



MEMORANDUM

DATE: April 8, 2019
TO: Eric J. Palm, Village Administrator
FROM: Jeff Loster, Village Engineer
SUBJECT: Traffic and Safety Commission Recommendations – March 20, 2019 Meeting

Request #1:

Rachel Glick of 703 Bonnie Brae has requested that consideration be given to installing some form of traffic calming measure to the intersection of Oak Avenue and Bonnie Avenue.

Analysis: The Traffic and Safety Commission met on March 20, 2019 to discuss the aforementioned request. The intersection is an offset intersection, with Bonnie Brae intersecting Oak Avenue from the south approximately 145' west of where Bonnie Brae intersects Oak Avenue from the north. The layout of this intersection is similar to the layout of the previously discussed intersection of Park Avenue at Greenfield Street, though that intersection is offset by approximately 220'.

The concern raised is that the intersection does not provide adequate safety measures for pedestrians travelling north/south through the intersection. Furthermore, there are four crosswalks within close proximity which creates additional challenges.

It should be noted that the Safe Walking Routes to Schools Project addresses the lack of crosswalks at this intersection, however, only in the east/west direction.

Based on review of this matter and consideration of public comment, the Traffic and Safety Commission has made the following recommendations:

Traffic and Safety Commission Recommendations

1. Install crosswalk striping in the north/south directions at all four existing crossings
 2. Install crosswalk signage at the easternmost and westernmost crosswalks (opposite sides of street from the existing stop signs) on Oak Avenue
 3. Add signage below the existing stop signs on Oak Avenue for eastbound/westbound traffic to indicate that "Oncoming Traffic Does Not Stop"
 4. Add signage below the existing stop signs on Bonnie Brae for northbound/southbound traffic to indicate that "Traffic From Right Does Not Stop"
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Request #2:

Village Staff is requesting the installation of parking restrictions within the area bound by Linden Street, Forest Avenue, Washington Boulevard, and Thatcher Avenue.

Analysis: Village Staff has recently experienced an increase in resident phone calls regarding the amount of vehicles parking throughout the aforementioned area. After the Police Department performed monitoring of vehicles in this zone it was determined that the increase in vehicles is associated with residents and non-residents parking and walking to the train station. It can be assumed that the influx in vehicles is a result of the recently revised commuter parking fee structure.

Based on review of this matter and consideration of public comment and Staff recommendations, the Traffic and Safety Commission has made the following recommendations:

Traffic and Safety Commission Recommendations

1. Install a Resident Permit Parking Zone on both sides of Forest Avenue, between Linden Street and Washington Commons Park, 6:00 am – 10:00 am, Monday through Friday
2. Install a Resident Permit Parking Zone on both sides of Keystone Avenue, between Linden Street and Washington Boulevard, 6:00 am – 10:00 am, Monday through Friday
3. Install a Resident Permit Parking Zone on both sides of Gale Avenue, between Linden Street and Washington Boulevard, 6:00 am – 10:00 am, Monday through Friday
4. Install a Resident Permit Parking Zone on the east side of Thatcher Avenue, between Linden Street and Washington Boulevard, 6:00 am – 10:00 am, Monday through Friday
5. Install a Resident Permit Parking Zone on the south side of Linden Street, between Thatcher Avenue and Gale Avenue, 6:00 am – 10:00 am, Monday through Friday
6. Install a No Parking Zone on the north side of Linden Street, between Thatcher Avenue and Gale Avenue

The Village Board will need to decide to accept, reject, or modify the Commission's recommendations.

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

Motion to accept the recommendation from the Traffic and Safety Commission and:

1. Install crosswalk striping in the north/south directions at all four existing crossings of the Oak Avenue/Bonnie Brae intersection
2. Install 2-sided crosswalk signage at the easternmost and westernmost crosswalks on Oak Avenue at its intersection with Bonnie Brae
3. Add signage below the existing stop signs on Oak Avenue at its intersections with Bonnie Brae to indicate that "Oncoming Traffic Does Not Stop"
4. Add signage below the existing stop signs on Bonnie Brae at its intersections with Oak Avenue to indicate that "Traffic From Right Does Not Stop"
5. Install a Resident Permit Parking Zone on both sides of Forest Avenue, between Linden Street and Washington Commons Park, 6:00 am – 10:00 am, Monday through Friday
6. Install a Resident Permit Parking Zone on both sides of Keystone Avenue, between Linden Street and Washington Boulevard, 6:00 am – 10:00 am, Monday through Friday
7. Install a Resident Permit Parking Zone on both sides of Gale Avenue, between Linden Street and Washington Boulevard, 6:00 am – 10:00 am, Monday through Friday
8. Install a Resident Permit Parking Zone on the east side of Thatcher Avenue, between Linden

- Street and Washington Boulevard, 6:00 am – 10:00 am, Monday through Friday
9. Install a Resident Permit Parking Zone on the south side of Linden Street, between Thatcher Avenue and Gale Avenue, 6:00 am – 10:00 am, Monday through Friday
 10. Install a No Parking Zone on the north side of Linden Street, between Thatcher Avenue and Gale Avenue

Attachments:

Exhibit A – Summary of Proposed Improvements at Oak/Bonnie Intersection

Exhibit B – “Traffic From Right Does Not Stop” Signage

Exhibit C – “Oncoming Traffic Does Not Stop” Signage

Exhibit D – Summary of Proposed Parking Zone Restrictions on Linden Street, Thatcher Avenue, Gale Avenue, Keystone Avenue, and Forest Avenue

Revised Ordinance – Resident Permit Parking Zones

Revised Ordinance – No Parking Zone

Traffic and Safety Commission Agenda Packet (3/20/19)

EXHIBIT A

Proposed "Traffic From Right Does Not Stop" sign added onto existing Stop sign

Proposed "Oncoming Traffic Does Not Stop" sign added onto existing Stop sign

Proposed crosswalk signage (facing east and west)

OAK AVENUE

BONNIE BRAE

BONNIE BRAE

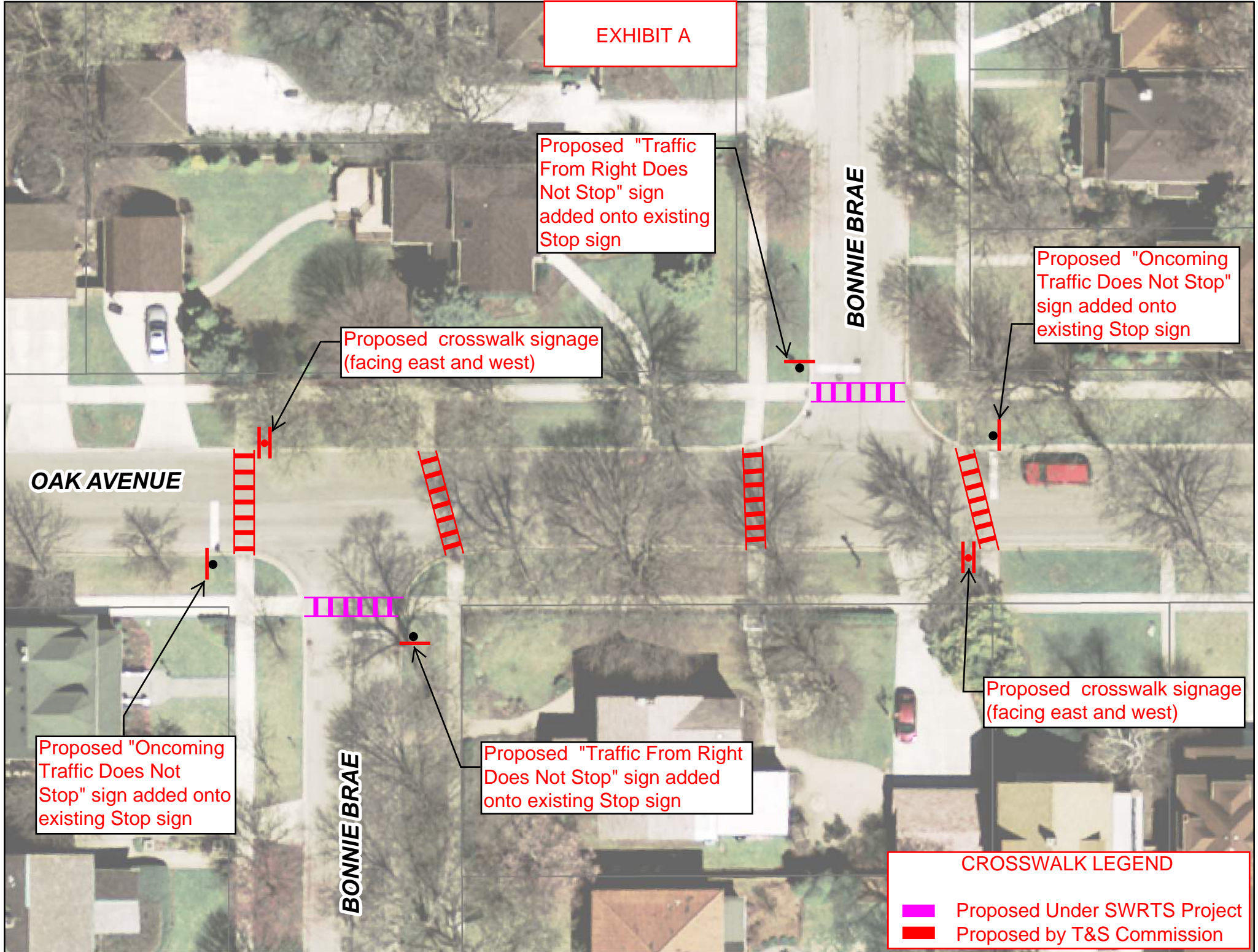
Proposed "Oncoming Traffic Does Not Stop" sign added onto existing Stop sign

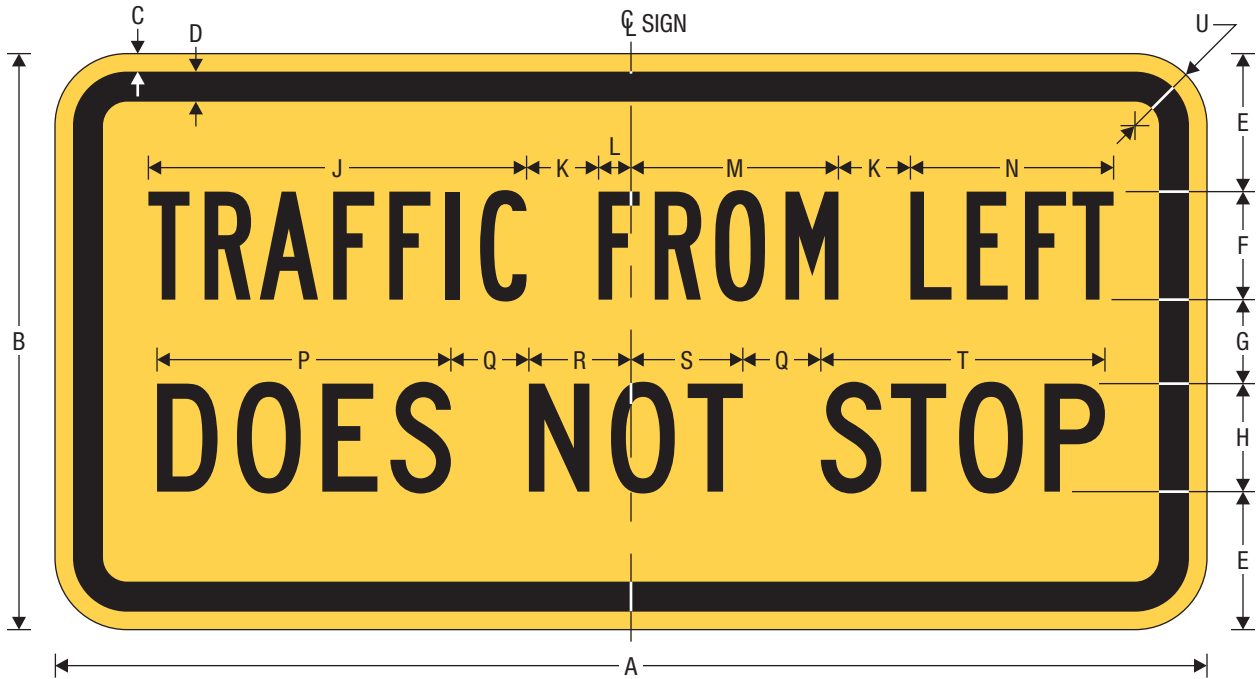
Proposed "Traffic From Right Does Not Stop" sign added onto existing Stop sign

Proposed crosswalk signage (facing east and west)

CROSSWALK LEGEND

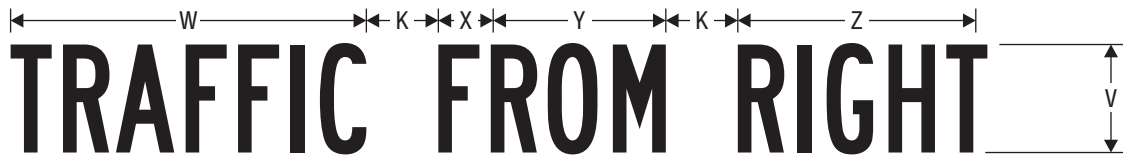
- Proposed Under SWRTS Project
- Proposed by T&S Commission





W4-4aP

TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (PLAQUE)

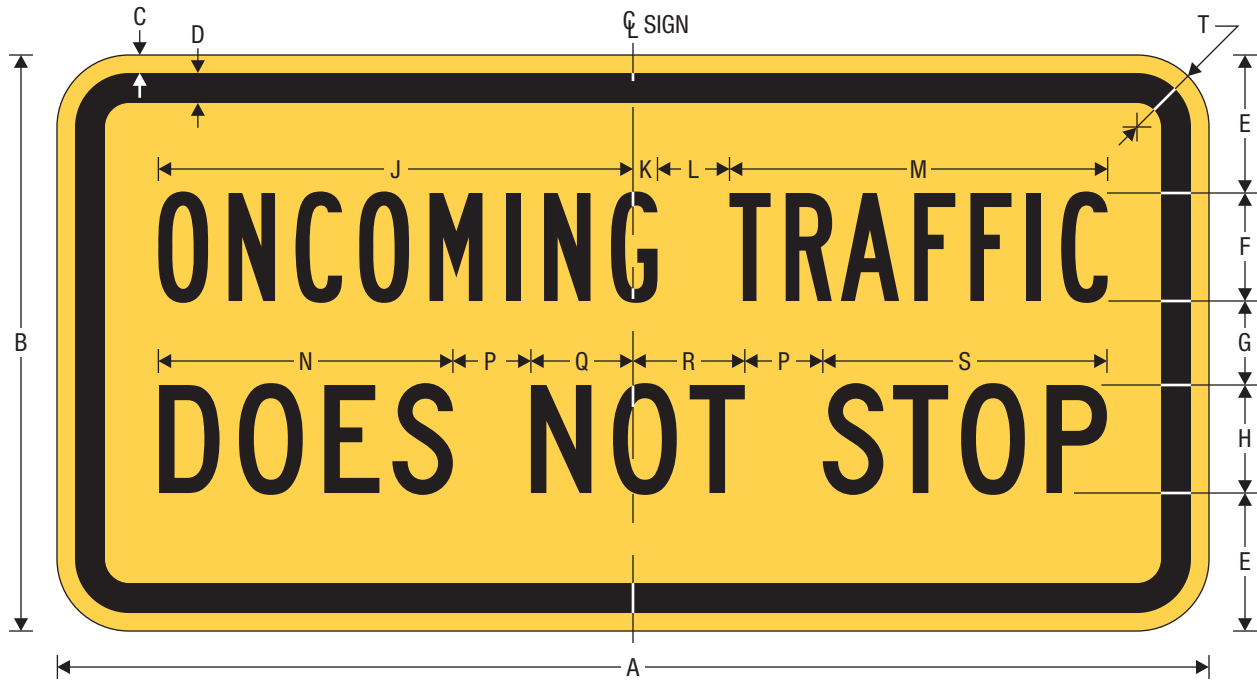


* Reduce character spacing 25%.

