dennis McMurray, 1429 Jackson Avenue – Against all barriers. All you are doing is shifting traffic. No proof for cut-through traffic.



Forrest Stampley, 1534 Bonnie Brae Place – Against barriers. I am located by an alley in which all traffic from Bonnie Brae has shifted to go down the alley which is dangerous.

Christopher Cook, 1510 Bonnie Brae Place – Supports keeping barriers on Bonnie Brae and on Clinton. Has seen dramatic difference for public safety as well.

Rob Armalas, Le Moyne and Bonnie Brae – Supports barriers. Wants the commission to expanding protection all the way down the North Avenue corridor.

Colin Hanes, 1506 Clinton Place – Supports barriers. Especially for keeping cars entering from North Avenue.

Chairman Rees thanks everybody and makes a motion to remove both barriers, to enlist Thomas Engineering Group to collect additional data for the streets that were excluded from their report and allow us to consider other incremental approaches to address the issue. Whether it be cut-through traffic or speed in that area. That is my motion. I will ask if there is a second.

Commissioner Karrow seconds the motion.

Chairman Rees asks if there is any discussion?

Commissioner Hoyt asks if we are recommending remove the barriers for the purpose of gathering data?

Chairman Rees indicates that his motion suggests, I don't know at this meeting or at another meeting, that there were questions raised about the methodology used by KLOA by some Commissioners and by the public. Data was collected in March of 2022, which is not that old, but it was collected during the pandemic and with other methods that I think are not the same methods used by Thomas Engineering Group. There are some residents who question the methods. I think through the passage of time, we don't need to spend any more money on this project, but I think with the strong feelings and the meanings for us to have accurate data it is my suggestion to return to this to the status quo without the barriers, collect data without the barriers and then based on that data, we can assess using the Toolbox. We can then address speeding on William and Monroe and maybe these other streets. It will be interesting to see what the volume setting is at the 900 level and see if the volume is different.

My recommendation is to remove the barriers, collect new data without the barriers and then determine what appropriate actions to take based on that additional data that is collected.

Commissioner Hoyt would like to be sure that we are in agreement that something needs to be done. By removing the barriers, can sound like just remove them and move on. That is not what I want to recommend. I think for certain we need to know that this is a speed issue. If it is a speed issue, or volume issue, then Level 1 and Level 2 according to the new Toolbox our the methodologies we should be trying first. But to say that we are going to remove them and not have the study done for 18 months, that I am less comfortable with unless we are all - or we should have a discussion based on that. Is this something that is short term or long term?

Director Loster indicates that I don't think that it is that long term. Obviously, we don't know what Thoms Engineering schedule is but within a couple few months I would imagine the general timeframe they would operate on would not be 18 months.

Chairman Rees indicates that he would defer to them to what extent to use the KLOA data that it is at a point because that data is there but I am interested to know if they accept the data then maybe there is a way they could.

Commissioner Hoyt indicates that maybe there is another option to remove the barriers and do X at the same time so we don't have a period of months or a year having nothing. But if the data can be done quickly, then we believe that the data gathered by the Engineering Group is going to be more accurate for using the tool kit. My personal opinion would be to remove them and get data quickly.

Chairman Rees indicates that it sounds like what we heard tonight and the comments there would be some opposition at least to keep the one KLOA recommendation as it is consistent which is to add on street parking. I know this is a strategy under Level 2 under the Thomas Engineering Group, but we also heard objections to that. Consistent with KLOA are things like signage, flashing signs and it seems to me that it would be inconsistent to at least add some of those measures if the idea is to collect data primarily for volume and to also assess speed and then determine based on that additional collection whether additional actions need to be taken. At least that is where I am leaning towards.

Commissioner Chase indicates to Chairman Rees that we received a lot of emailed letters from the residents who could not be here this evening. Every email that was received is for keeping the barriers.

Chairman Rees indicates that he told John Osga that I would report that he couldn't be here tonight and not in a place where he does not have access to the internet. He did say that he is in favor of keeping the barriers. Considering speed mitigation on William if I am accurately recording this. Dave or Rick do you have any comments on the motion?

Commissioner Karrow agrees about the idea of removing the barriers and collecting new data so we can compare apples to apples. I do feel that whatever decision that we make, if we are going to be making it with data, we should be making it with the best data we can find. I think that is a couple of bumps that's agreeable.

Commissioner Gilles indicates that if we remove the barriers and you talk about some of the signage, I think the KLOA signage there were issues with that and would affect businesses that there is no right turn on those streets, etc. I think if we leave everything the way it was and remove the barriers and do new counts, it would be very interesting to see what happens. Likewise with William, William is going to go down. We know that and Clinton is going to go back up and Bonnie Brae will probably go back up as far as traffic. That is what we need to find out.

Chairman Rees indicates so that the suggestions that KLOA made with respect to signage, and again I do not know if it would affect the counts or that we care, but one was installing yellow bordered speed limit signs on southbound to get more visibility to the signs and also to utilize

portable or permanent speed awareness to systems that are on some street. Obviously if you put those in, especially the portable one, might potentially affect numbers that you are trying to get an accurate count on speed. You might not want to do that yet to try and get an accurate sense of what the speed is. Those are two of the suggestions that they made. Rick is right, they weren't recommending it but I think what in part led to the barriers, they did recognize that one option would to install no right turn signs on North Avenue between the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. That is another alternative that would be short of barriers - I think there was a concern as those types of signs are honored in the breach, but that remains an option to try and add limited signs to North Avenue and try to add enforcement on that issue. So those are some of the recommendations that are in the KLOA Study and they recognized in noting that at least we would need to consider the potential knock on effects there is potential diversion to Monroe and William and other streets. Any other comments or suggestions by The Commission? I agree Commissioner Hoyt that the goal here is to do something and make sure we are addressing the right problem. If the problem is volume - I know one individual I think it is was Dennis. The evidence that I saw with cut-through traffic besides what people observed and said they seen is that the counts then by KLOA did show a substantially higher number of southbound traffic cars were then turning left on Le Moyne or on Greenfield which suggests that is evidence of cut-through traffic. The question is, is the amount of volume within a level that should be tolerated or is the issue then speed and is there a different way that speed and is there a better way to address speed. We are trying to figure out if this volume issue is a speed issue or both and what is the best way to address that problem.

Commissioner Chase apologizes for being late and indicates that she encountered numerous speed bumps on her way here and two roundabouts. I slowed down for absolutely every one of them. The first one I didn't see. The sign was hidden behind a tree so I couldn't see it. The speedbumps got higher. I do not know if that's normal. Normally they are kind of a little bit flattened where you need to slow down but were humps and two roundabouts where you had to slow down. My street had a stop sign and the other side of the cross traffic did not have a stop sign so I had to actually stop and make sure nobody was coming. They work.

Chairman Rees indicates that obviously those are the Toolbox and are the mitigations to be considered as appropriate. I know that folks have there hands up I am really kind of loathed to reopening to the public comment. I just don't want to open it up to everybody.

Chairman Rees makes a comment indicating that suggestion of that section was excluded because the Village paid money and had KLOA did the detailed study that they did. At least the recommendation that is in the motion is that we remove the barriers for now, collect new data and then come back and based on that data address the issue. I don't want to reopen this up.

Chairman Rees indicates that he understands the point. This is not nothing that discussed today that will affect the diverted turning traffic on Harlem from Le Moyne and Greenfield.

Chairman Rees indicates that they will certainly defer to the engineers that The Village is to determine if our proposal is even adopted. First of all we haven't voted to accept it here at The Commission level and what we would recommend is non-binding and will be up to The Village Board to decide whether they are going to accept what we recommend. Any other comments from The Commissioners?

Chairman Rees indicates that it was not a question I don't think. It was a comment if I am accurately stating it in asking that we use care in sequencing if that decision is made to remove the barrier and collect more data, that is done in a smart way and a limited way to limit any impact to the change. It can also suggest in the meantime if speed is seen as an issue to put in a speed bump that is not part of the recommendation because anything like that is going to depend on the data that is collected. I think that is close enough I hope. Any other comments from The Commissioners?

Commissioner Hoyt indicates that she realizes that we're – as I said before that I am worried about being taken down for too long. In my view we have two choices to either follow the recommendation or we can take down the barriers and at the same time put something else up if we are concerned about speed and safety. I don't know how long that would agree to your recommendation but timing is very important to me. Normally, we take down the barriers and do X or take them down and do nothing. As long as the count is going to be quick. Also, we can act quickly on results of those counts.

Chairman Rees indicates that he don't know if we can change the motion or maybe we could ask The Village to what you are suggesting is to keep the barriers in place and to remove them as needed when it is time to take the count and defer to Thomas Engineering as to how long they should be removed to get an accurate count. The goal is to get accurate data.

Commissioner Hoyt responds upon receiving the data we will have at least a Level 1 solution to ensure we don't wait 6 more months for a recommended solution.

#### **VOTE TAKEN ON THE MOTION**

Chairman Rees – yes, Commissioner Chase – no, Commissioner Gillis – yes, Commissioner Hoyt – yes, Commission Karrow – yes, the vote is 4-1.

Chairman Rees states the motion carries and will go to the Village Board. The Village Board may or may not approve the motion. The public is welcome to attend the Village Board Meeting to express their view. We are trying to move as quickly as we can. The Village Board may vote to keep the barriers in place and that is their prerogative. Chairman Rees would like to hear from the other Commissioners about TEG recommendation to the Village Wide Traffic Study.

Commissioner Rees states the commission has been hearing about Washington for a long time. That is something we need to look at.

Chairman Rees states we could put Washington on the next agenda and decide if there are other issues to discuss.

Commissioner Hoyt asks if it is the responsibility of the Commission to decide what is the most important or does the Village make recommendations.

Chairman Rees states it could be either. We have heard of the areas for a while. We could pick any the areas as it was brought up by the survey. The Village would probably want the commission to prioritize areas.

Village Administrator Matt Walsh states the Commission would prioritize areas with input from TEG.

Chairman Rees is recommending taking up Washington at the next meeting.

Commissioner Hoyt would abstain from the vote as she has not gone through the report in detail.

Chairman Rees states Village staff with TEG could prioritize the areas.

Commission Karrow indicates that at Division and Lathrop there is not as much to discuss as they made a recommendation.

The Commission states they would like to keep the meeting start time at 7:30 pm.

A motion was made and seconded to adjourn the meeting at 8:45 P.M. All Commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

\_\_\_\_\_  
Bill Koclanis, Secretary

\_\_\_\_\_  
Doug Rees, Chairman  
Traffic & Safety Commission

Date: \_\_\_\_\_



## Introduction

Good evening and thank you for allowing me the opportunity to present tonight. My name is Jim Yuratovac, and I hold the position of Senior Project Manager at Thomas Engineering Group. I am a licensed Professional Engineer, certified as a Professional Traffic Operations Engineer (PTOE) and Road Safety Professional (RSP). I'm here to share the findings of our Village-wide Traffic Study. This study is not just a collection of data; it's a roadmap that aims to guide us toward a safer and more efficient transportation environment for the community. Our goal is to provide actionable insights that will serve as a foundation for future planning and infrastructure improvements.

DRAFT

## Objectives and Methodology

The primary objective of this Study was to offer a comprehensive analysis of the current traffic conditions in the Village. Our overarching aim was to identify high-risk locations, assess the efficiency of existing traffic controls, and offer actionable recommendations for both immediate and long-term improvements.

All roadways in the Village were categorized into three distinct types: Arterial, Primary, and Local. Local streets are predominantly minor residential roads, whereas Primary streets are engineered to accommodate higher traffic volumes. Arterial routes are marked state routes with higher speeds. We did not review these locations in order to focus our effort on internal Village roads.

We performed traffic counts at 17 primary intersections, and supplemented those with counts at 6 additional intersections and multiple speed data collection locations.

By combining data-driven insights with practical solutions and community input, we aim to improve road safety, optimize traffic flow, and enhance the overall quality of life for Village residents.

## Resident Feedback and Community Engagement

Community engagement played a pivotal role in shaping the objectives and outcomes of our Study. Early in the project, we issued a Survey Monkey survey to gather resident feedback on various traffic and safety topics. The survey served multiple purposes: it helped us identify focus areas and provided valuable insights into residents' concerns.

The survey results revealed a strong community interest in specific traffic calming measures, speed control, and pedestrian safety. This feedback was instrumental in refining our recommendations for improvements. Additionally, the survey provided valuable insights into the community's acceptance of various countermeasures, ensuring that our proposed solutions are not only effective but also closely aligned with the needs and preferences of Village residents.

In summary, the resident feedback gathered through the survey has been a cornerstone in our study. It has enabled us to create a more community-centric approach, ensuring that our recommendations are both data-driven and aligned with the values and concerns of the community. This dual focus ensures that our study's outcomes are not just technically sound but also socially acceptable, thereby increasing the likelihood of successful implementation.

## Traffic Calming Toolbox

One of the standout components of our Village-wide Traffic Study is the development of a Traffic Calming Toolbox or TCT. This toolbox is a compilation of proven strategies and interventions designed to address a variety of traffic and safety concerns within the Village. It serves as a practical guide, offering solutions that range from simple signage adjustments to more complex engineering measures.

The toolbox was developed with a focus on flexibility and adaptability, allowing the Village to tailor solutions to specific issues or locations. Moreover, the TCT is not just a static document; it's designed to evolve. As the Village's needs evolve or new traffic management methods emerge, the toolbox can be adapted to incorporate these updated strategies. This ensures that the Village has a living, adaptable resource for addressing both current and future traffic and safety challenges.

The creation of this toolbox was guided by both data-driven insights from our comprehensive traffic and crash analyses, as well as community input gathered through our resident survey. By combining these elements, we've created a toolbox that is not only effective but also aligned with the needs and concerns of Village residents.

To utilize the TCT, a location is scored based on speeds, crash data, road characteristics and resident petitions. The toolbox provides four levels of improvements based upon the score. The more a countermeasure impacts the roadway the higher the level. For example, a level 1 improvement may be a sign installation, whereas a level 4 improvement might be a forced turn island.

The Traffic Calming Toolbox serves as a cornerstone for the Village's traffic management strategy, providing a robust set of tools for improving road safety, optimizing traffic flow, and enhancing the overall quality of life for residents.