A	B	C	D	E	F	G	H	J	K	L	M	N
24	12	0.375	0.625	2.875	2.25 B	1.75	2.25 C	7.878	1.5	0.676	4.321	4.232
36	18	0.375	.0625	4	3.5 B	3	3.5 C	12.255	2.5	1.051	6.723	6.584
48	24	0.625	0.75	5.75	4.5 B	3.5	4.5 C	15.757	3	1.352	8.643	8.465
P	Q	R	S	T	U	V	W	X	Y	Z		
6.122	1.625	2.128	2.329	5.920	1.5	2.25 B*	7.412	1.264	3.475	5.2		
9.524	2.5	3.309	3.624	9.209	1.5	3.5 B*	11.529	1.965	5.406	8.089		
12.245	3.25	4.254	4.659	11.840	1.875	4.5 B*	14.823	2.527	6.950	10.4		

COLORS: LEGEND, BORDER — BLACK
BACKGROUND — YELLOW (RETROREFLECTIVE)

EXHIBIT C



W4-4bP

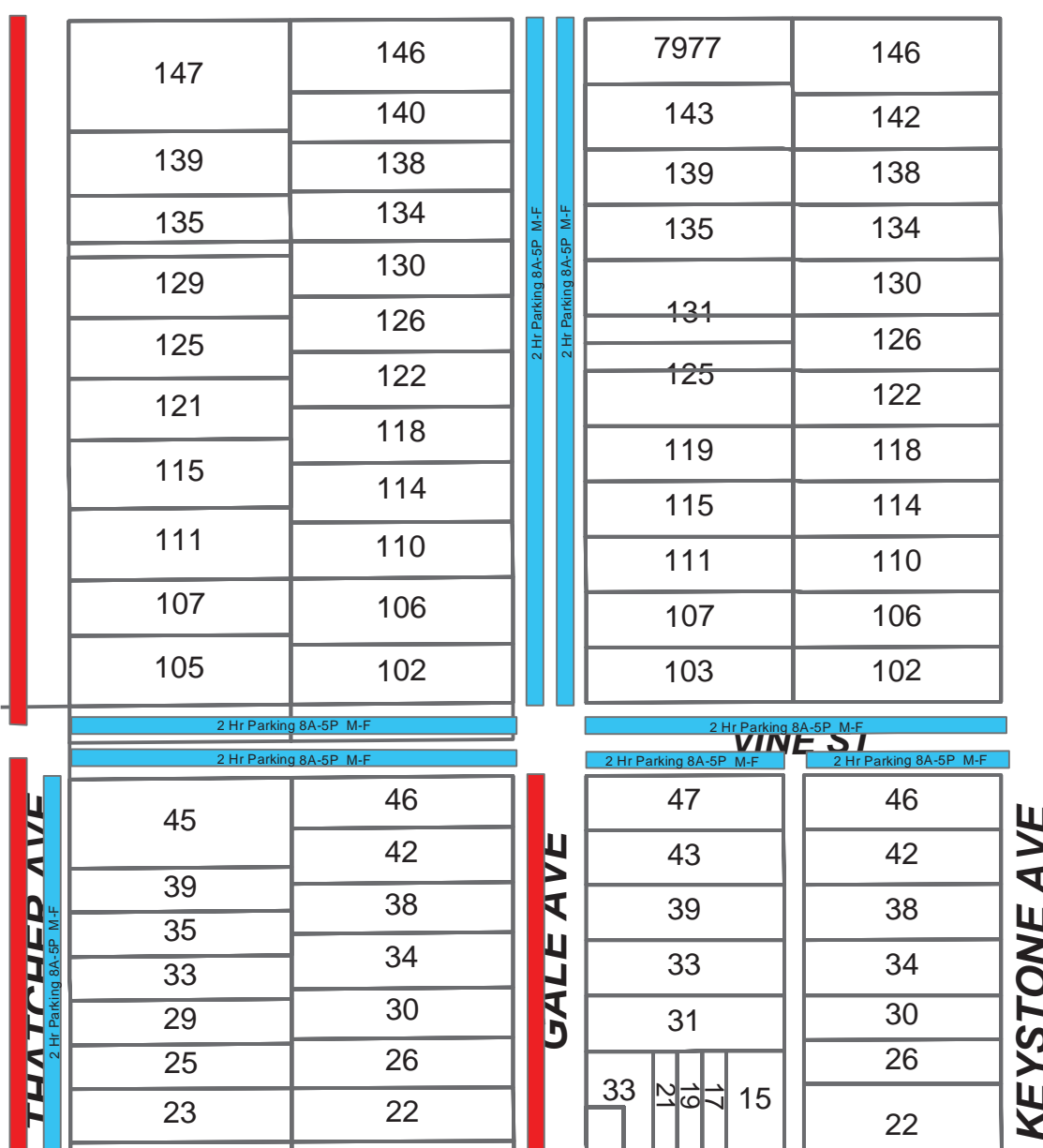
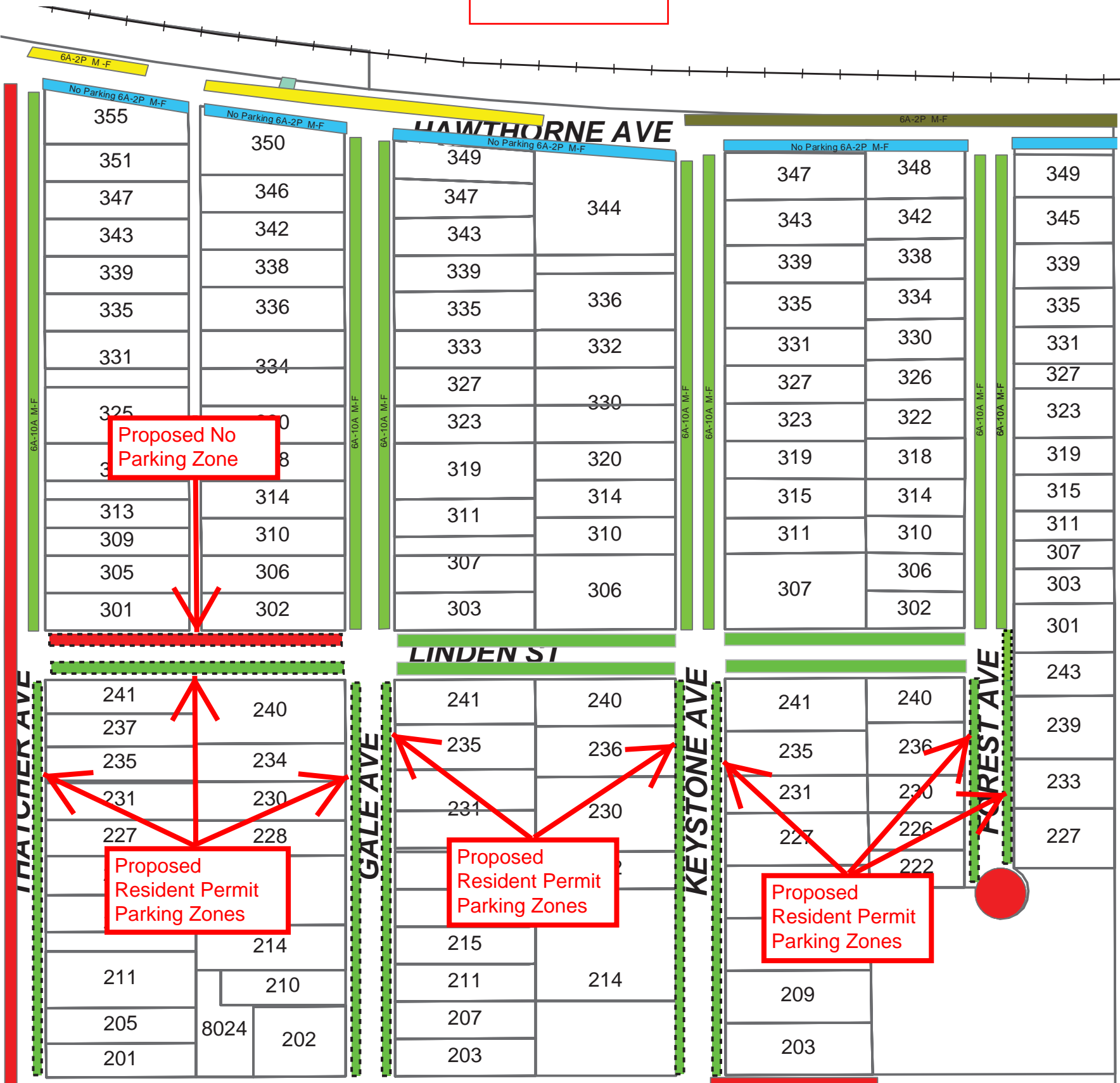
ONCOMING TRAFFIC DOES NOT STOP (PLAQUE)

A	B	C	D	E	F	G	H	J	K	L	M	N
24	12	0.375	0.625	2.875	2.25 B	1.75	2.25 C	9.889	0.510	1.5	7.878	6.122
36	18	0.375	0.625	4	3.5 B	3	3.5 C	15.466	0.710	2.5	12.255	9.524
48	24	0.625	0.75	5.75	4.5 B	3.5	4.5 C	19.777	1.021	3	15.757	12.245

P	Q	R	S	T
1.625	2.127	2.330	5.920	1.5
2.5	3.309	3.624	9.209	1.5
3.25	4.254	4.659	11.840	1.875

COLORS: LEGEND, BORDER — BLACK
BACKGROUND — YELLOW (RETROREFLECTIVE)

EXHIBIT D



Legend

- No Parking Zone
- Permit Parking Zone
- Resident Parking Permit Zone
- Time Limit Parking Zone
- Loading Zone
- Student Loading Zone
- Daily Parking Zone
- Accessible Parking Zone
- Resident Parking Zone
- No Stopping, Standing, or Parking Zone
- Business Parking Permit Zone
- Proposed Parking Zone

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 9-3-24 thereof, entitled "Schedule 24, Resident Parking Permit Zones Designated" be amended by adding the following:

Thatcher Avenue, east side of the 200 block, six o'clock A.M. to ten o'clock A.M., Monday through Friday.

Linden Avenue, the south side from Thatcher Avenue to Gale Avenue, six o'clock A.M. to ten o'clock A.M., Monday through Friday.

Gale Avenue, east and west side of the 200 block, six o'clock A.M. to ten o'clock A.M., Monday through Friday.

Keystone Avenue, east and west side of the 200 block, six o'clock A.M. to ten o'clock A.M., Monday through Friday.

Forest Avenue, east and west side of the 200 block, six o'clock A.M. to ten o'clock A.M., Monday through Friday.

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 -- day of --, 2019, pursuant to a roll call vote as follows:

AYES:

NAYS:

ABSENT:

APPROVED by me this 8th day of April, 2019.

Catherine Adduci, Village President

ATTEST:

Kathleen Brand-White, 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 9-3-12 thereof, entitled "Schedule 12, No Parking" be amended by adding the following:

LINDEN AVENUE, the north side between Thatcher Avenue and Gale Avenue.

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 -- day of --, 2019, pursuant to a roll call vote as follows:

AYES:

NAYS:

ABSENT:

APPROVED by me this 8th day of April, 2019.

Catherine Adduci, Village President

ATTEST:

Kathleen Brand-White, Village Clerk



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, March 20, 2019 – 7:30 PM

Village Hall – Community Room, 400 Park Ave., River Forest, IL

AGENDA

1. Call to Order/Roll Call
2. Adoption of minutes from 9/19/18 and 10/17/18 Traffic and Safety Commission Meetings
3. Public Comment
4. Request by Rachel Glick of 703 Bonnie Brae to install some form of traffic calming measure at the intersection of Bonnie Brae and Oak Avenue.
5. Request by Village Staff to install recommended parking restrictions in and around the 200-blocks of Thatcher Avenue, Gale Avenue, Keystone Avenue and Forest Avenue.
6. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, September 19, 2018 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 19, 2018 at 7:32 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

Roll Call and Call to Order

The meeting was called to order at 7:32 PM. Present at this meeting were Chairman Rees, Commissioner Gillis, Commissioner Buis, Commissioner Cleary, Commissioner Osga, Commissioner Jayaraman and Commissioner Wade.

New Business – Request to install stop signs at the intersection of William Street and Iowa Street.

Chairman Rees addresses the room to inform that the Village has been working on a Safe Route to School Project. This committee is likely to have another meeting of this on October 17th where this intersection will be part of it. The Village is looking at areas around the schools to determine what kind of signage and crosswalks are required to assure they are safe routes to school.

Normally what is done at these meetings is hear from the public, hear comments from the commission, then at the end if they think it's appropriate they might make a motion to the Village Board to consider their recommendation. The commissioners will have to decide whether to make a recommendation or to wait and see if what they are recommending is consistent with what is being recommended in the Safe Route to School Project.

Mary Fitch from 842 William has been in the Village for twenty years, and in this home for ten. These unmarked intersections have been a concern for her since the beginning. Her kids are now grown, but her neighbor's kids just started riding their bikes on their own. That is what made her start the petition with her friend and neighbors.

Chairman Rees notes that the Village does employ a traffic consultant firm. As a result, they look at the intersection, take traffic counts and pedestrian traffic. In this case the consultants concluded the stop signs are warranted. They are recommending to place the stop signs east west on Iowa Street.

Cheryl Cargie lives at 938 William Street, her biggest concern with the intersection at William Street and Iowa Avenue is that from Lake Street to Augusta Street it is a straight shot. She would like to see the stop sign on William Street to control the speed on that street. Her block has seventeen kids and vehicles tend not to stop on this intersection.

Ray Mucciante lives at 914 William Street, he believes on the contrary to the study to have a stop sign east west would encourage drivers to go faster. He has observed the fastest vehicles going down William Street.

Tina Baird of 901 William Street has lived there over a year. She has witnessed three accidents that have all ended up on the sidewalk. One of the accidents was between three and three thirty in the afternoon, at the time kids are walking home from Roosevelt School. This is a huge concern for her since two of her children walk home from school.

Jacquelyn Jancius also lives at 914 William Street. She would like the stop signs to be placed on William Street as well. There are young kids out on bikes and playing by the street. It is important for them to slow those vehicles down to protect the kids.

Elena Nekrasov of 922 William Street adds that she works from home and has heard some of the accidents that have occurred at this intersection. Also agrees that the north to south traffic should be controlled.

Commissioner Cleary questions why not add a four way stop at this intersection? Commissioner Buis agrees.

Chairman Rees responds there has been reluctance in the Village to add stop signs in every block. When there are stop signs in every corner often times people go through them more. He is not prejudging if a four way might not be appropriate, but they might decide to do one set of controls to see how they work. Later if it is warranted to add an additional set of stop signs they can always add them.

Chairman Rees would not be in favor of a four way at this point. His inclination would be to depart for the recommendation of the consultant and recommend a north south control on William Street. One question remaining is whether there is value in doing that now or waiting until they have the Safe Routes to School Project report.

Commissioner Wade made the motion, seconded by Commissioner Buis to install a stop sign north south at the intersection of William Street and Iowa Street.

The vote was 7 to 0 in favor of approving the request. **The motion to approve the request passed.**

New Business – Request to install a No Parking zone at the north end of the 1500 block of Ashland Avenue.

Chairman Rees announces the request from the River Forest Fire Department to install a No Parking zone on the north end of the 1500 of Ashland Avenue. They are having issues getting through that area with their vehicles.

Sean Toohey lives at 1526 Ashland Avenue. He thanks the commission for the letter they sent the Immediate Care Center in regards to their employees parking in the street instead of using their parking lot. He advises that the letter worked for less than six months. The employees are back to parking on Ashland Avenue. Given that the fire department goes multiple times a week to the Immediate Care Center, he is surprised it has taken them this long to request a no parking zone. In

addition, Roy Strom the refuse company has a difficult time trying to make a right hand turn to go south on Ashland Avenue from North Avenue. Mr. Toohey supports the recommendation of adding the No Parking zone on the east side of the street, but he would like something further to get the employees to stop parking on the street. He suggests possibly doing No Parking for a time period Monday through Friday.

Karin Danganan has lived on the block for fifteen years, and never had any parking issues. She went to the meetings of when the Immediate Care was first being built. There were verbal promises made that there would be adequate parking accommodations for patients and staff. Neighbors were assured parking on their block would not be an issue. The first couple of years parking was not an issue, she is not sure if there was a transfer of knowledge of this agreement. She addressed the issue with an employee that parked in front of her home, he informed her the facility manager instructed them to park on the street to keep the lot open for patients. This is in complete disregard with the agreement that was made with the neighbors before the building was put up. Mrs. Danganan feels that having a parking limit for example eight to ten, Monday through Friday might discourage the employees from parking there. Leaving room for the fire trucks to get through.

Ramamoorthy Sundaresan lives at 1534 Ashland Avenue and she is one of the most affected by the parking on this block. She has tried to communicate with the manager at the Immediate Care, but they have been anything but unhelpful. She prefers for there to be restricted parking all the way to LeMoyne Street from eight in the morning to whatever time. Furthermore, adding something to encourage them to use the parking lot they have.

Janet Stompor from 1507 Jackson Avenue is off the corner of LeMoyne Avenue. She is not affected as much, but witnesses what goes on at this block. She points out that the Immediate Care Center is the worst tenant that has occupied this space. If you make the turn off North Avenue going south onto Ashland Avenue you have to be very careful because someone is going out, then you got cars parked on either side.

Jeff Loster, Village Engineer notes that there are two different conversations going and only one item on the agenda that requires a vote on for the board. He notified the whole block about this meeting, however not on adding any additional parking restrictions for the entire block. To vote anything tonight might do a disservice to those not aware this conversation is taking place.

Chairman Rees reminds that the issue on the agenda is the No Parking zone on the east side by North Avenue. They can consider the question of some expanded restriction on the rest of the block. Granted the people on the 1500 block of Ashland Avenue were notified of this meeting, they were advised of the No Parking restriction, not specifically of some additional restrictions throughout the rest of the block.

Commissioner Jayaraman made the motion, seconded by Commissioner Wade to install a No Parking zone on the east side at the north end of the 1500 block of Ashland Avenue.

The vote was 6 to 0 in favor of approving the request. **The motion to approve the request passed.**

Chairman Rees recommends they address the additional restrictions on the block on a later meeting. In the mean time they can notify the neighbors again. This can be added to the agenda for the November meeting.

Commissioner Osga still considers sending the facility another letter requesting they use the parking lot. The Village used a letter before and it worked for a while, if they send the letter next week it will work until November.

Village Engineer Loster will be issuing the letter to the Immediate Care Facility.

A motion was made and seconded to adjourn the meeting at 8:55 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

Date: _____
Doug Rees, Chairman
Traffic & Safety Commission

DRAFT



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, October 17, 2018 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, October 17, 2018 at 7:30 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

Roll Call and Call to Order

The meeting was called to order at 7:33 PM. Present at this meeting were Chairman Rees, Commissioner Gillis, Commissioner Cleary, Commissioner Osga, Commissioner Jayaraman and Commissioner Wade.

New Business – Discussion of Safe Walking Routes to School report and exhibits.

Chairman Rees addresses the room to state that this is a special meeting to discuss the Safe Walking Routes to School plan. There are representatives from KLOA Inc. present, the consultant firm that completed the study.

Eric Russell is a principal with KLOA Inc., assisting him in this project is Andrew Bowen, Engineer with KLOA. Mr. Russell explains the purpose of the plan is to recommend safe walking routes for the six primary schools in River Forest. The plan reviewed the six schools in the Village. Three of them being the public schools Roosevelt Middle School, Lincoln Elementary and Willard Elementary. As well as the three private schools Grace Lutheran, St. Luke's Parish and St. Vincent Ferrer. The first thing they did was organize meetings with Village staff, the Police department, and with representatives of each school. They reviewed documents from the Village including the comprehensive plan, they reviewed traffic controls and crosswalk markings, they observed school traffic circulation and crossing guard operations. The last thing they did was a survey prepared which was distributed to Village residents and parents of children that are in any of these schools. They received a total of three hundred twelve surveys back, they found that most kids are walking to school more than any other means. Mr. Russell points out some of key points that came up frequently. One is pedestrian safety at the uncontrolled intersections. There is need for more traffic management from the crossing guards along Lake Street. People also asked for a safe crossing at Thatcher Avenue and Oak Street. There is a lot of concern for pedestrian crossing at Park Avenue and Greenfield Street. Residents south of the railroad had concerns on the sight line issues on Hawthorne Avenue and Central Avenue. KLOA had some recommendations to address all of these worries. They prioritized creating routes on crossings that have stop control or crossing guards. On all of the routes where students are directed to cross the street they recommend crosswalks be high-visibility ladder style. There are a lot of crossings that currently don't have a crosswalk, or just have a standard parallel line crosswalk. Any place that our routing takes a child to cross the street, they recommend a ladder style crosswalk. This will also provide a guide for a student to create a path to take to school. They also made recommendations to install stop signs at uncontrolled intersections. Changing some two-way stop signs to four-way stop signs, and changing yield signs to stop signs.

Currently there are sixteen intersections that have crossing guards in the Village. In the survey residents requested guards in nine other locations. The study has recommended two new locations for posting crossing guards. One at Lake Street and Lathrop Avenue, on the southeast corner of St. Luke's Parish School. The other at Division and Ashland, at the southeast corner of Willard Elementary School. The study also suggests three locations where crossing guards could be relocated or removed to improve student safety. At Division and Lathrop, the crossing guard would be relocated to Division Street and Ashland Avenue. At Oak Avenue and Ashland Avenue, they recommend the crossing guard be removed since there are no suggested walking routes. The third location they recommend the crossing guards be removed are the two driveways at Roosevelt Middle School. There are other measures that they propose could be implemented to avoid having crossing guards at these locations.

Commissioner Osga asks how many changes they made throughout the village?

Mr. Russell replies that the majority of the alterations are the striping of crosswalks. There are thirty-seven uncontrolled locations that they advised some form of stop control.

Kristen Sneeringer is concerned about an additional intersection at Gale Avenue and Vine Street. She lives on the southwest corner of this intersection. Since she moved in five years ago she has personally seen five accidents. This crossing is recommended for a two-way stop sign going east west. Her concern is when 1st Avenue or Thatcher Avenue get backed up people go directly down Vine Street.

Chairman Rees adds that this intersection is recommended for a two-way, stopping the traffic on Vine Street. If there is a request for a four-way that would come up at another meeting.

Maureen Huston lives at 631 Edgewood Place; she believes that the study has a glaring oversight. Oak Park and River Forest High School has forty-one developmentally disabled students which attend school at the River Forest Community Center. There is also Opportunity Knocks that currently serves twenty-one students. There could be up to two hundred kids a day traveling to and from the Community Center. On top of that, sixty or more students are independently walking or biking to and from the center. Her developmentally disabled son, driving four blocks to the Community Center was t-boned in a serious car accident at Gale Avenue and Vine Street. Since then she has paid attention and traffic on Gale Avenue rarely adhere to the speed limit. She thinks placing stop signs on the east west streets will not address the problem. It's unfortunate given the number of kids the Community Center sees every weekday that it was not part of this study.

Julie Patterson resides by Lake Street and Lathrop Avenue. She asks that they take into consideration the impending construction site on the corner of Lake Street and Lathrop Avenue. Ms. Patterson questions the amount of stop signs there will be in the Village. How long before the drivers get accustomed to them and begin to ignore them?

Steve Lefko from 719 Thatcher suggests that we don't let the map dictate common sense. He is troubled about crossing guards being removed just because it looks good on a map. He cautions that a lot of the common sense comes from the police department and the people out on the streets.

Eric Russell answers that they thought long and hard before removing any crossing guards. At all locations where they recommend removing them they suggest other measures.

Jeff Loster, Village Engineer informs what initially lead to the organization of this study. There were concerns raised earlier this year about the west side of Roosevelt Middle School. They started talking about crossing guards, then the conversations grew. It got to the point where it made sense to do a more comprehensive study of the entire Village for all the schools.

Commissioner Wade notes that a lot of the problem is most of traffic coming through the village does not live here. Therefore, they do not understand the reason behind this. As he looks at the exhibit he notices that Thomas Street and Iowa Street would be loaded with stop signs. He believes that traffic will avoid those street and drive to the already congested Division Street, Augusta Street and Chicago Avenue.

Mr. Russell recaps that most of those stop signs are already in place and they are only adding the four-way stop signs. He assures that this is something that they can take a look at and review to see if the routes can be rerouted.

Commissioner Gillis adds that when they review the study they should take a look at Gale Avenue and Vine Street and take into consideration the Community Center and review it as a school.

Jeff Loster, Village Engineer lists some of the items they want to revisit. Review the school map exhibits that shows existing signage and propose signage for each school. Attempt to relieve some of the east west corridor issues they might be creating by funneling to some of the more arterial roads. Lastly the addition of the Community Center to the complete study.

A motion was made and seconded to adjourn the meeting at 9:27 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----

Jeff Loster

From: Rachel Glick [REDACTED]
Sent: Monday, May 07, 2018 10:32 PM
To: Jeff Loster
Subject: Re: Oak Street and Bonnie Brae Traffic Safety Issues

Hi Jeff,

Following up on my request for traffic calming at Bonnie Brae and Oak St. This is my formal written request. Should I wait to hear back before I get petition signatures?

I am writing about concerns for street safety in River Forest. The intersection of Bonnie Brae and Oak St. is an unusually wide intersection and cars often come to a rolling stop and accelerate quickly through this area. These streets have a number of families and children playing, it is a main route for middle school students walking to school and people walking to the retail district. It would be great to add traffic calming in this area to reduce the speed of cars passing through and to reduce the use of these streets as a cut-through the Chicago Ave and Harlem Ave. My suggestions for traffic calming measures include a traffic circle at the unusually wide intersection and/or speed humps, or an island in the intersection to slow cars, and pedestrian crosswalk markings.

Also, the intersection of Harlem and Oak St is quite dangerous as many cars turning right onto Harlem from Oak St. encounter many cars making illegal left turns from McDonalds and Chase banks. This leads to regular accidents at this spot and a major danger for pedestrians crossing here. What can be done to increase safety here?

Last issue is to consider making Oak St one-way. Quick Ave, parallel and directly south of Oak St. is one-way and this makes Quick Ave a much quieter and safer street than Oak. It would make sense to make Oak Street one way in the opposite direction that Quick goes. So Oak St. would be one-way going West, people could still access the bank. This would also increase safety as it relates to crime and quiet the residential area and redirect people to Chicago Ave and Lake St. which are meant for higher traffic volumes.

Sincerely,
Rachel Glick

Traffic and Safety Commission - Petition of Support

Action(s): Install traffic calming measures at Arle Ave & Bonnie intersection such as: flashing crossing signs, speed humps, additional stop sign

Name	Address	Date	Signature
Rachel Glick	703 Bonnie Brae Pl.	10/18/18	<i>Rachel Glick</i>
Thomas Sears	747 Bonnie Brae Pl	10/18/18	<i>Thomas Sears</i>
KURT HASENBALG	622 BONNIE BRAE PL	10-20-18	<i>Kurt Hasenbalg</i>
Ray Hecker	621 Bonnie Brae	10-26-18	<i>Ray Hecker</i>
Michelle Figueiredo	620 Bonnie Brae Pl	10-16-18	<i>Michelle Figueiredo</i>
Jeff Hunkeler	700 Bonnie Brae Place	10-21-18	<i>Jeff Hunkeler</i>
Pam Wynne	711 Bonnie Brae	10/21/18	<i>Pamela Wynne</i>
Heather Moore	723 Bonnie Brae	10-21-18	<i>Heather Moore</i>
PAUL CURATOLO	715 BONNIE BRAE	10-21-18	<i>Paul Curatolo</i>
JUSTIN DONOHU	719 BONNIE BRAE	10/21/18	<i>Justin Donohu</i>
Jane Sturgeon	739 Bonnie Brae	10/21/18	<i>Jane Sturgeon</i>
John Letterer	742 Bonnie Brae	10/21/18	<i>John Letterer</i>
KYAN NOTESTAD	702 BONNIE BRAE PLACE	10.21.2018	<i>Kyan Notestad</i>
Suzanne Haraburd	633 Bonnie Brae Pl	10.22.2018	<i>Suzanne Haraburd</i>

* Please note that by adding your information to the above petition, you are indicating your support of the requested action(s)



There have been two accidents at this location since 2014.

MEMORANDUM TO: Jeff Loster, PE, CFM, CPESC
Village Engineer
Village of River Forest

FROM: Brendan S. May
Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: March 13, 2019

SUBJECT: Traffic Evaluation
Oak Avenue with Bonnie Brae
River Forest, Illinois

This memorandum summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the intersection of Oak Avenue with Bonnie Brae in River Forest, Illinois. The purpose of this study was to examine the existing intersection characteristics and evaluate the existing traffic operations to identify potential traffic calming measures to improve safety of vehicles, bicycles and pedestrians traversing the intersection.

Existing Roadway Characteristics

Oak Avenue is an east-west local roadway that is under the jurisdiction of the Village of River Forest. Oak Avenue extends from Thatcher Avenue east to Harlem Avenue, provides one through lane in each direction and parking is generally permitted on the south side of the roadway only.

Bonnie Brae is a north-south local roadway that is under the jurisdiction of the Village of River Forest. Bonnie Brae extends from Central Avenue to Division Street and provides one lane in each direction. South of Oak Avenue parking is permitted on the east side of the roadway only and has a time restriction of two-hours. North of Oak Avenue parking is generally permitted on both sides of the roadway with a two-hour time restriction.

At the unsignalized intersection of Oak Avenue with Bonnie Brae, the Bonnie Brae approaches are offset by approximately 145 feet. While signed as an all-way stop sign controlled intersection, this intersection is more reflective of two “T” intersections with the eastbound and westbound left-turns from Oak Avenue onto Bonnie Brae and through movements along the internal segment of Oak Avenue operating under free flow conditions. At the westerly intersection, Oak Avenue provides a shared through/right-turn lane on the eastbound approach and a shared left-turn lane on the westbound approach and Bonnie Brae provides a shared left/right-turn lane on the northbound approach. The eastbound and northbound approaches are under stop-control. At the easterly intersection, Oak Avenue provides a shared left-turn/through lane on the eastbound approach and a shared through/right-turn lane on the westbound approach and Bonnie Brae provides a shared left/right-turn lane on the southbound approach. The westbound and southbound approaches are under stop-sign control. **Figure 1** shows an aerial view of the intersection of Oak Avenue with Bonnie Brae. All figures and exhibits are included in the appendix of the memorandum.