## Capacity Analysis

Another major component of our effort was to develop a comprehensive traffic model for the Village. The model's strength lies in its ability to simulate how intersections interact with each other, providing a holistic view of the Village's traffic system.

The model allows us to assess both the Level of Service (LOS) and delay, thereby identifying bottlenecks and areas of concern. For example, the all-way stop (AWS) intersection at Lathrop Ave and Division St, exhibited a failing LOS of E during the AM peak hour and LOS of D during the PM peak hour. Our simulations showed that converting this AWS to a signalized intersection could improve the LOS to a B. On the positive side, most intersections in the Village were found to be operating smoothly, although some individual movements were failing, particularly at minor leg stop locations or those with high numbers of left turns.

One of the key advantages of a Village-wide model is the ability to foresee how changes at one intersection can impact the broader network. This enables the Village to implement more effective countermeasures and avoid unintended consequences, like pushing traffic toward routes already operating near capacity.

Our capacity analysis serves as a dynamic tool for both immediate interventions and long-term planning. It allows the Village to identify traffic issues proactively and offers a data-driven foundation for future traffic management and infrastructure improvements.



## Crash Analysis

Our crash analysis was conducted using 2016-2021 crash data from IDOT and encompassed every intersection and segment within the Village. Utilizing a proprietary in-house crash processing program, we categorized crashes based on various factors such as type, year, and injury severity.

To ensure a comprehensive understanding of the traffic safety landscape, we employed different peer groups in our analysis. For intersections, these included signalized, all-way stops, minor stop 3-leg, and minor stop 4-leg. For segments, we divided them into three categories: local, primary, and arterial, as previously mentioned. The peer groups allowed us to capture a representative cross-section of both intersection and segment types in the Village.

We then used a weighted scoring system, based on frequency and severity, to assign a score for every location. We identified 22 locations (or roughly the top 10%)—comprised of 9 segments and 13 intersections—for a more detailed analysis.

I won't go into all the crash details here, but many of the segments were found to be satisfactory and only 2 had recommended action. One is at Thatcher from Augusta to Division, which is covered separately and the other is at Division from Monroe to Bonnie Brae for which we are recommending a Speed Study.

4 of the intersections were also found to be satisfactory and 5 were on Thatcher or Washington which I will get to shortly. For Chicago & William we recommended a speed study. For the remaining 3 we are recommending a speed study in addition to: traffic count at Ashland & Lake to determine if a change in traffic control is appropriate. upgrading the crosswalk striping associated with the nearby school for Chicago & Jackson, and lastly for Lathrop & Division we are recommending the installation of a traffic signal.

## Two-Block Span Analysis

There are numerous uncontrolled two-block spans in the Village that have concerns related to speeding and cut-through traffic. We focused on Ashland Ave between Madison St and Washington Blvd due to its high crash rate and resident complaints about speeding. The study aims to determine if changes are needed to make these spans less appealing for speeders and cut-through traffic.

We collected speed and volume data over a 24-hour period on all four legs of the intersection of Ashland Ave and Vine St. Analyzing the traffic volumes, we found directional split between NB and SB to be fairly even. The volumes are well within the range of what a residential road is capable of handling and no cause of concern for potential cut-through traffic. The 85<sup>th</sup> percentile speed was 22mph for northbound and 25mph for southbound, which are at/below the speed limit. Digging in a little deeper, we found there to be several hours of the day with speeding in the southbound direction. In particular, the afternoon hours had a cluster of speeding with 85<sup>th</sup> percentile values around 30mph. The crash analysis found a relatively low number of crashes within the corridor related to Ashland Ave. The crashes were all isolated events with no patterns or recurring issues.

We recommend a stepped approach starting with Level 1 improvements, such as a Speed Feedback sign and targeted speed enforcement. These measures are anticipated to address the limited speeding in the corridor. We anticipate that these conditions apply to other two-block span locations.

## Washington Blvd

Washington Blvd, a major collector road in River Forest, has been a focal point for community concerns about speeding and underutilized parking. To address this, we conducted a focused study on the Washington corridor that included traffic volume and speed data collection, crash data analysis, and incorporated the resident survey. The road features one lane in each direction with on-street parking. There is a variety of traffic control including AWS, minor stop and signalized intersections. The surrounding area is primarily residential along with three nearby parks. Our study aims to identify an appropriate roadway cross-section, provide traffic calming measures, and improve safety and traffic flow.

We analyzed peak-hour traffic volumes at Thatcher Ave, Franklin Ave and Lathrop Ave. Washington Blvd is one of a limited number of bridges crossing the DesPlaines River and serves as an alternative to busier routes like North Ave and Madison Ave. Speed data showed that the 85th percentile speed was 38 mph, significantly above the 25 mph speed limit. This indicates a severe disparity between driver perception of the road and its intended design.

Our detailed crash analysis for the corridor found there were 101 crashes with Angle by far the most prominent type. Notably, Thatcher, Gale, Keystone, Ashland and Lathrop all had elevated crash rates. The crash analysis revealed varying patterns across different intersections. The frequency of angle crashes at AWS and signalized intersections raises significant concern regarding speeding and adherence to the traffic control. Overall, the analysis suggests a need for diverse safety measures, to address the unique challenges at each intersection.

We then incorporated the survey responses related to Washington. The majority of residents are open to eliminating some parking in order to provide traffic calming improvements. Speeding and disobeying stop signs were identified by most respondents as issues along the road.

Based on the analysis, we propose two new roadway cross-sections for Washington Blvd, with a transition point at Park Ave. The western cross section maintains parking along the north side of Washington Blvd, narrows the lanes to 11' in each direction, and

provides a 3' bike lane with 2' buffer on the north and south side of the street. The eastern cross section will keep the current lane configuration from Park Ave to Lathrop Ave, but lanes will be reduced to 11' widths with a 2-foot striped median and off-street multi-use paths. In addition, we recommend taking steps to mitigate speeding along this route by implementing some form of traffic calming. Our preference is to install raised intersections at Thatcher, Keystone, Franklin, and Lathrop. These physical obstacles force drivers to slow down and create more awareness at the intersection. Curb bump outs are also recommended at various intersections throughout the corridor and should be designed to not impact bike facilities.

## Thatcher Ave

Thatcher Ave is a three-lane perimeter road in the Village. There are two southbound lanes and one northbound lane with parking along the east side of the road. Based on survey responses and crash rates we selected the northern portion of Thatcher Ave, between Division St and Augusta St, for in depth study as a representative sample for the corridor.

Both termini intersections were counted as part of our initial data gathering process and speed data was collected as part of this focus. Our study revealed that the 85th percentile speed was 41 mph, significantly higher than the posted speed limit of 25 mph. This discrepancy is particularly alarming as it indicates that a majority of drivers are comfortable driving at speeds well above the limit, posing safety risks for other road users.

The study also highlighted that the speed issue are more pronounced in the southbound lanes, with the 85th percentile speed reaching up to 44 mph. This could be attributed to the road's imbalanced lane configuration and the absence of features that naturally calm traffic.