It is important to note that Roosevelt Middle School is located approximately 2,000 feet to the west of the subject intersection. Additionally, this intersection has been previously evaluated by KLOA, Inc. in the Safe Walking Routes to School Plan (SWRTS) which was approved by the Village Board on January 28, 2019 as well as the River Forest Bicycle Plan prepared for the Village.

Preliminary Findings

Based on a preliminary review of the intersection, there are several key operating characteristics of the intersection which prohibit the efficient operation of the intersection and increase the potential of vehicle and pedestrian conflicts. These characteristics are as follows:

- While overall the intersection is signed for all-way stop sign control, the existing offset between the Bonnie Brae approaches creates two distinct intersections that are in close proximity to one another.
- Due to the spacing of the Bonnie Brae approaches, the eastbound and westbound left-turning movements from Oak Avenue onto Bonnie Brae and through movements along the internal segment of Oak Avenue operate under a free flow condition.
- There are currently no crosswalks provided at these intersections, and overall, there are four established locations to cross Oak Avenue within the vicinity of the intersections.
- Parking is prohibited on both sides of the roadway along Oak Avenue between the Bonnie Brae approaches which creates an effective roadway width of approximately 28 feet. Comparatively, parking is permitted on Oak Avenue east and west of Bonnie Brae which creates an effective roadway width of approximately 22 feet.

Referenced Publications

In determining potential enhancements to the intersection, KLOA Inc utilized information found in the following manuals:

- Guide for Planning, Design, and Operation of Pedestrian Facility published by the American Associate of State Highway and Transportation Officials (AASHTO)
- Residential Streets, *Third Edition* published by the Urban Land Institute (ULI) in conjunction with the National Associate of Home Builders (NAHB), American Society of Civil Engineers (ASCE) and the Institute of Transportation Engineers (ITE).
- Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA), the American Traffic Safety Services Associates (ATSSA), AASHTO and ITE.

Recommended Alternatives for Traffic Calming

As can be found in Residential Street, *Third Edition* the recommended pavement width for local streets with normal residential parking is 24 to 26 feet. The roadway segments of Oak Avenue to the west and east of Bonnie Brae, which allow parking on the south side of the roadway creates a “Slow Flow” condition which constrains the space for vehicles moving in opposite directions to pass which reduces the speed of passing vehicles. For the roadway segment of Oak Avenue between the Bonnie Brae approaches, parking is not permitted on either side of the roadway allowing for wider travel lanes and increase in speed of vehicles.

Three alternatives have been developed for the intersection of Oak Avenue with Bonnie Brae which include the use of striping, signage and traffic calming measures to enhance the pedestrian crossing facilities, increase driver awareness of pedestrian facilities and potentially reduce the prevailing speed of vehicles traversing the intersection.

It should be noted that as part of the SWRTS Study prepared by KLOA, Inc. which has been approved by the Village of River Forest this intersection was evaluated and improvements were identified which include providing high visibility crosswalks on the Bonnie Brae legs at Oak Avenue. Additionally, the study identifies the recommended walking route to Roosevelt Middle School and Lincoln Elementary School for residences on Bonnie Brae is along the north and south sides of Oak Avenue and crossing Oak Avenue at Jackson Avenue where crossing guards are provided.

Furthermore, the following alternatives were established based on the existing geometric conditions of the intersection and information available in the referenced publications regarding design and uniformity of enhancements. More definitive alternatives taking into consideration existing travel patterns, locations of most pedestrian activity and prevailing speed along the roadway can be determined by conducting existing vehicle, pedestrian and bicycle counts as well as speed studies at the intersections during ideal weather conditions on a school day.

The proposed alternatives are as follows:

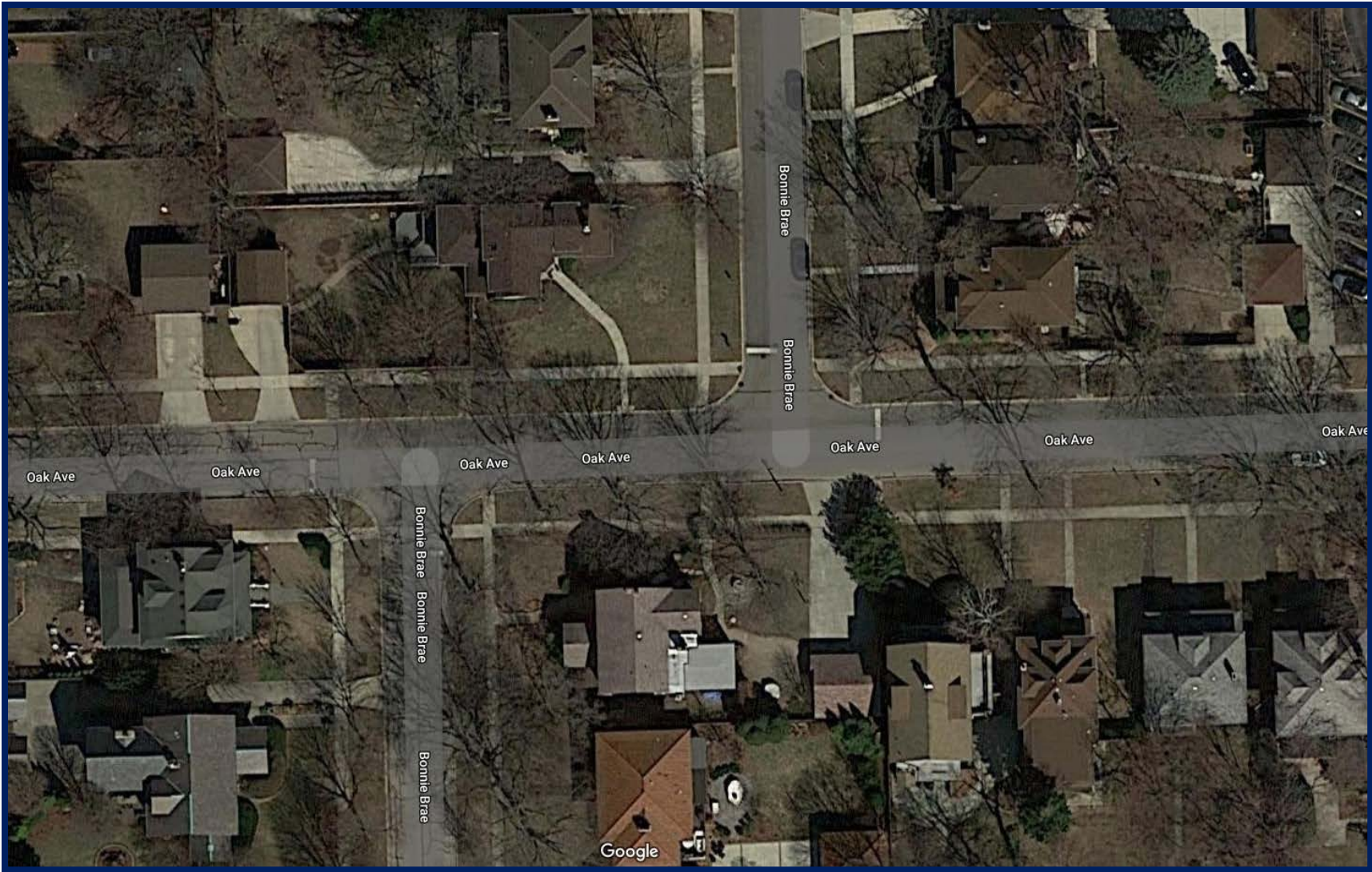
- **Base Improvements:** As previously indicated, the intersection of Oak Avenue with Bonnie Brae is signed as an all-way stop sign controlled intersection. This can be misleading for through movements on Oak Avenue who may proceed through in front of a left-turning vehicle from Oak Avenue onto Bonnie Brae and for northbound and southbound Bonnie Brae vehicles who may turn left in front of through vehicles traversing Oak Avenue. As such, the signage should be modified to read Oncoming Traffic Does Not Stop (W4-4bP, as indicated in the MUTCD) or Traffic from Right Does Not Stop (W4-4aP, MUTCD), accordingly.
- **Alternative 1:** This alternative (as illustrated in Exhibit 1) is a short-term improvement which includes providing high visibility crosswalks across Oak Avenue on the west leg of the westerly intersection and on the east leg of the easterly intersection. In conjunction with these crosswalks, Pedestrian Crossing warning signs (W11-2, MUTCD) with Supplemental Arrow Signs (W16-7P, MUTCD) can be utilized to enhance driver awareness of the crossing. It should be noted that these warning signs can be yellow or fluorescent yellow-green. This alternative addresses the lack of pedestrian crosswalks at this intersection.
- **Alternative 2:** This alternative (as illustrated in Exhibit 2) includes providing curb extensions on the south side of Oak Avenue starting approximately 40 feet west of the west segment of Bonnie Brae and extending along the south side of Oak Avenue to approximately 20 feet east of the easterly intersection. The curb extension should be approximately four feet to six feet wide which will reduce the effective width of the roadway to 22-24 feet creating the “Slow Flow” condition. In order to determine the effectiveness of this alternative, the curb extensions can initially be done via striping. The use of striping will maintain accessibility for emergency vehicles while also reducing the effective width of the roadway for passenger vehicles. This alternative should be done in conjunction with the enhancements as described in Alternative 1 and may reduce the prevailing speed of vehicles through the intersections.
- **Alternative 3A:** Should the improvements associated with Alternative 2 prove to be effective, raised curb extensions could be provided at the southwest corner of the westerly intersection and at the southeast corner of the easterly intersection. Providing the physical curb extension will reduce the crossing width for pedestrians and will improve motorist visibility of pedestrians waiting to cross the roadway. For the roadway segment of Oak Avenue between the Bonnie Brae roadway segments, this curb extension can remain striped or can be converted to a physical barrier if deemed appropriate. The physical barrier will reduce crossing width at the unmarked crossing locations and will enhance green space along the roadway. This alternative is illustrated in Exhibit 3.

- Alternative 3B: Should the previously described alternatives be deemed not desirable by the Village, stop-signs can be provided in the eastbound and westbound directions along Oak Avenue at the easterly and westerly intersections, respectively, converting both intersections into true all-way stop sign controlled intersections. In conjunction with the stop-signs, high visibility crosswalks should be provided at all existing pedestrian crossings at both intersections. It should be noted that the use of Pedestrian Crossing warning signs or curb extensions is not required with this alternative and that the All-Way (R1-3P, MUTCD) plaques can be provided. This alternative is illustrated in Exhibit 4.

Conclusions

The results of the preceding evaluation indicated that at a minimum, consideration should be given to providing high visibility crosswalks and appropriate signage traffic control to the west and east legs of Oak Avenue at its intersection with Bonnie Brae. However, in order to enhance the existing and proposed pedestrian facilities, consideration should be given to providing curb extensions along the south side of Oak Avenue (initially via striping and later via barrier curbs) to reduce the effective width of the roadway.

Appendix



Aerial View of Study Intersection

Figure 1

FOR ILLUSTRATIVE
PURPOSES



BONNIE BRAE

AS PROPOSED
IN SWRTS PLAN



OAK AVENUE



AS PROPOSED
IN SWRTS PLAN

BONNIE BRAE



Oak Avenue with
Bonnie Brae
Intersection Evaluation
River Forest, Illinois

Alternative 1



Exhibit: 1

FOR ILLUSTRATIVE
PURPOSES



BONNIE BRAE

AS PROPOSED
IN SWRTS PLAN



OAK AVENUE



AS PROPOSED
IN SWRTS PLAN

BONNIE BRAE

Oak Avenue with
Bonnie Brae
Intersection Evaluation
River Forest, Illinois

Alternative 2



Exhibit: 2

FOR ILLUSTRATIVE
PURPOSES



BONNIE BRAE

AS PROPOSED
IN SWRTS PLAN



OAK AVENUE

RELOCATION
OF EXISTING
STOP SIGN

AS PROPOSED
IN SWRTS PLAN

BONNIE BRAE



Oak Avenue with
Bonnie Brae
Intersection Evaluation
River Forest, Illinois

Alternative 3A



Exhibit: 3

FOR ILLUSTRATIVE
PURPOSES



BONNIE BRAE

AS PROPOSED
IN SWRTS PLAN



OAK AVENUE



AS PROPOSED
IN SWRTS PLAN

BONNIE BRAE

Oak Avenue with
Bonnie Brae
Intersection Evaluation
River Forest, Illinois

Alternative 3B



Exhibit: 4



MEMORANDUM

DATE: March 20, 2019

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: Parking Restriction Changes – Linden Street and the 200 blocks of Thatcher, Gale, Keystone and Forest

Issue: Village Staff has recently received a significant amount of phone calls regarding an increase in parked vehicles in these areas. It is believed that this is a result of the recently revised commuter parking fee structure.

Analysis: The Police Department performed monitoring of these areas in late December, 2018. Their findings can be reviewed in the attached memorandum. In summary, it does appear that there are a significant number of vehicles that are now parking in these areas, the majority of which do not have River Forest stickers or belong to residents at other locations of the Village. It does not appear that these vehicles belong to residents located within the area. As a result, the following recommendations have been made:

- Installation of a Resident Permit Parking Zone on both sides of Forest Avenue, between Linden Street and Washington Commons Park.
- Installation of a Resident Permit Parking Zone on both sides of Keystone Avenue, between Linden Street and Washington Boulevard.
- Installation of a Resident Permit Parking Zone on both sides of Gale Avenue, between Linden Street and Washington Boulevard.
- Installation of a Resident Permit Parking Zone on the east side of Thatcher Avenue, between Linden Street and Washington Boulevard.
- Installation of a Resident Permit Parking Zone on the south side of Linden Street, between Thatcher Avenue and Gale Avenue.
- Installation of a No Parking Zone on the north side of Linden Street, between Thatcher Avenue and Gale Avenue.

The locations of these proposed parking restrictions can be seen on the attached exhibit. To maintain consistency with the surrounding restrictions, the proposed Resident Permit Parking Zones would be in effect between 6:00am and 10:00am, Monday through Friday.

Recommendation: Village Staff recommends that parking restrictions be installed in accordance with the attached exhibit and as previously described.

Attachments: Police Department Memorandum
Parking Restriction Exhibit



Village of River Forest
River Forest, Illinois

POLICE DEPARTMENT MEMORANDUM

TO: Chief James O'Shea

FROM: Commander James Greenwood

DATE: 20DEC2018

SUBJECT: Parking Enforcement in the area of 7900-8000 Linden.

There were observations and reports of an increased number of vehicles parking for long periods of time in the 7900 block of Linden, as well as the 200 blocks of Gale and Keystone. There was some concern that motorists were parking vehicles in these locations to avoid paying for permit parking or daily commuter parking fees. The other concern was that the vehicles were parking at the locations for another reason like a business was operating out of a residence in the area.

I directed each of the Patrol shifts on 29NOV2018 to monitor the area beginning on 30NOV2018 through 14DEC2018. I requested that a supervisor from each shift prepare a memorandum that included the observations, enforcement action, and other information gathered regarding the issue. I received the memorandums on 17DEC2018. The following is a summary of the information received from each of the shifts.

Midnight Shift (2230-0630hrs)

An Officer was assigned on each shift to monitor the area and report their findings. Officers reported that there were no vehicles parked in the areas prior to 0630hrs and no citations were issued during the monitoring and enforcement period.

Dayshift (0630-1430hrs)

Dayshift Officers enforced violations observed in the area during the designated dates. Officers cited sixteen (16) vehicles for permit violations and other parking violations. These violations were in Zone 1 on the 300 blocks of Thatcher, Gale, Keystone and Forest. The posted signs in the same locations only allows for enforcement on weekdays from 0600-1000hrs.

Sergeant Swierczynski reported that it appeared obvious that commuters are parking their vehicles on Linden, west of Gale and in the 200 blocks of Gale and Keystone. He reported that everyday there were about six (6) vehicles parked on Linden and four (4) vehicles parked on Gale and Keystone. The vehicles parked in these locations registered to residents of the north side of River Forest or to owners that resided outside the Village. There are no posted signs or parking restrictions in these areas, therefore, vehicle could not be cited.

Afternoon Shift (1430-2230hrs.)

Sergeant Labriola reported that on 30NOV2018, there were nine (9) vehicles parked on Linden. Three (3) of the vehicles were from River Forest and the others registered to owners that lived outside of the Village.

On 06DEC2018, officers reported that there were approximately fifteen (15) vehicles parked in the area. A large group of people exited the Metra Train around 1845hrs. Shortly thereafter, all of the vehicles in the area were gone.

Officer Ransom photographed(below) the area of the 8000 block of Linden and remarked that there are no parking restrictions or signs regarding parking in the area.



Recommendations

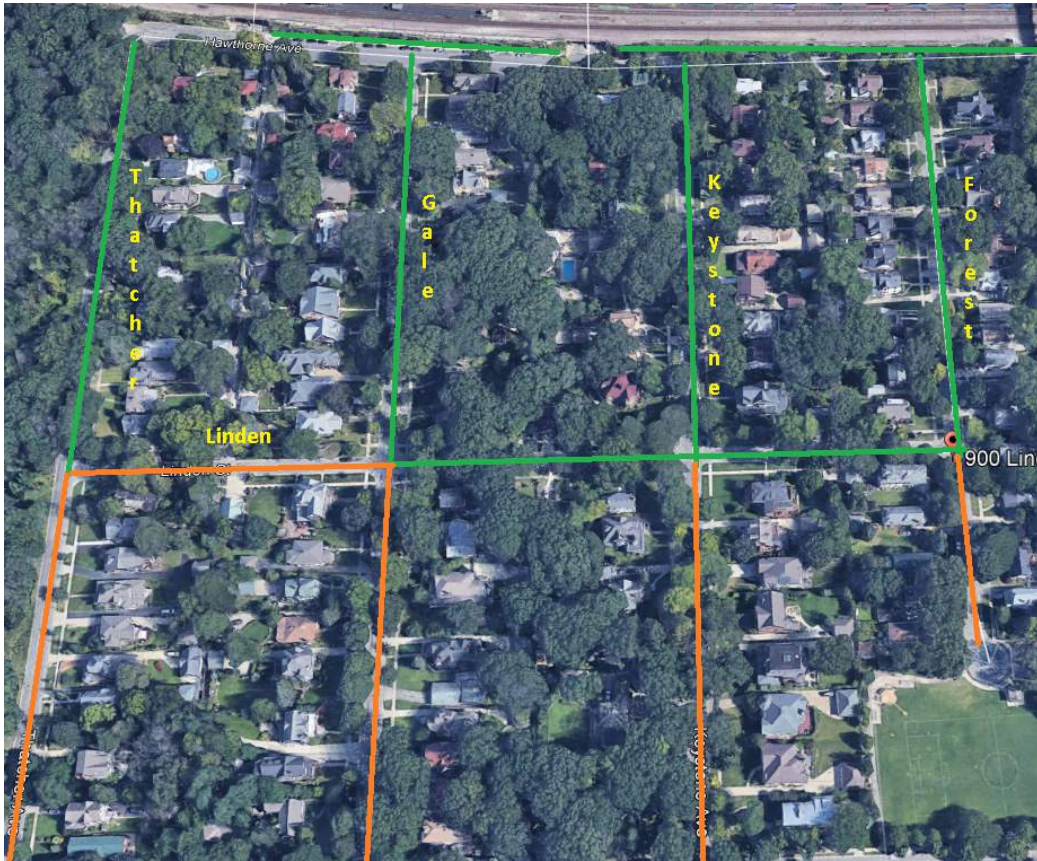
The Village Code 9-3-24, Schedule 24, Resident Parking Zones Designated, currently restricts parking on the 300 blocks of Thatcher, Gale, Keystone, and Forest between the hours of 0600-1000hrs. on Monday through Friday. The Code also restricts parking on Linden between Forest and Gale between the same hours.

The first recommendation is to amend the Ordinance to include the 200 blocks of Thatcher, Gale, Keystone, and Forest between the hours of 0600-1000hrs. The same amendment should include Linden between Thatcher and Gale.

The second recommendation is to amend the Ordinance to restrict parking in the existing and proposed areas from 0600-1400hrs. on Monday through Friday. The Daily Parking Zones on Central and Hawthorne currently reflect these time restrictions.

The third recommendation would be to designate the north side of Linden between Thatcher and Forest as a No Parking Zone. This would help to eliminate the “bottleneck” created by vehicles parking on both sides of the street. With parking on both sides of the street, it is difficult for a normal sized vehicle to drive through. A Public Works employee driving truck with a snowplow or garbage collection vehicle would find it near impossible.

I have included an image below that reflects the first recommendation of adding the 200 blocks of Thatcher, Gale, Keystone, and Forest to Ordinance 9-3-24, Schedule 24. The image also reflects adding Linden between Thatcher and Gale to the Ordinance.



Conclusion

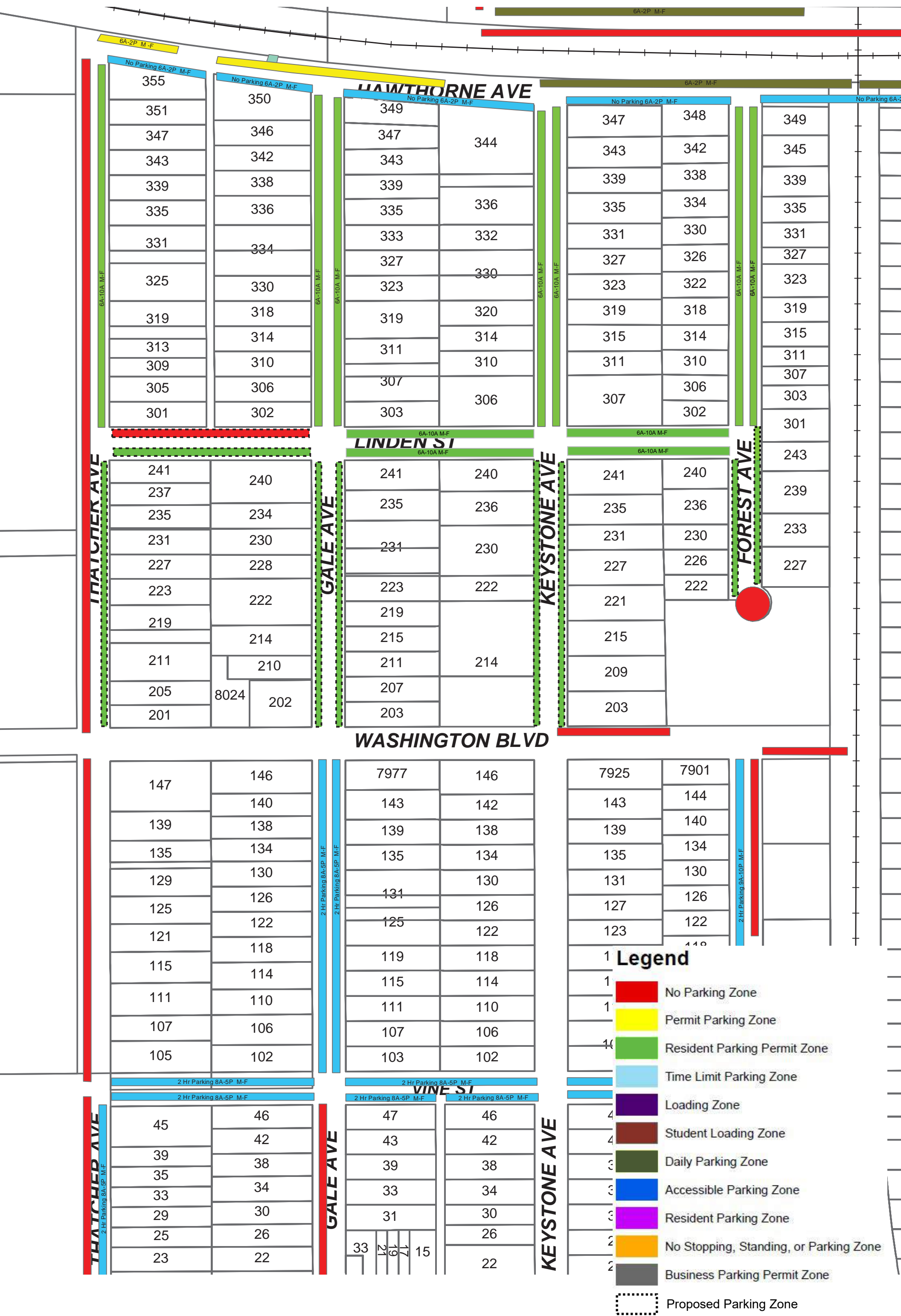
The reported parking problem is a legitimate concern. The observations and enforcement by the Patrol shifts does reflect that the large number of vehicles do belong to motorists that are avoiding paying parking fees and have found areas with no parking restrictions that can be enforced.

I believe that if any or all of the recommendations are implemented, the issue will be reduced significantly. Please advise if you need additional information or if you have any questions.

Respectfully,

James A. Greenwood #189

Commander James Greenwood



- Legend**
- 1 No Parking Zone
 - 1 Permit Parking Zone
 - 1 Resident Parking Permit Zone
 - 1 Time Limit Parking Zone
 - 4 Loading Zone
 - 4 Student Loading Zone
 - 3 Daily Parking Zone
 - 3 Accessible Parking Zone
 - 3 Resident Parking Zone
 - 2 No Stopping, Standing, or Parking Zone
 - 2 Business Parking Permit Zone
 - Proposed Parking Zone



MEMORANDUM

DATE: April 8, 2019
TO: Eric J. Palm, Village Administrator
FROM: Jeff Loster, Village Engineer
SUBJECT: Stormwater Management Ordinance Update

Issue: Staff is seeking the approval of proposed changes to the Village's Stormwater Management Ordinance (SMO).

Analysis: On March 11th, Staff presented proposed changes to the Village's SMO to the Board for discussion purposes. The goal of the presentation was to convey the motivation for the update as well as to discuss some of the more impactful changes being proposed.

As a result of the presentation and feedback provided on March 11th, Staff has finalized the proposed changes to the SMO and is currently seeking Board approval for the updated language. Items of note include:

- The proposed ordinance changes are much more aligned with requirements of the Metropolitan Water Reclamation District (MWRD) than the Village's current SMO
- "House-keeping" updates have been made throughout the proposed language to maintain consistency with other River Forest ordinance sections (permit durations, fine amounts, etc.)
- Grading Plan requirements adopted in 2012 will be included in the new ordinance without any substantial changes
- Floodplain/Floodway requirements will generally be the same as they currently are
- Volume control requirements (more stringent than what the MWRD requires) for Single-Family Residential properties as previously proposed have been removed

At this time, Village Staff is seeking to update current requirements with two main goals in mind:

1. Establish a higher level of consistency with MWRD requirements
2. Maintain (but not increase) current standards within local requirements

Staff believes that the proposed changes achieve an optimal balance between these two goals.

Additionally, while Staff has removed previously discussed language requiring stormwater storage on Single-Family Residential properties, it is understood that this is part of an ongoing discussion that may or may not warrant future amendments to this ordinance as the Village Board may find necessary.

Recommendation: Motion to amend Article 2 of the River Forest Village Code with regard to Floodplain, Stormwater, Drainage and Grading Regulations.

Attachment(s): Ordinance Amending Article 2 of the River Forest Village Code with regard to Floodplain, Stormwater, Drainage and Grading Regulations.

NO. _____

**AN ORDINANCE AMENDING ARTICLE 2 OF THE
RIVER FOREST VILLAGE CODE WITH REGARD TO FLOODPLAIN,
STORM WATER, DRAINAGE AND GRADING REGULATIONS**

WHEREAS, the Village of River Forest (“Village”) is a non-home rule unit of local government as provided by Article VII, Section 7 of the Illinois Constitution of 1970; and

WHEREAS, Section 1-2-1 of the Illinois Municipal Code, 65 ILCS 5/1-2-1, grants the Village the authority to “pass all ordinances and make all rules and regulations proper or necessary, to carry into effect the powers granted to municipalities;” and

WHEREAS, Section 11-30-2 of the Illinois Municipal Code, 65 ILCS 5/11-30-2, grants the Village the authority to “prescribe rules and regulations for grading and draining of lots and construction of (1) paving for motor vehicle driveways and parking areas, (2) terraces, (3) retaining walls of masonry and other materials and for preserving drainage channels in connection with building improvements or without such improvements;” and

WHEREAS, Section 11-30-8 of the Illinois Municipal Code, 65 ILCS 5/11-30-8, grants the Village the authority for “the purpose of lessening or avoiding the hazards to persons and damage to property resulting from flooding, the corporate authorities of each municipality may prescribe rules and regulations for the construction and alteration of buildings and structures and parts and appurtenances thereof;” and

WHEREAS, Section 11-109-1 of the Illinois Municipal Code, 65 ILCS 5/11-109-1, grants the Village the authority to “construct, repair, and regulate the use of culverts, drains, sewers, and cesspools;” and

WHEREAS, the Village desires to amend the Village of River Forest Village Code (“Village Code”) with respect to floodplain, storm water, drainage and grading regulations; and

WHEREAS, the Village finds it in the best interest of the Village, Village residents, Village employees, and the public’s health, safety and welfare, to amend the Village Code as set forth below;

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: That the recitals above shall be and are hereby incorporated in this Section 1 as if restated herein.

SECTION 2: That the Village Code is hereby amended as follows:

Amendment 1:

Chapter 4-12 of the Village Code, entitled "Floodplain Regulations," is hereby amended to read as follows, in its entirety:

4-12-1: PURPOSE

This Chapter is enacted in order to accomplish the following purposes:

- A. Protecting the public health, safety, and welfare, and reducing the potential for loss of property due to flood damage;
- B. Promoting responsible land use practices in River Forest, particularly within floodplains and floodways;
- C. Protecting existing water resources, including lakes, streams, floodplains, wetlands, and groundwater from detrimental and unnecessary modification in order to maintain their beneficial functions;
- D. Preserving and enhancing existing riparian environments;
- E. Ensuring future development in the floodplain does not adversely affect floodplain environments or increase the potential for flood damage;
- F. Requiring consistency in storm water management activities within and among the units of government having storm water management jurisdiction;
- G. Establishing uniform and minimum Village-wide storm water management regulations while recognizing and coordinating with the Cook County Watershed Management Ordinance, as amended from time to time;
- H. Meeting the floodway permitting requirements of the Illinois Department of Natural Resources, Office of Water Resources, delineated in the Rivers, Lakes, and Streams Act (615 ILCS 5/18g);
- I. Complying with the rules and regulations of the National Flood Insurance Program ("NFIP") thereby making federally subsidized flood insurance available;
- J. Protecting waters within River Forest so as to preserve the public health.

Except as hereinafter provided, that the WMO, that certain document titled "Cook County Watershed Management Ordinance", effective May 1, 2014, and any subsequent amendments to the WMO, three (3) copies of which are on file at Village Hall for reference only, shall be and is hereby adopted as the ordinance for the Village regulating floodplain, floodway, wetlands, wetland buffers and riparian environments within the Village; and each and all of the regulations, provisions, penalties, conditions and terms of said Watershed Management Ordinance, as amended herein, on file at Village Hall, are hereby referred to, adopted and made part hereof as if fully set forth in this Section.