To address these issues, we recommend several countermeasures. These include reducing southbound traffic to one through-lane, installing a bike lane as per the 2019 Comprehensive Plan, and introducing periodic raised intersections through the corridor. These measures aim to change the road's character, thereby encouraging drivers to adhere to the speed limit. We also considered the addition of a southbound auxiliary left turn lane to allow drivers to turn left at intersections or into their driveways without disrupting through traffic.

Our review determined Thatcher Ave will need a more focused corridor study to verify these issues continue through the corridor. Crash patterns at intersections along Thatcher Ave beyond the studied area are indicative of speeding issues remaining consistent through the corridor.

## Conclusion

In summary, this study provides a comprehensive analysis of the traffic conditions and traffic safety in the Village. Outside of a few problem locations, most roads and intersections operate well and do not have existing safety concerns. Speeding definitely seems to be an issue at several locations and heavily influences many of our recommendations. Our recommendations aim to improve road safety and traffic flow, benefiting both residents and visitors to River Forest.

DRAFT





## MEMORANDUM

**DATE:** October 23, 2023

**TO:** Matt Walsh, Village Administrator

**FROM:** Bill Koclanis, Civil Engineering Technician

**SUBJECT:** Award of Contract – 2023 Harlem Avenue Right-in Right-out Project (Design Engineering)

---

**Issue:** Staff is seeking the award of a contract for the design engineering services associated with the 2023 Harlem Avenue Right-in Right-out project.

**Analysis:** On August 28, 2023, the Village Board voted to remove the temporary barricades and install permanent curbed right-in right out islands at Harlem Avenue & LeMoyne Street and at Harlem Avenue & Greenfield Street. In order to properly install these improvement engineering plans should be completed to ensure proper turning radius, drainage, and permitting through IDOT.

On September 29, 2023, Staff received and opened four (4) competitive bids associated with this work. As the bid tabulation below indicates, Christopher B. Burke Engineering, LTD. was the lowest bidder with a bid amount of \$24,530.00:

- Christopher B. Burke Engineering, LTD. - \$24,530.00
- Gewalt Hamilton Associates, Inc. – \$24,950.00
- Engineering Resource Associates – \$25,620.00
- Thomas Engineering Group – \$65,951.00

Staff has previously worked with Christopher B. Burke Engineering, LTD., currently the firm is acquiring IDOT approval on our REBUILD Illinois project. During past projects with Staff, they have regularly performed well.

Please note the attached proposal includes an alternate to design permanent cul-de-sacs on Bonnie Brea and Clinton. The recommendation below only applies to the Harlem Avenue right-in, right-out implementations as the cul-de-sacs on Bonnie Brae and Clinton are still in discussion.

**Recommendation:** Staff recommends approval of this contract with the following motion: Motion to award the contract to Christopher B. Burke Engineering, LTD, in the amount of \$24,530.00 for the 2023 Harlem Avenue Right-in Right-out project (Design Engineering) and authorize the Village Administrator to execute the contract agreement.



**CHRISTOPHER B. BURKE ENGINEERING, LTD.**

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

September 29, 2023

Village of River Forest  
400 Park Avenue  
River Forest, IL 60305

Attention: Jeff Loster, PE, CFM, CPESC  
Director of Public Works and Development Services

Subject: Proposal for Professional Design Engineering Services – Cut Through Traffic  
Reduction Projects at Harlem Avenue and North Avenue

Dear Mr. Loster:

Christopher B. Burke Engineering, Ltd. (CBBEL) is pleased to submit this proposal for professional design engineering services for the subject project. This proposal includes our Understanding of the Assignment, Scope of Services, and Estimate of Fee.

**UNDERSTANDING OF THE ASSIGNMENT**

CBBEL understands that the Village of River Forest (Village) would like to reduce the amount of non-residential traffic entering the Village from both North Avenue and Harlem Avenue at certain locations and has requested two proposals as follows:

**Base Proposal** – Design new curb radii and curbed islands to accommodate a right turn in only for southbound traffic on Harlem Avenue heading west on Greenfield and LeMoyne and right turn out only for eastbound traffic on Greenfield and LeMoyne heading south onto Harlem Avenue. We understand the new geometry for the right in right out shall be designed to accommodate school buses and delivery trucks.

**Alternate Proposal** – Design two Cul-de-sacs to prevent cut through traffic at the following locations:

- 1) North Avenue at Bonnie Brae - Closed to all traffic at the south side of the alley.
- 2) North Avenue at Clinton – Closed to southbound traffic at the south side of the alley open to northbound traffic.

Work to include design of new curbing to limit cut through traffic – Harlem Avenue at Bonnie Brae closed to all traffic south side of alley, Harlem Avenue and Clinton closed to southbound traffic at the south side of the alley northbound traffic allowed to exist onto Harlem Avenue.

The scope of the work is anticipated to include HMA grind and overlay, pavement patching, undercuts, curb and gutter, sidewalk removal and replacement, utility structure adjustments, pavement markings and landscape restoration.

The scope of this proposal also includes topographic survey, pavement cores, engineering design, preparation of a construction specification booklet, Engineer's Opinion of Probable Cost, and associated permitting through IDOT. All related field reconnaissance, quantity take-off, LPC 662/633, bidding assistance, and Phase III Engineering services will be handled by the Village's in-house engineering staff.

CBBEL is very experienced with this procedure and has received approval from IDOT for over a dozen municipalities utilizing the RBI Funds. CBBEL's experience includes resurfacing and partial reconstruction of asphalt roads as well as concrete pavement reconstruction.

### **SCOPE OF SERVICES**

**Task 1 – Pavement Cores:** CBBEL's subconsultant, Rubino Engineering, Inc (Rubino), will obtain pavement cores to determine the existing pavement cross-section and subgrade conditions within the project area. Rubino will prepare a report describing existing conditions that will be utilized for determining pavement removal and proposed pavement patching quantities. The report will be performed by a geotechnical engineer and reviewed by CBBEL.

**Task 2 – Project Topographic Survey:** CBBEL will perform a topographic survey of the proposed alley locations. The survey will be used as a base map for design purposes. Included are the following survey tasks:

1. Horizontal Control: Utilizing state plane coordinates (NAD '83, Illinois East Zone 1201); CBBEL will establish recoverable primary control.
2. Vertical Control: CBBEL will establish elevations on new horizontal control points based on NAVD '88 Vertical Datum.
3. Field topographic survey to locate and measure pavement, curbs, trees, fences, walks, curb cuts, utilities, approximate right-of-way and other pertinent site features.
4. Field Survey to determine detailed utility structure rim and invert elevations, pipe size and material.
5. Field level run to establish vertical control.
6. Office calculations and plotting of field data.
7. Drafting the Existing Conditions Plan base sheets at a scale of 1"=20' for use during design.

**Task 3 – J.U.L.I.E. Utility Coordination:** CBBEL will coordinate with J.U.L.I.E. to retrieve atlas information for all applicable underground utilities including water main, gas, electric, cable, etc. CBBEL will compile all Utility Atlas information into the base map. Locations of existing utilities /obstructions / systems shown on the base map are the compilation of available utility plans provided by utility owners and J.U.L.I.E. Utility Coordination. All utilities / obstructions / systems may not be shown. The special provisions will specify that

the contractor shall be responsible for locating and protecting all underground utilities / obstructions / systems whether or not shown on base map. J.U.L.I.E. Utility Coordination Atlas information is typically isolated to Public Right-of-Way (off-site) & limited areas adjacent to Public Right-of-Way. Identification & location of all private subsurface utilities within project area is the responsibility of the client.