Notwithstanding anything in the WMO to the contrary, Section 602 of the WMO shall apply to all development within the floodplain within the corporate boundaries of the Village.

4-12-2: ADMINISTRATION AND ENFORCEMENT:

The Director of Public Works for the Village of River Forest ("Director") shall be responsible for fulfilling all of the duties listed in Section 4-12-3 of the Village Code.

In order to ensure that property owners obtain permits as required in this Chapter, the Director may take any and all actions as outlined in Section 4-12-5 of the Village Code.

4-12-3: DUTIES OF THE DIRECTOR:

The Director shall be responsible for the general administration and enforcement of this Chapter which shall include the following:

- A. Determining The Floodplain Designation: Check all new development sites to determine whether they are in a Special Flood Hazard Area ("SFHA"). If they are in an SFHA, determine whether they are in a floodway or in a floodplain on which a detailed study has not been conducted which drains more than one square mile.
- B. Professional Engineer Review: If the development site is within a floodway or in a floodplain on which a detailed study has not been conducted which drains more than one square mile then the permit application shall be referred to MWRD. At the discretion of the Director, the permit application may also be referred to a professional engineer ("PE") under the employ or contract of the Village for review to ensure that the development meets the requirements of the Village Code.

- C. Other Permit Requirements: Ensure that any and all required federal, state and local permits are received prior to the issuance of a grading permit.
- D. Plan Review and Permit Issuance: Ensure that all development or land-disturbing activities within the SFHAs of the jurisdiction of the Village meet the requirements of the Village Code and issue a grading permit in accordance with the provisions of this Chapter and other regulations of this community when the development meets the conditions of the Village Code.
- E. Inspection Review: Inspect all development projects before, during and after construction to ensure proper elevation of the structure and to ensure they comply with the provisions of the Village Code.
- F. Elevation and Floodproofing Certificates: Maintain in the permit files an elevation certificate certifying the elevation of the lowest floor (including basement) of a residential or nonresidential building, lowest adjacent grade, lowest foundation opening, Base Flood Elevation, and the elevation to which a nonresidential building has been floodproofed, using a National Flood Insurance Program Elevation Certificate or Floodproofing Certificate, for all buildings subject to Article 6 of the WMO for public inspection and provide copies of same.
- G. Records for Public Inspection: Maintain for public inspection base flood data, SFHA and regulatory floodway maps, copies of federal or state permit documents, variance documentation, conditional letter of map revision, letter of map revision, letter of map amendment, and "as built" elevation and floodproofing or elevation and floodproofing certificates for all buildings constructed subject to this Chapter.
- H. State Permits: Ensure that construction authorization has been granted by the Illinois Office of Water Resources, for all development projects subject to Article 6 of the WMO, unless enforcement responsibility has been delegated to the Village. Upon acceptance of this Chapter by OWR and the Federal Emergency Management Agency (FEMA), responsibility is hereby delegated to the Village as per 92 Illinois administrative code 708 for construction in the regulatory floodway and floodplain when floodways have not been defined in this Chapter.

- I. Cooperation with Other Agencies: Cooperate with state and federal floodplain management agencies to improve base flood or 100-year frequency flood and floodway data and to improve the administration of this Chapter. Submit data to OWR and FEMA for proposed revisions of a regulatory map. Submit reports as required for the National Flood Insurance Program.
- J. Promulgate Regulations: Promulgate rules and regulations as necessary to administer and enforce the provisions of this Chapter.

4-12-4: DISCLAIMER OF LIABILITY; ACCESS:

- A. The degree of flood protection provided by this Chapter is considered reasonable for regulatory purposes and is based on engineering experience and scientific methods of study. The Village Code does not warrant that areas outside the delineated floodplain or permitted developments within the delineated floodplain will be free from flooding and associated damages. The Village Code shall not be construed or applied in any manner to create liability on the part of, or a cause of action against, the Village of River Forest, or any elected official, officer, agent, or employee thereof, for any damage or injury to person or property resulting from reliance on the provisions of this Chapter or from reading or interpreting any map that is part of the Village Code. The design and supplementary design requirements contained herein do not replace nor substitute sound engineering practice.
- B. Representatives of the Village may, at all reasonable times during regular business hours or upon notice, request entry upon any development subject to this Chapter for the purpose of conducting periodic inspections to ensure compliance with this Chapter and/or a grading permit issued thereunder. The scope of the inspection, including reviewing and copying of records, is limited to determining whether the development is in compliance with all requirements and conditions of this Chapter and/or a grading permit. The Village may periodically request entry to inspect any mitigation measure at reasonable times and such inspection shall be limited to determining whether the development is in compliance with all requirements and conditions of this Chapter and/or a grading permit. If a request for entry is denied, the Village may seek to obtain and execute a search warrant pursuant to Chapter 4-14 of the Village Code.

4-12-5: VIOLATIONS:

Failure to comply with the requirements of a permit or conditions of a variance resolution shall be deemed to be a violation of this Chapter. Upon due investigation, the Director may determine that a violation of the minimum standards of this Chapter exist. The Director shall notify the owner in writing of such violation.

- A. If such owner fails after ten days' notice to correct the violation, or the violation creates an immediate safety or health hazard:
 - 1. The Village may make application to the Circuit Court for an injunction requiring conformance with this Chapter or make such other order as the Court deems necessary to secure compliance with the Chapter.
 - 2. Any person who violates this Chapter shall upon conviction thereof, be fined not less than two-hundred and fifty dollars or more than seven-hundred and fifty dollars for each offense.
 - 3. A separate offense shall be deemed committed upon each day during or on which a violation occurs or continues.
 - 4. The Village may record a notice of violation on the title to the property.
- B. The Director shall inform the owner that any such violation is considered a willful act to increase flood damages and, therefore, any cause coverage by a Standard Flood Insurance Policy to be suspended.
- C. Nothing herein shall prevent the Village from taking such other lawful action to prevent or remedy any violations. All costs connected therewith shall accrue to the person or persons responsible.

4-12-6: ABROGATION AND GREATER RESTRICTIONS:

This Chapter is not intended to repeal, abrogate or impair any existing easements, covenants, or deed restrictions. Where this Chapter and other ordinance, easements, covenants, or deed restrictions conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

This Chapter does not repeal any ordinance or resolution passed in order to establish eligibility for the NFIP. This Chapter is not intended to

supplement, replace, or remove any responsibility that the Village may have to maintain eligibility and good standing in the NFIP.

4-12-7: DEFINITIONS:

Interpretation of Terms and Words

The terms and words used in this Chapter shall be interpreted as follows:

1. Verbs and phrases in the present tense shall be presumed to include the future tense;
2. Parts of speech used in the singular shall be presumed to include the plural, and those used in plural shall be presumed to include the singular;
3. The words "shall," "will," and "must" are understood as mandatory, not permissive; and
4. All distances shall be measured horizontally unless otherwise stated.
5. A masculine, feminine or neuter pronoun shall not exclude the other genders.

Definitions

Words and terms not defined herein shall be understood by their common dictionary definition. Within the context of this Chapter, the following words and terms shall be defined as follows (except where otherwise specifically indicated):

ACCESSORY STRUCTURE: A detached, non-habitable building without sanitary facilities that is less than 750 square feet in area. Accessory structures include, but are not limited, to garages and sheds.

APPLICANT: Any person, firm, corporation or agency which submits an application.

BASE FLOOD: The flood having a one percent probability of being equaled or exceeded in a given year. The base flood is also known as the "100-year flood."

BUILDING: A structure that is enclosed by walls and a roof. This term does not include accessory structures.

COMPENSATORY STORAGE: An excavated volume of storage used to offset the loss of existing flood storage capacity when fill or structures are placed within the floodplain.

CLOMR: Conditional Letter of Map Revision. A FEMA comment letter on a development proposed to be located in, and affecting only that portion of, the area of floodplain outside the regulatory floodway and having no impact on the existing regulatory floodway or BFEs.

DEMOLITION: Removal of structures, impervious area, or utilities that return land to a natural or vacant state. Demolition activities that change the use of the land, involve berms, landscaping, or grading for future development, or requires any fill within a flood protection area are considered development.

DEVELOPMENT: Any human-induced activity or change to real estate (including, but not limited to, grading, paving, excavation, fill, or mining; alteration, subdivision, change in land use or practice; building; or storage of equipment or materials) undertaken by private or public entities that affects the volume, flow rate, drainage pattern or composition of storm water. The term development shall include redevelopment and shall be understood to not include maintenance, maintenance activities, or demolition.

DIRECTOR: The Director of Public Works of the Village of River Forest and his or her designee.

DISTURBED AREA: Actual land surface area disrupted by construction activity.

DRAINAGE AREA: The land area tributary to a given point that contributes runoff from rainfall and/or snowmelt.

ELEVATION CERTIFICATE: A form published by FEMA that is used to certify the BFE and the lowest elevation of a building's lowest floor.

EROSION: The process of soil particle detachment from the land surface by the forces of wind, water, or gravity.

FEMA: Federal Emergency Management Agency. The federal agency whose primary mission is to reduce the loss of life and property and protect the nation from all hazards (including natural disasters, acts of terrorism, and other man-made disasters) by leading and supporting the nation in a risk-based, comprehensive emergency management system of preparedness, protection, response, recovery, and mitigation.

FIRM: Flood Insurance Rate Map. A map prepared by FEMA, which depicts the SFHA within a community.

FLOOD PROOF: Protective measures added to or incorporated in a building that is not elevated above the base flood elevation to prevent or minimize flood damage. “Dry floodproofing” measures are designed to keep water from entering a building. “Wet floodproofing” measures minimize damage to a structure and its contents from water that is allowed into a building.

FLOOD PROOFING CERTIFICATE: A form published by FEMA that is used to certify that a structure has been designed and constructed to be structurally dry flood proofed to the flood protection elevation.

FLOOD PROTECTION AREAS: Regulatory floodplain, regulatory floodway, riparian environment, wetland, and wetland buffer.

FLOOD PROTECTION ELEVATION: The greater of (i) the elevation of the base flood plus one (1) foot of freeboard, or (ii) when required by the MWRD, the elevation of the base flood plus two (2) feet of freeboard.

FLOODPLAIN: The area adjacent to and including a body of water where ground surface elevations are at or below a specified flood elevation.

FLOODWAY: The channel and portion of the floodplain adjacent to a stream or watercourse that is needed to convey the base flood without cumulatively increasing the water surface elevation more than a tenth of a foot.

FREEBOARD: An increment of elevation added to the base flood elevation to provide a factor of safety for uncertainties in calculations, unknown localized conditions, wave actions, and unpredictable effects such as those caused by ice or debris jams.

IMPERVIOUS AREA: A surface that does not readily allow for the infiltration of storm water runoff into the ground. Impervious areas include, but are not limited to, rooftops, asphalt or concrete pavement, compacted and gravel and ponded water at its normal water level. Volume control practices, green infrastructure, or other areas which include, but are not limited to, non-compacted gravel, porous/permeable pavement, and bioretention (rain gardens and bioswales, composed of an engineered soil mix) that are designed to promote infiltration of storm water runoff into the ground shall not be considered an impervious area.

LOT: Measured parcel of land having fixed boundaries and a unique 14-digit property index number.

MULTI-FAMILY RESIDENTIAL: Residential project where any building contains three (3) or more dwelling units within the property interest.

MWRD: The Metropolitan Water Reclamation District of Greater Chicago. A special-purpose district established by the State of Illinois to, among other things, manage wastewater for an area largely corresponding to Cook County, and storm water in Cook County. The District is an independent unit of local government with an elected nine-member Board of Commissioners.

NFIP: National Flood Insurance Program. The requirements of the NFIP are codified in Title 44 of the Code of Federal Regulations.

NON-RESIDENTIAL: Land uses other than residential subdivisions, multi-family residential, right-of-way, or open space. Non-residential land uses include, but are not limited to, commercial land use and industrial land use.

NPDES: National Pollution Discharge Elimination System.

NUISANCE: A condition where standing water is no less than one inch in depth and no less than thirty six hours in duration. One hundred percent of the standing water shall, in the opinion of the Director, be attributed to an identifiable source or sources. Standing water caused solely by general overland flow patterns will not be considered nuisance.

PARCEL: Contiguous land area under single ownership or control, under an affidavit of ownership, or under a single legal description on record with the Cook County Recorder of Deeds Office.

PROFESSIONAL ENGINEER: A person licensed under the laws of the State of Illinois to practice professional engineering.

PROFESSIONAL LAND SURVEYOR: A person licensed under the laws of the State of Illinois to practice land surveying.

QUALIFIED SEWER: All new and replacement public and private sewers and sewer connections, exterior to a building foundation. See Chapter 701 of the WMO for a complete list.

RECORD DRAWING: Drawing prepared, signed, and sealed by a professional engineer or professional land surveyor representing the final "as-built" record of the actual in-place elevations, location of structures, and topography.

REDEVELOPMENT: Any human-induced activity or change to an existing developed property (including but not limited to, grading, paving, excavation, dredging, fill, or mining; alteration, subdivision, change in land use or practice; building; or storage of equipment or materials) undertaken by private or public entities that affects the volume, flow rate, drainage pattern, or composition of storm water runoff on the previously developed land. The term shall not be understood to include maintenance.

REGULATORY FLOODPLAIN: The floodplain as determined by the Base Flood Elevation used as the basis for regulation in this Chapter.

REGULATORY FLOODWAY: Floodway under the jurisdiction of the Illinois Department of Natural Resources (17 Ill. Adm. Code 1700.30), which consists of portions of the floodplain depicted as floodway on maps recognized by Office of Water Resources.

RESIDENTIAL SUBDIVISION: Residential property that is planned to be subdivided for development, and where each sub-parcel contains a building with less than three (3) dwelling units.

RIGHT-OF-WAY: Land that is dedicated for public access as of the effective date of this Chapter including roads and sidewalks.

RIPARIAN ENVIRONMENT: The vegetated area between aquatic and upland ecosystems adjacent to a waterway or body of water that provides flood management, habitat, and water quality enhancement or other amenities dependent upon the proximity to water.

RUNOFF: The water from rainfall and/or snowmelt that exceeds the infiltration capacity of the land.

SEDIMENTATION: The process when the velocity of wind or water is slowed sufficiently to allow suspended soil particles to settle.

SEPARATE STORM SEWER SYSTEM: A ditch, pipe, or sewer system dedicated solely to accepting, collecting, and conveying storm water runoff to a point of discharge in a receiving natural or man-made waterway or other storm water facility.

SEWERAGE SYSTEM PERMIT: A permit under the MWRD Sewer Permit Ordinance.

SFHA: Special Flood Hazard Area, or an area having special flood, mudslide, mudflow, or flood-related erosion hazards and which is identified on a FIRM as Zone A, AO, A1-30, AE, A99, AH, VO, V1-30, VE, V, M, or E.

SINGLE-FAMILY HOME: Residential property containing less than three (3) dwelling units. Single-family home parcels subdivided after the effective date of this Chapter are considered as residential subdivision.

SITE: Parcel or parcels associated with a development or redevelopment.

STABILIZATION or STABILIZED: Establishment of vegetative cover, riprap, or other means that minimizes erosion on disturbed areas.

STORM WATER: Precipitation that falls to the ground that does not naturally infiltrate into the subsurface soil.

STORM WATER FACILITY: Structures and measures both natural and artificial which serve as a means of draining surface and subsurface water from land including, but not limited to, ditches, channels, conduits, bridges, culverts, levees, ponds, natural and man-made impoundments, wetlands, wetland buffers, riparian environment, tile, swales, storm sewers, and waterways.

STRUCTURE: A structure is anything that is erected or constructed on or below ground including, but not limited to, buildings, manufactured homes, accessory structures, fences, sheds, tanks, dams, sewers, manholes, drop shafts, constructed channels, outfalls, parking lots, driveways, roads, sidewalks, and concrete patios.

STORM WATER POLLUTION PREVENTION PLAN (SWPPP): Site specific documents that identify potential sources of storm water pollution associated with the specific construction activities proposed, describe the preventive storm water control measures that will be used to reduce or eliminate pollutants in storm water discharges from the site, and identify the operator and the procedures they will use to maintain or repair these preventative measures.

SUBSTANTIAL IMPROVEMENT: Any repair, reconstruction, rehabilitation, addition, or other improvement of a building, the cost of which improvement equals or exceeds, individually or in the aggregate, 50 percent of the fair market value of the building, determined from the equalized assessed value of the building before the start of construction of the improvement or, before the damage occurred (whichever came first). This term applies to buildings which have incurred "substantial damage", regardless of the actual repair work performed. The term "cost of improvement" includes the market value of volunteer labor and donated materials. The term "cost of improvement" does not, however, include either (a) any project for improvement of a building to correct existing violations of state or local health, sanitary, or safety code specifications that have been identified by the local code enforcement official and that are the minimum necessary to assure safe living conditions or (b) any alteration of a historic building or a historic district that will not preclude the building's continued designation as a historic building.

VARIANCE: A limited grant of relief by the Village from the term(s) or condition(s) of this Chapter.

VILLAGE: The Village of River Forest.

VOLUME CONTROL PRACTICE: Permanent practice designed to capture, retain, and infiltrate storm water runoff from impervious areas of a development after permanent stabilization is achieved.

VOLUME CONTROL STORAGE: The first inch of runoff from the impervious area.

WATERSHED MANAGEMENT PERMIT: A permit issued by the District for a project that is in compliance with the WMO.

WETLAND: Areas which are inundated or saturated by surface or ground-water (hydrology) at a frequency and duration sufficient to support, under normal circumstances, a prevalence of vegetation (hydrophytes) typically adapted for life in saturated soil conditions (hydric soils). Wetlands generally include swamps, marshes, bogs, and similar areas.

WETLAND BUFFER: The vegetated area adjacent to wetlands left open for the purpose of eliminating or minimizing adverse impacts to such areas.

WMO: The Watershed Management Ordinance, adopted by the Board of Commissioners, Metropolitan Water Reclamation District of Greater Chicago, on October 3, 2013, and as amended to, and including April 17, 2014, May 1, 2014, and July 10, 2014, and any subsequent amendments thereto.

Amendment 2:

Chapter 4-13 of the Village Code, entitled "Storm Water Detention," is hereby amended to read as follows, in its entirety:

4-13-1: PURPOSE:

The purpose of this Chapter is to diminish threats to public health and safety caused by the runoff of excessive storm water, reduce the possibilities of hydraulic overloading of sewer systems, and to reduce economic losses to individuals and the community at large. The provisions of this Chapter further regulate, guide and control development which increases runoff of storm water.

Except as hereinafter provided, that certain document titled "Cook County Watershed Management Ordinance", effective May 1, 2014, and any subsequent amendments thereto, three (3) copies of which are on file at Village Hall for reference only, shall be and is hereby adopted as the ordinance for the Village regulating storm water, erosion and sediment control practices, and sewer construction within the Village; and each and all of the

regulations, provisions, penalties, conditions and terms of said Watershed Management Ordinance, as amended herein, on file at Village Hall, are hereby referred to, adopted and made part hereof as if fully set forth in this Section.

The following sections of the WMO, as effective within the corporate boundaries of the Village, are hereby amended as follows:

Section 504.1: The requirements of this Section shall apply to any of the following:

- A. Residential Subdivision Development on parcels greater than or equal to one (1) acre;
- B. Multi-Family Residential Development on parcels of any size;
- C. Non-Residential Development on parcels of any size; and
- D. Right-of-way Development totaling one (1) acre or more of new impervious area, where practicable.

Section 504.13: The detention facility shall be designed and constructed to:

- A. Be accessible and maintainable;
- B. Function with a gravity outlet wherever possible;
- C. Function without human intervention and under tailwater conditions;
- D. Provide an overflow structure and overflow path that can safely convey the design runoff rate using the methodology specified in 502.9 of the Cook County Watershed Management Ordinance and no less than 1.0 cfs/acre of tributary area;
- E. Maximum detention depths on new parking lots shall not exceed seven (7) inches within parking stalls and twelve (12) inches elsewhere, and the inundation hazard below the 100-year high water elevation shall be clearly posted;
- F. Maximum water depth shall not exceed four feet
- G. Maximum side slope shall be no less than 50:1 and no greater than 4:1, provided, however, that retaining walls may be incorporated into the

design of the facility in lieu of the side slope requirements if approved by the Director;

- H. Provide side slope stabilization and earth stabilization in a manner that is subject to the approval of the Director;
- I. Roof-top detention shall be subject to the approval of the Director.

Section 504.14: The control structure for the detention facility shall be:

- A. Designed using a baffle wall system
- B. Located within the property boundary when possible;
- C. Durable and permanent;
- D. Visible and accessible for maintenance in the opinion of the Director;
- E. Located on the outlet side of a manhole structure;
- F. Designed to include a debris screen upstream of all restrictors less than six (6) inches in diameter;
- G. Designed with a minimum two (2) inch diameter opening;
- H. Designed to be self-cleaning; and
- I. Designed to incorporate a backflow prevention device when connecting to the combined sewer system or a storm sewer system tributary to District water reclamation facilities.

4-13-2: APPLICATION OF REGULATIONS:

The provisions of this Chapter shall apply to any development within any and all zoning district classifications in the Village.

- A. The provisions of this Chapter shall not apply to any of the following:
 - 1. Structures and land uses existing as of the effective date of this Chapter, except when redevelopment occurs;

2. Proposed development with an active grading permit, Watershed Management Permit, or Sewerage System Permit issued prior to the effective date of this Chapter, which has not been fully constructed by the effective date of this Chapter. Storm water management provisions for such development shall conform to the approved plans and specifications of the permit and shall not result in any increase in impervious area over the amount specified by the permit;
 3. Proposed development for which a complete grading permit application has been accepted by the Village prior to the effective date of this Chapter. Any such grading permit application shall be subject to the Ordinance effective at the time the application was made. A complete grading permit application is considered accepted by the Village upon actual receipt by the Village and is minimally composed of the following:
 - a. Complete and executed grading permit application form;
 - b. Grading Permit fee paid in full;
 - c. Plan drawings and calculations signed and sealed by a Professional Engineer; and
 - d. Permit documents signed by the permittee;
 4. Development undertaken as a flood control project.
- B. Existing structures that do not conform to the requirements of this Chapter shall not be substantially improved, replaced, or enlarged in any manner unless such substantial improvements, replacements, or enlargements conform to the requirements of this Chapter.

4-13-3: AFFIDAVIT OF OWNERSHIP INTEREST:

At the time of building permit application, the owner of the development may be required to execute and file with the Department of Public Works a completed Affidavit of Ownership Interest on a form to be provided by the Village. This requirement may apply to any development meeting the criteria identified in Section 4-13-2 (B), though the Director may apply it to additional developments at his discretion.

4-13-4: PERMIT REQUIRED:

No person shall commence any construction, substantial improvement, subdivision of land or other development without first obtaining a permit from the Director. The Director shall not issue such permit for any construction, substantial improvement or other development that does not comply with the provisions of this Chapter.

4-13-5: DISCLAIMER OF LIABILITY:

The degree of flood protection provided by this Chapter is considered reasonable for regulatory purposes and is based on engineering experience and scientific methods of study. The Village Code does not warrant that areas outside the delineated floodplain or permitted developments within the delineated floodplain will be free from flooding and associated damages. This Chapter shall not be construed or applied in any manner to create liability on the part of, or a cause of action against, the Village, or any elected official, officer, agent, or employee thereof, for any damage or injury to person or property resulting from reliance on the provisions of this Chapter or from reading or interpreting any map that is part of this Chapter. The design and supplementary design requirements contained herein do not replace nor substitute sound engineering practice.

4-13-6: ACCESS:

Representatives of the Village may, at all reasonable times during regular business hours or upon notice, request entry upon any development subject to this Chapter for the purpose of conducting periodic inspections to ensure compliance with this Chapter and/or a grading permit issued thereunder. The scope of the inspection, including reviewing and copying of records, is limited to determining whether the development is in compliance with all requirements and conditions of this Chapter and/or a grading permit.

The Village may periodically request entry to inspect any mitigation measure at reasonable times and such inspection shall be limited to determining whether the development is in compliance with all requirements and conditions of this Chapter and/or a grading permit.

If a request for entry is denied, the Village may seek to obtain and execute a search warrant pursuant to Chapter 4-14 of the Village Code.

4-13-7: VARIANCE

The Village may grant a variance when it is consistent with the general purpose and intent of this Chapter and when the development meets the requirements as specified in all of the following conditions:

- A. Granting the variance shall not alter the essential character of the area involved, including existing stream uses;
- B. Failure to grant the variance would create an exceptional hardship on the applicant (economic hardship of the applicant alone shall not constitute exceptional hardship);
- C. The relief requested is the minimum necessary and there are no means other than the requested variance by which the alleged hardship can be avoided or remedied to a degree sufficient to permit the reasonable continuation of the development;
- D. The applicant's circumstances are unique and do not represent a general condition or problem;
- E. The applicant's circumstances are not self-imposed; and
- F. Granting the variance shall not result in any of the following:
 - 1. Additional threats to public safety;
 - 2. Extraordinary public expense;
 - 3. Nuisances, fraud, or victimization of the public, or;
 - 4. Conflict with existing laws or ordinances.

Right To Appeal: To the extent a grading permit is denied pursuant to this Section, or an extension is denied pursuant to Section 4-17-10 of the Village Code, the applicant may, no later than thirty days from the date of said denial, appeal the decision to the corporate authorities, per Section 4-17-11 of the Village Code.

4-13-8: VIOLATIONS:

Any person who violates this Chapter shall, upon conviction thereof, be fined not less than two-hundred and fifty dollars or more than seven hundred and fifty dollars. A separate offense may be deemed committed upon each day during or on which a violation occurs or continues.

4-13-9: DEFINITIONS:

The definitions for Chapter 13 shall be the same as those listed in Section 4-12-7 of the Village Code.

Amendment 3:

Chapter 4-17 of the Village Code, entitled "Grading Permits," is hereby amended to read as follows, in its entirety:

4-17-1: PURPOSE

The purpose of this Chapter is to regulate, guide, and control development in a manner that is designed to minimize adverse impacts to the properties and public rights-of-way surrounding a development. As such, no person may fill, store or dispose of earth materials; alter an existing land grade, contour or drainage pattern; or perform any other land disturbing activity, without first obtaining a grading permit pursuant to this Chapter.

4-17-2: APPLICATION OF REGULATIONS:

Projects that require a grading permit include, but are not limited to:

- A. Construction of new homes or buildings;
- B. Construction or modification of structures or accessory structures that comprise ten percent or more of the existing structure's footprint, increases existing impervious area by 1,000 square feet, or as required by the Director;
- C. Development requiring Volume Control Practices in accordance with Chapter 4-13 of the Village Code;
- D. Installation of underground or above ground swimming pools;
- E. Installation of patios, driveways or other impervious surface;
- F. Landscaping or any other ground disturbance that changes the grade of the site such that existing drainage flows will be altered;
- G. Any project that includes the creation of a foundation;

- H. Any land disturbance proposed in a floodplain, floodway, wetland, wetland buffer or riparian environment;
- I. Any land disturbance that equals twenty-five percent (25%) of the total lot, or one-half acre, whichever is less;
- J. Demolition of any building or structure;
- K. Proposing to install qualified sewer construction within the Village's corporate limits; and
- L. Any other development at the discretion of the Director.

4-17-3: EXEMPTIONS FROM GRADING PERMITS:

Projects that, in the determination of the Director, do not alter an existing grade, contour or drainage flow and are located outside of a floodplain, floodway, wetland, wetland buffer or riparian environment may not be subject to the permitting requirements herein, including, but not limited to, the following:

- A. Raised decks;
- B. Fences; and
- C. Tree removal and planting.

4-17-4: PERMIT APPLICATION INFORMATION REQUIRED:

No request for a grading permit shall be reviewed until the following items have been submitted to the Village:

- A. Grading application form;
- B. Grading permit fee;
- C. If required, two copies of the proposed site grading plan; and
- D. Proof of notice to adjacent property owners.
- E. Copy of applicable MWRD permit applications; and
- F. For land disturbing activities over one acre in area, the applicant must obtain and satisfy the requirements of any applicable NPDES IEPA ILR-10 permit.

4-17-5: GRADING PERMIT APPLICATION FORM:

The applicant shall submit the grading permit application form supplied by the Village and provide the following information:

- A. Address and permanent index number (PIN) of the site;
- B. Name, address and telephone number of the applicant(s);
- C. Name, address and telephone number of all contractors, subcontractors or other persons performing the activities at the site;
- D. Description and schematic depiction of the project; and
- E. Signature(s) of the owner(s) of the site.

4-17-6: SITE GRADING PLAN:

- A. Application Review: Upon submittal of a complete grading application form and grading permit fee, the Director will determine whether a site grading plan will be necessary and, if so, the level of plan detail that will be required.
- B. Plan Detail: The site grading plan may be required to include:
 - 1. Name, address and telephone number of the professional engineer(s) responsible for the preparation of the site grading plan;
 - 2. Date of original preparation and any revisions;
 - 3. Legend;
 - 4. Scale of drawing;
 - 5. North arrow;
 - 6. Site address;
 - 7. Existing and proposed topography of the entire site taken at one foot contour intervals;

8. Contour intervals that extend a minimum of twenty-five feet off site, or sufficient enough to show on and off site drainage and spot elevations as deemed necessary by the Director;
9. Site property lines and/or lot lines and all drainage and utility easements on, under or across thereto;
10. Location and representation of all existing natural drainage and runoff patterns, swales and direction of flow, as well as all stormwater facilities, including all surface and subsurface drainage devices or walls on or within twenty-five feet of the site;
11. Delineation of the drainage area and the drainage area served by all existing and proposed downspouts;
12. Location of downspout, sump pump, and area drain discharges and all associated piping;
13. Location and identification of existing vegetation, proposed vegetation to be placed on the site, and vegetation to be removed from the site;
14. Location of flood protection areas;
15. Location of any existing and proposed buildings and structures, including top of foundation, finish floor elevation, garage slab, and elevations of proposed finished grade at all significant points around the proposed building or structure, including window well rims and adjacent grades, patios and swimming pools;
16. Existing and proposed impervious surface area calculations;
17. Elevation and descriptions of the benchmark utilized for the site grading plan. The North American Vertical Datum of 1988 should be used for all properties within or adjacent to a Special Flood Hazard Area;
18. Three or more representative cross sections at each property line shared by a neighboring property. Cross sections shall extend between the top of foundation (T/F) of the proposed structure to the T/F of the adjacent structure (where applicable) or a distance sufficient to determine drainage patterns;

19. Locations of all manholes, utility structures, fire hydrants, streetlights, curbs, sidewalks, transformers, junction boxes and pads/pedestals located in the public right of way adjacent to the property or as requested by the Director;
 20. Location, elevation, size and material of all existing private and public utilities;
 21. To the extent the site grading plan includes a connection to a sewer, provide the size and location of all sewers, water mains, and open ditches located in the public right of way or in any easement. The rim and invert elevation shall be provided for all structures within or near the vicinity of the subject property. The direction of flow for all sewers and open ditches must also be provided, as well as the methods to be used to protect them;
 22. A volume control plan, if required by Chapter 13, that includes the following:
 - a) Calculations of impervious area and the associated volume required for the Volume Control Practices.
 - b) Pretreatment measures to protect the functionality of Volume Control Practices where necessary;
- C. A Statement by a professional engineer, stating that the proposed project will not cause or aggravate drainage, erosion or runoff which adversely impacts adjacent properties or public rights of way shall be submitted.
- D. Submittal Of Site Grading Plan:
1. Submittal Requirements: The site grading plan shall be prepared and stamped by a professional engineer, and drawn to a scale of one inch equals twenty feet. The plan shall be submitted on paper measuring eleven inches by seventeen inches or twenty-four by thirty-six inches. Two copies of the site grading plan and all supporting documentation, and one electronic copy (PDF) shall be submitted to the Director.
 2. Notice to Adjacent Property Owners: The applicant shall provide notice of the land disturbing activities to any adjacent property owner, on the form to be provided by the Village. Proof of said

notice, by means of a signed affidavit form, shall be submitted with the site grading plan.