**Task 4 – Pre-Final Submittal (90%):** CBBEL will prepare pre-final bidding documents for the project utilizing the information described in the above tasks. CBBEL will develop special provisions and estimates of cost and working days. The special provisions will be based on IDOT Standard Pay Items and Specifications. The specifications booklet and cost estimate will be submitted to the Village for review and comment.

**Task 5 – Permitting:** This task will consist of preparing a Highway Permit application to the Illinois Department of Transportation (IDOT) for work within IDOT's right-of-way.

**Task 6 – Final Submittal (100%):** CBBEL will make final revisions to the pre-final submittal based on the Village and IDOT's review comments. A final estimate of cost and estimate of required working days will also be submitted.

**Task 7 – Construction Layout:** CBBEL will establish control points with horizontal coordinates and elevation for use by contractor. CBBEL will also stake all radius points and changes in alignment with graded offsets.

#### **ESTIMATE OF FEE**

CBBEL estimates the following fees for each of the tasks described above:

##### **Base Proposal (Harlem Avenue at Greenfield and LeMoyne):**

Task 1 – Pavement Cores	\$ 1,400
Task 2 – Topographic Survey	\$ 4,100
Task 3 – JULIE Utility Coordination	\$ 1,400
Task 4 – Pre-Final Submittal (90%)	\$ 9,150
Task 5 – Permitting	\$ 2,350
Task 6 – Final Submittal (100%)	\$ 3,200
Task 7 – Construction Layout	\$ 2,680
<b>SUBTOTAL</b>	<b>\$ 24,280</b>
Direct Costs	\$ 250
<b>TOTAL</b>	<b>\$ 24,530</b>

##### **Alternate Proposal (North Avenue at Bonnie Brae and Clinton):**

Task 1 – Pavement Cores	\$ 1,400
Task 2 – Topographic Survey	\$ 3,500
Task 3 – JULIE Utility Coordination	\$ 850
Task 4 – Pre-Final Submittal (90%)	\$ 8,150
Task 5 – Permitting	\$ 0
Task 6 – Final Submittal (100%)	\$ 2,000
Task 7 – Construction Layout	\$ 2,680
<b>SUBTOTAL</b>	<b>\$ 18,580</b>
Direct Costs	\$ 250
<b>TOTAL</b>	<b>\$ 18,830</b>

We will bill you at the hourly rates specified on the attached Schedule of Charges. We will establish our contract in accordance with the attached General Term and Conditions. These General Terms and Conditions are expressly incorporated into and are an integral part of this contract for professional services. Direct costs for blueprints, photocopying, mailing, mileage, overnight delivery, messenger services and report binding are not included in the Fee Estimate. Please note that meetings and additional services performed by CBBEL that are not included as part of this proposal will be billed on a time and materials basis and at the attached hourly rates.

Please sign and return one copy of this agreement as an indication of acceptance and notice to proceed. Please feel free to contact us anytime.

Sincerely,



Michael E. Kerr, PE  
President

Encl. Schedule of Charges  
General Terms and Conditions

THIS PROPOSAL, SCHEDULE OF CHARGES AND GENERAL TERMS AND  
CONDITIONS ACCEPTED FOR THE VILLAGE OF RIVER FOREST:

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_

**CHRISTOPHER B. BURKE ENGINEERING, LTD.  
STANDARD CHARGES FOR PROFESSIONAL SERVICES  
JANUARY 2023**

<u>Personnel</u>	<u>Charges*</u> <u>(\$/Hr)</u>
Engineer VI	265
Engineer V	220
Engineer IV	180
Engineer III	160
Engineer I/II	135
Survey V	240
Survey IV	220
Survey III	190
Survey II	160
Survey I	120
Engineering Technician V	210
Engineering Technician IV	175
Engineering Technician III	125
Engineering Technician I/II	85
CAD Manager	200
CAD II	145
GIS Specialist III	165
Landscape Architect	190
Landscape Designer I/II	110
Environmental Resource Specialist V	225
Environmental Resource Specialist IV	180
Environmental Resource Specialist III	145
Environmental Resource Specialist I/II	100
Environmental Resource Technician	130
Administrative	110
Engineering Intern	70
Information Technician III	150
Information Technician I/II	120

Direct Costs

Outside Copies, Blueprints, Messenger, Delivery Services, Mileage	Cost + 12%
---	------------

\*Charges include overhead and profit

Christopher B. Burke Engineering, Ltd. reserves the right to increase these rates and costs by 5% after December 31, 2023.



CHRISTOPHER B. BURKE ENGINEERING, LTD.  
GENERAL TERMS AND CONDITIONS

1. Relationship Between Engineer and Client: Christopher B. Burke Engineering, Ltd. (Engineer) shall serve as Client's professional engineer consultant in those phases of the Project to which this Agreement applies. This relationship is that of a buyer and seller of professional services and as such the Engineer is an independent contractor in the performance of this Agreement and it is understood that the parties have not entered into any joint venture or partnership with the other. The Engineer shall not be considered to be the agent of the Client. Nothing contained in this Agreement shall create a contractual relationship with a cause of action in favor of a third party against either the Client or Engineer.

Furthermore, causes of action between the parties to this Agreement pertaining to acts of failures to act shall be deemed to have accrued and the applicable statute of limitations shall commence to run not later than the date of substantial completion.

2. Responsibility of the Engineer: Engineer will strive to perform services under this Agreement in accordance with generally accepted and currently recognized engineering practices and principles, and in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. No other representation, express or implied, and no warranty or guarantee is included or intended in this Agreement, or in any report, opinion, document, or otherwise.

Notwithstanding anything to the contrary which may be contained in this Agreement or any other material incorporated herein by reference, or in any Agreement between the Client and any other party concerning the Project, the Engineer shall not have control or be in charge of and shall not be responsible for the means, methods, techniques, sequences or procedures of construction, or the safety, safety precautions or programs of the Client, the construction contractor, other contractors or subcontractors performing any of the work or providing any of the services on the Project. Nor shall the Engineer be responsible for the acts or omissions of the Client, or for the failure of the Client, any architect, engineer, consultant, contractor or subcontractor to carry out their respective responsibilities in accordance with the Project documents, this Agreement or any other agreement concerning the Project. Any provision which purports to amend this provision shall be without effect unless it contains a reference that the content of this condition is expressly amended for the purposes described in such amendment and is signed by the Engineer.

3. Changes: Client reserves the right by written change order or amendment to make changes in requirements, amount of work, or engineering time schedule adjustments, and Engineer and Client shall negotiate appropriate adjustments acceptable to both parties to accommodate any changes, if commercially possible.
4. Suspension of Services: Client may, at any time, by written order to Engineer (Suspension of Services Order) require Engineer to stop all, or any part, of the services required by this Agreement. Upon receipt of such an order, Engineer shall immediately comply with its terms and take all reasonable steps to minimize the costs associated with the services affected by such order. Client, however, shall pay all costs incurred by the suspension, including all costs necessary to maintain continuity and for the

resumptions of the services upon expiration of the Suspension of Services Order. Engineer will not be obligated to provide the same personnel employed prior to suspension, when the services are resumed, in the event that the period of suspension is greater than thirty (30) days.

5. Termination: This Agreement may be terminated by either party upon thirty (30) days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party. This Agreement may be terminated by Client, under the same terms, whenever Client shall determine that termination is in its best interests. Cost of termination, including salaries, overhead and fee, incurred by Engineer either before or after the termination date shall be reimbursed by Client.
6. Documents Delivered to Client: Drawings, specifications, reports, and any other Project Documents prepared by Engineer in connection with any or all of the services furnished hereunder shall be delivered to the Client for the use of the Client. Engineer shall have the right to retain originals of all Project Documents and drawings for its files. Furthermore, it is understood and agreed that the Project Documents such as, but not limited to reports, calculations, drawings, and specifications prepared for the Project, whether in hard copy or machine readable form, are instruments of professional service intended for one-time use in the construction of this Project. These Project Documents are and shall remain the property of the Engineer. The Client may retain copies, including copies stored on magnetic tape or disk, for information and reference in connection with the occupancy and use of the Project.

When and if record drawings are to be provided by the Engineer, Client understands that information used in the preparation of record drawings is provided by others and Engineer is not responsible for accuracy, completeness, nor sufficiency of such information. Client also understands that the level of detail illustrated by record drawings will generally be the same as the level of detail illustrated by the design drawing used for project construction. If additional detail is requested by the Client to be included on the record drawings, then the Client understands and agrees that the Engineer will be due additional compensation for additional services.

It is also understood and agreed that because of the possibility that information and data delivered in machine readable form may be altered, whether inadvertently or otherwise, the Engineer reserves the right to retain the original tapes/disks and to remove from copies provided to the Client all identification reflecting the involvement of the Engineer in their preparation. The Engineer also reserves the right to retain hard copy originals of all Project Documentation delivered to the Client in machine readable form, which originals shall be referred to and shall govern in the event of any inconsistency between the two.

The Client understands that the automated conversion of information and data from the system and format used by the Engineer to an alternate system or format cannot be accomplished without the introduction of inexactitudes, anomalies, and errors. In the event Project Documentation provided to the Client in machine readable form is so converted, the Client agrees to assume all risks associated therewith and, to the fullest

extent permitted by law, to hold harmless and indemnify the Engineer from and against all claims, liabilities, losses, damages, and costs, including but not limited to attorney's fees, arising therefrom or in connection therewith.

The Client recognizes that changes or modifications to the Engineer's instruments of professional service introduced by anyone other than the Engineer may result in adverse consequences which the Engineer can neither predict nor control. Therefore, and in consideration of the Engineer's agreement to deliver its instruments of professional service in machine readable form, the Client agrees, to the fullest extent permitted by law, to hold harmless and indemnify the Engineer from and against all claims, liabilities, losses, damages, and costs, including but not limited to attorney's fees, arising out of or in any way connected with the modification, misinterpretation, misuse, or reuse by others of the machine readable information and data provided by the Engineer under this Agreement. The foregoing indemnification applies, without limitation, to any use of the Project Documentation on other projects, for additions to this Project, or for completion of this Project by others, excepting only such use as may be authorized, in writing, by the Engineer.

7. Reuse of Documents: All Project Documents including but not limited to reports, opinions of probable costs, drawings and specifications furnished by Engineer pursuant to this Agreement are intended for use on the Project only. They cannot be used by Client or others on extensions of the Project or any other project. Any reuse, without specific written verification or adaptation by Engineer, shall be at Client's sole risk, and Client shall indemnify and hold harmless Engineer from all claims, damages, losses, and expenses including attorney's fees arising out of or resulting therefrom.

The Engineer shall have the right to include representations of the design of the Project, including photographs of the exterior and interior, among the Engineer's promotional and professional materials. The Engineer's materials shall not include the Client's confidential and proprietary information if the Client has previously advised the Engineer in writing of the specific information considered by the Client to be confidential and proprietary.

8. Standard of Practice: The Engineer will strive to conduct services under this agreement in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions as of the date of this Agreement.
9. Compliance With Laws: The Engineer will strive to exercise usual and customary professional care in his/her efforts to comply with those laws, codes, ordinance and regulations which are in effect as of the date of this Agreement.

With specific respect to prescribed requirements of the Americans with Disabilities Act of 1990 or certified state or local accessibility regulations (ADA), Client understands ADA is a civil rights legislation and that interpretation of ADA is a legal issue and not a design issue and, accordingly, retention of legal counsel (by Client) for purposes of interpretation is advisable. As such and with respect to ADA, Client agrees to waive any action against Engineer, and to indemnify and defend Engineer against any claim arising from Engineer's alleged failure to meet ADA requirements prescribed.

Further to the law and code compliance, the Client understands that the Engineer will strive to provide designs in accordance with the prevailing Standards of Practice as previously set forth, but that the Engineer does not warrant that any reviewing agency having jurisdiction will not for its own purposes comment, request changes and/or additions to such designs. In the event such design requests are made by a reviewing agency, but which do not exist in the form of a written regulation, ordinance or other similar document as published by the reviewing agency, then such design changes (at substantial variance from the intended design developed by the Engineer), if effected and incorporated into the project documents by the Engineer, shall be considered as Supplementary Task(s) to the Engineer's Scope of Service and compensated for accordingly.

10. Indemnification: Engineer shall indemnify and hold harmless Client up to the amount of this contract fee (for services) from loss or expense, including reasonable attorney's fees for claims for personal injury (including death) or property damage to the extent caused by the sole negligent act, error or omission of Engineer.

Client shall indemnify and hold harmless Engineer under this Agreement, from loss or expense, including reasonable attorney's fees, for claims for personal injuries (including death) or property damage arising out of the sole negligent act, error omission of Client.

In the event of joint or concurrent negligence of Engineer and Client, each shall bear that portion of the loss or expense that its share of the joint or concurrent negligence bears to the total negligence (including that of third parties), which caused the personal injury or property damage.

Engineer shall not be liable for special, incidental or consequential damages, including, but not limited to loss of profits, revenue, use of capital, claims of customers, cost of purchased or replacement power, or for any other loss of any nature, whether based on contract, tort, negligence, strict liability or otherwise, by reasons of the services rendered under this Agreement.

11. Opinions of Probable Cost: Since Engineer has no control over the cost of labor, materials or equipment, or over the Contractor(s) method of determining process, or over competitive bidding or market conditions, his/her opinions of probable Project Construction Cost provided for herein are to be made on the basis of his/her experience and qualifications and represent his/her judgement as a design professional familiar with the construction industry, but Engineer cannot and does not guarantee that proposal, bids or the Construction Cost will not vary from opinions of probable construction cost prepared by him/her. If prior to the Bidding or Negotiating Phase, Client wishes greater accuracy as to the Construction Cost, the Client shall employ an independent cost estimator Consultant for the purpose of obtaining a second construction cost opinion independent from Engineer.
12. Governing Law & Dispute Resolutions: This Agreement shall be governed by and construed in accordance with Articles previously set forth by (Item 9 of) this Agreement, together with the laws of the **State of Illinois**.

Any claim, dispute or other matter in question arising out of or related to this Agreement, which can not be mutually resolved by the parties of this Agreement, shall be subject to mediation as a condition precedent to arbitration (if arbitration is agreed upon by the parties of this Agreement) or the institution of legal or equitable proceedings by either party. If such matter relates to or is the subject of a lien arising out of the Engineer's services, the Engineer may proceed in accordance with applicable law to comply with the lien notice or filing deadlines prior to resolution of the matter by mediation or by arbitration.

The Client and Engineer shall endeavor to resolve claims, disputes and other matters in question between them by mediation which, unless the parties mutually agree otherwise, shall be in accordance with the Construction Industry Mediation Rules of the American Arbitration Association currently in effect. Requests for mediation shall be filed in writing with the other party to this Agreement and with the American Arbitration Association. The request may be made concurrently with the filing of a demand for arbitration but, in such event, mediation shall proceed in advance of arbitration or legal or equitable proceedings, which shall be stayed pending mediation for a period of 60 days from the date of filing, unless stayed for a longer period by agreement of the parties or court order.

The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

13. Successors and Assigns: The terms of this Agreement shall be binding upon and inure to the benefit of the parties and their respective successors and assigns: provided, however, that neither party shall assign this Agreement in whole or in part without the prior written approval of the other.
14. Waiver of Contract Breach: The waiver of one party of any breach of this Agreement or the failure of one party to enforce at any time, or for any period of time, any of the provisions hereof, shall be limited to the particular instance, shall not operate or be deemed to waive any future breaches of this Agreement and shall not be construed to be a waiver of any provision, except for the particular instance.
15. Entire Understanding of Agreement: This Agreement represents and incorporates the entire understanding of the parties hereto, and each party acknowledges that there are no warranties, representations, covenants or understandings of any kind, matter or description whatsoever, made by either party to the other except as expressly set forth herein. Client and the Engineer hereby agree that any purchase orders, invoices, confirmations, acknowledgments or other similar documents executed or delivered with respect to the subject matter hereof that conflict with the terms of the Agreement shall be null, void & without effect to the extent they conflict with the terms of this Agreement.
16. Amendment: This Agreement shall not be subject to amendment unless another instrument is duly executed by duly authorized representatives of each of the parties and entitled "Amendment of Agreement".

17. Severability of Invalid Provisions: If any provision of the Agreement shall be held to contravene or to be invalid under the laws of any particular state, county or jurisdiction where used, such contravention shall not invalidate the entire Agreement, but it shall be construed as if not containing the particular provisions held to be invalid in the particular state, country or jurisdiction and the rights or obligations of the parties hereto shall be construed and enforced accordingly.
18. Force Majeure: Neither Client nor Engineer shall be liable for any fault or delay caused by any contingency beyond their control including but not limited to acts of God, wars, strikes, walkouts, fires, natural calamities, or demands or requirements of governmental agencies.
19. Subcontracts: Engineer may subcontract portions of the work, but each subcontractor must be approved by Client in writing.
20. Access and Permits: Client shall arrange for Engineer to enter upon public and private property and obtain all necessary approvals and permits required from all governmental authorities having jurisdiction over the Project. Client shall pay costs (including Engineer's employee salaries, overhead and fee) incident to any effort by Engineer toward assisting Client in such access, permits or approvals, if Engineer perform such services.
21. Designation of Authorized Representative: Each party (to this Agreement) shall designate one or more persons to act with authority in its behalf in respect to appropriate aspects of the Project. The persons designated shall review and respond promptly to all communications received from the other party.
22. Notices: Any notice or designation required to be given to either party hereto shall be in writing, and unless receipt of such notice is expressly required by the terms hereof shall be deemed to be effectively served when deposited in the mail with sufficient first class postage affixed, and addressed to the party to whom such notice is directed at such party's place of business or such other address as either party shall hereafter furnish to the other party by written notice as herein provided.
23. Limit of Liability: The Client and the Engineer have discussed the risks, rewards, and benefits of the project and the Engineer's total fee for services. In recognition of the relative risks and benefits of the Project to both the Client and the Engineer, the risks have been allocated such that the Client agrees that to the fullest extent permitted by law, the Engineer's total aggregate liability to the Client for any and all injuries, claims, costs, losses, expenses, damages of any nature whatsoever or claim expenses arising out of this Agreement from any cause or causes, including attorney's fees and costs, and expert witness fees and costs, shall not exceed the total Engineer's fee for professional engineering services rendered on this project as made part of this Agreement. Such causes included but are not limited to the Engineer's negligence, errors, omissions, strict liability or breach of contract. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.



24. Client's Responsibilities: The Client agrees to provide full information regarding requirements for and about the Project, including a program which shall set forth the Client's objectives, schedule, constraints, criteria, special equipment, systems and site requirements.

The Client agrees to furnish and pay for all legal, accounting and insurance counseling services as may be necessary at any time for the Project, including auditing services which the Client may require to verify the Contractor's Application for Payment or to ascertain how or for what purpose the Contractor has used the money paid by or on behalf of the Client.

The Client agrees to require the Contractor, to the fullest extent permitted by law, to indemnify, hold harmless, and defend the Engineer, its consultants, and the employees and agents of any of them from and against any and all claims, suits, demands, liabilities, losses, damages, and costs ("Losses"), including but not limited to costs of defense, arising in whole or in part out of the negligence of the Contractor, its subcontractors, the officers, employees, agents, and subcontractors of any of them, or anyone for whose acts any of them may be liable, regardless of whether or not such Losses are caused in part by a party indemnified hereunder. Specifically excluded from the foregoing are Losses arising out of the preparation or approval of maps, drawings, opinions, reports, surveys, change orders, designs, or specifications, and the giving of or failure to give directions by the Engineer, its consultants, and the agents and employees of any of them, provided such giving or failure to give is the primary cause of Loss. The Client also agrees to require the Contractor to provide to the Engineer the required certificate of insurance.

The Client further agrees to require the Contractor to name the Engineer, its agents and consultants as additional insureds on the Contractor's policy or policies of comprehensive or commercial general liability insurance. Such insurance shall include products and completed operations and contractual liability coverages, shall be primary and noncontributing with any insurance maintained by the Engineer or its agents and consultants, and shall provide that the Engineer be given thirty days, unqualified written notice prior to any cancellation thereof.

In the event the foregoing requirements, or any of them, are not established by the Client and met by the Contractor, the Client agrees to indemnify and hold harmless the Engineer, its employees, agents, and consultants from and against any and all Losses which would have been indemnified and insured against by the Contractor, but were not.

When Contract Documents prepared under the Scope of Services of this contract require insurance(s) to be provided, obtained and/or otherwise maintained by the Contractor, the Client agrees to be wholly responsible for setting forth any and all such insurance requirements. Furthermore, any document provided for Client review by the Engineer under this Contract related to such insurance(s) shall be considered as sample insurance requirements and not the recommendation of the Engineer. Client agrees to have their own risk management department review any and all insurance requirements for adequacy and to determine specific types of insurance(s) required for the project. Client further agrees that decisions concerning types and amounts of insurance are

specific to the project and shall be the product of the Client. As such, any and all insurance requirements made part of Contract Documents prepared by the Engineer are not to be considered the Engineer's recommendation, and the Client shall make the final decision regarding insurance requirements.

25. Information Provided by Others: The Engineer shall indicate to the Client the information needed for rendering of the services of this Agreement. The Client shall provide to the Engineer such information as is available to the Client and the Client's consultants and contractors, and the Engineer shall be entitled to rely upon the accuracy and completeness thereof. The Client recognizes that it is impossible for the Engineer to assure the accuracy, completeness and sufficiency of such information, either because it is impossible to verify, or because of errors or omissions which may have occurred in assembling the information the Client is providing. Accordingly, the Client agrees, to the fullest extent permitted by law, to indemnify and hold the Engineer and the Engineer's subconsultants harmless from any claim, liability or cost (including reasonable attorneys' fees and cost of defense) for injury or loss arising or allegedly arising from errors, omissions or inaccuracies in documents or other information provided by the Client to the Engineer.
26. Payment: Client shall be invoiced once each month for work performed during the preceding period. Client agrees to pay each invoice within thirty (30) days of its receipt. The client further agrees to pay interest on all amounts invoiced and not paid or objected to for valid cause within said thirty (30) day period at the rate of eighteen (18) percent per annum (or the maximum interest rate permitted under applicable law, whichever is the lesser) until paid. Client further agrees to pay Engineer's cost of collection of all amounts due and unpaid after sixty (60) days, including court costs and reasonable attorney's fees, as well as costs attributed to suspension of services accordingly and as follows:
- Collection Costs. In the event legal action is necessary to enforce the payment provisions of this Agreement, the Engineer shall be entitled to collect from the Client any judgement or settlement sums due, reasonable attorneys' fees, court costs and expenses incurred by the Engineer in connection therewith and, in addition, the reasonable value of the Engineer's time and expenses spent in connection with such collection action, computed at the Engineer's prevailing fee schedule and expense policies.
- Suspension of Services. If the Client fails to make payments when due or otherwise is in breach of this Agreement, the Engineer may suspend performance of services upon five (5) calendar days' notice to the Client. The Engineer shall have no liability whatsoever to the Client for any costs or damages as a result of such suspension caused by any breach of this Agreement by the Client. Client will reimburse Engineer for all associated costs as previously set forth in (Item 4 of) this Agreement.
27. When construction observation tasks are part of the service to be performed by the Engineer under this Agreement, the Client will include the following clause in the construction contract documents and Client agrees not to modify or delete it:

Kotecki Waiver. Contractor (and any subcontractor into whose subcontract this clause is incorporated) agrees to assume the entire liability for all personal injury claims suffered by its own employees, including without limitation claims under the **Illinois** Structural Work Act, asserted by persons allegedly injured on the Project; waives any limitation of liability defense based upon the Worker's Compensation Act, court interpretations of said Act or otherwise; and to the fullest extent permitted by law, agrees to indemnify and hold harmless and defend Owner and Engineer and their agents, employees and consultants (the "Indemnitees") from and against all such loss, expense, damage or injury, including reasonable attorneys' fees, that the Indemnitees may sustain as a result of such claims, except to the extent that **Illinois** law prohibits indemnity for the Indemnitees' own negligence. The Owner and Engineer are designated and recognized as explicit third party beneficiaries of the Kotecki Waiver within the general contract and all subcontracts entered into in furtherance of the general contract.

28. Job Site Safety/Supervision & Construction Observation: The Engineer shall neither have control over or charge of, nor be responsible for, the construction means, methods, techniques, sequences of procedures, or for safety precautions and programs in connection with the Work since they are solely the Contractor's rights and responsibilities. The Client agrees that the Contractor shall supervise and direct the work efficiently with his/her best skill and attention; and that the Contractor shall be solely responsible for the means, methods, techniques, sequences and procedures of construction and safety at the job site. The Client agrees and warrants that this intent shall be carried out in the Client's contract with the Contractor. The Client further agrees that the Contractor shall be responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the work; and that the Contractor shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury or loss to all employees on the subject site and all other persons who may be affected thereby. The Engineer shall have no authority to stop the work of the Contractor or the work of any subcontractor on the project.

When construction observation services are included in the Scope of Services, the Engineer shall visit the site at intervals appropriate to the stage of the Contractor's operation, or as otherwise agreed to by the Client and the Engineer to: 1) become generally familiar with and to keep the Client informed about the progress and quality of the Work; 2) to strive to bring to the Client's attention defects and deficiencies in the Work and; 3) to determine in general if the Work is being performed in a manner indicating that the Work, when fully completed, will be in accordance with the Contract Documents. However, the Engineer shall not be required to make exhaustive or continuous on-site inspections to check the quality or quantity of the Work. If the Client desires more extensive project observation, the Client shall request that such services be provided by the Engineer as Additional and Supplemental Construction Observation Services in accordance with the terms of this Agreement.

The Engineer shall not be responsible for any acts or omissions of the Contractor, subcontractor, any entity performing any portions of the Work, or any agents or employees of any of them. The Engineer does not guarantee the performance of the

Contractor and shall not be responsible for the Contractor's failure to perform its Work in accordance with the Contract Documents or any applicable laws, codes, rules or regulations.

When municipal review services are included in the Scope of Services, the Engineer (acting on behalf of the municipality), when acting in good faith in the discharge of its duties, shall not thereby render itself liable personally and is, to the maximum extent permitted by law, relieved from all liability for any damage that may accrue to persons or property by reason of any act or omission in the discharge of its duties. Any suit brought against the Engineer which involve the acts or omissions performed by it in the enforcement of any provisions of the Client's rules, regulation and/or ordinance shall be defended by the Client until final termination of the proceedings. The Engineer shall be entitled to all defenses and municipal immunities that are, or would be, available to the Client.

29. Insurance and Indemnification: The Engineer and the Client understand and agree that the Client will contractually require the Contractor to defend and indemnify the Engineer and/or any subconsultants from any claims arising from the Work. The Engineer and the Client further understand and agree that the Client will contractually require the Contractor to procure commercial general liability insurance naming the Engineer as an additional named insured with respect to the work. The Contractor shall provide to the Client certificates of insurance evidencing that the contractually required insurance coverage has been procured. However, the Contractor's failure to provide the Client with the requisite certificates of insurance shall not constitute a waiver of this provision by the Engineer.

The Client and Engineer waive all rights against each other and against the Contractor and consultants, agents and employees of each of them for damages to the extent covered by property insurance during construction. The Client and Engineer each shall require similar waivers from the Contractor, consultants, agents and persons or entities awarded separate contracts administered under the Client's own forces.

30. Hazardous Materials/Pollutants: Unless otherwise provided by this Agreement, the Engineer and Engineer's consultants shall have no responsibility for the discovery, presence, handling, removal or disposal of or exposure of persons to hazardous materials/pollutants in any form at the Project site, including but not limited to mold/mildew, asbestos, asbestos products, polychlorinated biphenyl (PCB) or other toxic/hazardous/pollutant type substances.

Furthermore, Client understands that the presence of mold/mildew and the like are results of prolonged or repeated exposure to moisture and the lack of corrective action. Client also understands that corrective action is a operation, maintenance and repair activity for which the Engineer is not responsible.

June 13, 2005

P:\Proposals\Terms and Conditions\GT&C 2005.061305.doc