- E. Submission of Additional Data: The Director shall review all documentation submitted pursuant to this Section and, if deemed necessary to evaluate potential adverse consequences from the proposed land disturbing activity, the Director has the authority to request additional data, clarification or correction of data already submitted, and the authority to require additional or alternate measures based upon site conditions.
- F. Conditions Or Modifications Imposed: The Director may impose reasonable conditions on other land disturbing activities in order to prevent or mitigate such adverse impact on trees, adjacent properties or easements and rights-of-way, and any such restrictions shall be incorporated into the requirements of the grading permit. Such conditions may include, but are not limited to, prohibiting excessive over digging, requiring shoring, requiring directional boring instead of open trenching.

4-17-7: STORMWATER POLLUTION PREVENTION PLAN:

- A. Requirements: The applicant shall also submit a separate plan labeled "Stormwater Pollution Prevention Plan" which identifies the practices to be used to control runoff, erosion, sedimentation and drainage expected to occur while the project is ongoing, and before final grading, that may adversely impact adjacent properties or public rights of way. The stormwater pollution prevention plan shall also include:
 - 1. A specific plan to eliminate the adverse impacts from stormwater runoff, including, but not limited to, interim soil stabilization and proposed erosion and sediment control practices for all times during construction work and specifically during demolition; between completion of demolition and the commencement of construction work; and continuing through the construction work, until final grading and establishment of a minimum of 70 percent of the permanent vegetation. All such proposed measures shall be based upon the standards and requirements contained in the latest edition of the "Illinois Urban Manual."
 - 2. Details regarding the intended interim on site storage, placement, fill and disposal of earth materials;

3. Location of the proposed areas of excavation, fill, storage and disposal of earth materials, including an appropriate method of erosion and sediment control practices;
 4. Location of flood protection areas;
 5. Delineation and standard details of the measures that will be used to control surface erosion and runoff from the site after all buildings, structures and permanent improvements have been erected on the site;
 6. Location of temporary stockpiles; and
 7. Location of stabilized construction entrance.
- B. Final Stabilization: To the extent the Director determines that the proposed final grade, land contour or drainage pattern may, upon project completion, adversely impact adjacent properties or public rights of way, the site grading plan shall also include:
1. Data regarding the classification, distribution, strength and erodability of existing soils;
 2. Data regarding the nature, distribution, strength and erodability of earth materials, if any are to be placed on the site;
 3. Level of water table;
 4. Plans for permanent soil stabilization upon project completion;
 5. Design criteria for corrective measures, when necessary; and
 6. An alternate proposal for final grading that will eliminate the identified adverse impacts.
- C. Inspection requirements for all ground disturbances, following the inspection requirements established in the IEPA ILR10 general permit conditions. All reports and correspondence related to these inspections and following actions shall be provided to the Village.

4-17-8: RECORD DRAWINGS

- A. Foundation Spot Survey: Upon completion of the construction of a foundation, and prior to commencing framing, the Director may

require a foundation spot survey (prepared by a Professional Land Surveyor licensed in the state of Illinois) which includes the following:

1. All lot lines;
2. As-constructed foundation with elevation; and
3. Ties to all lot lines.

B. As-Built Survey: Upon final completion of the work, the Director may require an as-graded plan (prepared by a Professional Land Surveyor licensed in the state of Illinois) which would include the following:

1. Approved site grading plan;
2. Ground surface elevations;
3. As-graded cross-sections matching those provided in the grading review;
4. Lot drainage patterns; and
5. Locations and elevations of all surface and subsurface drainage and sewerage facilities, including rims, inverts, pipe sizes, materials, lengths and slopes.

4-17-9: GRADING PERMIT FEES:

- A. A grading application fee in accordance with the Village's schedule of fees is required for all projects listed in Section 4-17-2, except where noted in 4-17-9(C).
- B. The permit applicant shall be responsible for all costs incurred by the Village, including any fees for the review of a site grading plan, stormwater pollution prevention plan, permit applications, calculations and other supporting documents, record drawings, and inspection(s).
- C. The grading application fee shall be waived for all projects in which 100% of the proposed impervious area is devoted to installation of pervious building materials.

4-17-10: PERMIT DURATION:

- A. Grading permits shall be valid until such time as there has been inspection and approval of final grading; or up to fifteen months, whichever is shorter.
- B. Any request for an extension of a grading permit must be submitted in writing to the Director at least 10 working days prior to the grading permit expiration date, and must detail the reasons for said request. The Director has the discretion to grant an extension.

4-17-11: PERMIT DENIAL:

- A. Reasons For Denial: If, in the determination of the Director, the proposed work will unreasonably divert or detain surface water onto adjacent properties or public rights of way; alter existing drainage patterns so as to adversely impact adjacent properties or public rights of way; increase or concentrate runoff of stormwater onto adjacent properties or the public rights of way; or cause some similar adverse impact; and the applicant fails to submit proposed measures that would eliminate the identified adverse impacts, then the request for a grading permit shall be denied.
- B. Right To Appeal: To the extent a grading permit is denied pursuant to this Section, or an extension is denied pursuant to Section 4-17-10, the applicant may, no later than thirty days from the date of said denial, appeal the decision to the corporate authorities. The appeal shall state with particularity the following:
 - 1. The name of the party requesting the appeal and its interest in the appeal;
 - 2. The common address of the subject property;
 - 3. A statement setting forth the reasons for the appeal; and
 - 4. The specific relief being sought.
- C. Appeal To The Corporate Authorities:
 - 1. The grading permit appeal shall be heard at the earliest available scheduled meeting of the corporate authorities. Notice of the hearing date to all entitled under this Chapter shall be provided by the Village.

2. In reviewing the permit denial, the corporate authorities shall consider all written documentation submitted by the applicant in conjunction with the request for a grading permit. The corporate authorities shall apply the standards stated in Subsection A of this Section.

4-17-12: ASSIGNMENT OF PERMIT:

- A. A grading permit issued pursuant to this Chapter may be assigned so long as the permittee notifies the Director of the proposed assignment and the proposed assignee:
 1. Submits a new application form;
 2. Agrees to all conditions and duties imposed by the existing grading permit and site grading plan, including any modifications thereto; and
 3. Assumes full legal responsibility for all work performed prior to the date of the assignment.

4-17-13: PERMITTEE'S DUTIES:

- A. Upon the issuance of a grading permit, the permittee shall:
 1. Maintain a copy of the grading permit, stormwater pollution prevention plan, and site grading plan at the site and available for public inspection during working hours; and
 2. Post the grading permit placard at the site at least forty eight hours prior to the initiation of any land disturbing activity.
- B. At all times during the implementation of the site grading plan and the stormwater pollution prevention plan, the permittee shall:
 1. Be in conformity with the grading permit;
 2. Notify the Director within forty eight hours of the initiation of the work at the site;
 3. Notify the Director within forty eight hours of the installation of all erosion and sediment control practices; and

4. Notify the Director within forty eight hours of the readiness of the site for final inspection, including, but not limited to, finished grading, installation of drainage devices and final erosion and sediment control practices.

C. Permittee shall stop work immediately and notify the Director, if site conditions arise that preclude conformance of the work to the approved site grading plan or stormwater pollution prevention plan.

1. Said notice shall identify the site conditions that preclude compliance with the site grading plan, and delineate any and all revisions, modifications and/or additions thereby required to the site grading plan or stormwater pollution prevention plan.

2. The Director shall review all documentation submitted pursuant to this Chapter, and may require permittee to further clarify, revise or supplement the proposed plan modifications prior to resuming any work at the site.

4-17-14: SITE INSPECTIONS AND PLAN MODIFICATIONS:

A. Site Inspections: The Director may inspect a site as necessary to determine compliance with, and to effectuate the purposes of, this Chapter including, but not limited to, the following:

1. Upon receipt of notice given pursuant to Section 4-17-13;

2. To verify completion of any modifications required as a result of changed site conditions;

3. During and following any rainfall; and

4. Upon receipt of notice that site conditions pose a health or safety risk.

B. Plan Modifications: The Director shall have the authority to require modifications to the site grading plan and stormwater pollution prevention plans based upon site conditions existing or encountered at the site after the initiation of construction activity.

4-17-15: SUSPENSION OR REVOCATION OF PERMIT:

- A. The Director shall issue a stop work order and suspend the grading permit when:
 - 1. It is determined that the grading permit was issued in error, on the basis of incorrect information supplied, or in violation of any ordinance, regulation or provision of this Code;
 - 2. Permittee fails to comply with any of the duties set forth in this Chapter; or
 - 3. Inspection by the Director reveals that the work is not in conformance with the site grading plan, or stormwater pollution prevention plan, or any required modifications thereto.
- B. The Director may revoke any grading permit if the permittee fails or refuses, after suspension of the grading permit and receipt of a stop work order, to cease work at the site.

4-17-16: HAZARDS; ACCESS; VARIANCE:

- A. Contractor shall be solely responsible for the determinations and implementation of the means and methods of construction, as well as compliance with all applicable workplace safety rules, regulations, or guidelines. Notwithstanding any permitting under this Chapter, whenever the Director determines that any existing excavation, embankment, fill, or land contour on private property is a health hazard or adversely affects the safety, use or stability of a public way or drainage channel, the owner of said property shall, upon receipt of written notice from the Director and within the period specified therein, abate or eliminate any such hazard as requested by the Director. The Village shall have the right to abate any hazard related to the activities regulated by this Chapter and to charge the applicant for all related costs.
- B. Representatives of the Village may, at all reasonable times during regular business hours or upon notice, request entry upon any development subject to this Chapter for the purpose of conducting periodic inspections to ensure compliance with this Chapter and/or a grading permit issued thereunder. The scope of the inspection, including reviewing and copying of records, is limited to determining whether the development is in compliance with all requirements and conditions of this Chapter and/or a grading permit. The Village may

periodically request entry to inspect any mitigation measure at reasonable times and such inspection shall be limited to determining whether the development is in compliance with all requirements and conditions of this Chapter and/or a grading permit. If a request for entry is denied, the Village may seek to obtain and execute a search warrant pursuant to Chapter 4-14 of the Village Code.

- C. The Village may grant variances from the requirements of this Chapter pursuant to Section 4-13-7 of the Village Code.

4-17-17: VIOLATIONS:

- A. Failure to Obtain a Permit: It shall be unlawful for any person to initiate or engage in any land disturbance prior to obtaining a grading permit as required herein.
- B. Refusal to Comply: It shall be unlawful for any permittee to continue work on a site, after suspension or revocation of the grading permit, or after receipt of a stop work order otherwise issued by the Village.
- C. Fines and Penalties: Any person who violates the provisions of this Section shall be guilty of a violation punishable by a fine of not less than two hundred fifty dollars and not more than seven hundred fifty dollars for each offense. A separate offense may be deemed committed for each day that an offense continues.

4-17-18: ROOF DRAINAGE, SUMP DRAINAGE, & YARD DRAINAGE:

- A. All buildings shall be prohibited from discharging roof, sump, and/or yard drainage directly into the public combined or sanitary sewer system. Such drainage shall discharge on the premises upon which the building is located in such a manner that said drainage shall not damage the same or adjoining properties or become a nuisance to their occupants or the public right of way.
- B. In the event that the Director determines that roof, sump, and/or yard drainage cannot be discharged in a manner that will not damage the same or adjoining properties or public right of way, or become a nuisance to their occupants or users, direct connection to an existing separate storm sewer system is allowable.
- C. The following buildings shall be exempt from the requirements of Subsection A of this Section:

- (a) Existing buildings with internal roof drains;
- (b) Nonresidential buildings without sufficient pervious area to discharge to, at the discretion of the Director; and
- (c) Buildings which discharge roof drainage through a detention facility and located on premises providing onsite stormwater detention meeting the requirements of Chapter 13 of this Title.

D. Exceptions from the requirements of Subsections A & B of this Section may also be made in those cases where, in the opinion of the Director such disconnection will create an associated hazard or nuisance to same or adjoining properties and in cases where locations or existing downspouts preclude the practical disconnection of same. Requests for exceptions must be made in writing on an application form provided by the office of the Director. In all cases, exceptions shall be null and void when gutters and downspouts are replaced where redirection of flows allows for appropriate discharge to grade in the opinion of the Director.

Nothing in this Section shall preclude a resident from reapplying for an exception, subsequent to a denied request, if sufficient documentation evidencing the creation of a hazard or nuisance is provided to the Director.

4-17-19: DEFINITIONS

The definitions in this Chapter shall be the same as those listed in Section 4-12-7 of the Village Code.

Amendment 4:

Section 4-4-4 of the Village Code, entitled "Roof Drainage," is hereby deleted in its entirety.

SECTION 3: That all ordinances, or parts of ordinances in conflict with this Ordinance, are hereby expressly repealed.

SECTION 4: Each section, paragraph, clause and provision of this Ordinance is separable, and if any section, paragraph, clause or provision of this Ordinance shall be held unconstitutional or invalid for any reason, the unconstitutionality or invalidity of such section, paragraph, clause or provision shall not affect the remainder of this Ordinance, nor any part thereof, other than that part affected by such decision.

SECTION 5: This Ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

ADOPTED this 8th day of April, 2019 by the Village President and Board of Trustees, pursuant to a roll call vote as follows:

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED by me this 8th day of April, 2019.

Catherine Adduci, Village President

ATTEST:

Kathleen Brand-White, Village Clerk



MEMORANDUM

Date: April 4, 2019

To: Eric Palm, Village Administrator

From: Rosemary McAdams, Director of Finance

Subject: Approval of Ordinance Adopting the Fiscal Year 2020 Budget

The proposed budget for the Village of River Forest for the fiscal year beginning on May 1, 2019 and ending on April 30, 2020 was presented to the Village Board at a special meeting on April 8, 2019. The following is a summary of the Village’s Proposed Fiscal Year 2020 Budget:

Fiscal Year 2020 Budget Revenues and Expenditures				
	FY 2018 Actual	FY 2019 Budget	FY 2019 Projected	FY 2020 Budget
Village				
Revenues	\$ 29,428,141	\$ 29,386,863	\$ 28,133,623	\$ 29,902,227
Expenditures	26,586,189	30,011,454	28,403,584	29,695,700
Library				
Revenues	\$ 1,297,916	\$ 1,347,000	\$ 1,330,978	\$ 1,429,000
Expenditures	1,233,827	1,783,000	1,387,609	1,850,000

The Ordinance Adopting the 2020 Annual Budget and the budget letter, summary schedules by fund, and detailed budget reports by fund and account for all Village funds and the River Forest Public Library from the Fiscal Year 2020 Annual Budget are attached to this memo. The River Forest Public Library Board approved their budget on March 19, 2019. The Library approved budget included \$80,000 in donations. The summary that was included in the Village Budget document did not include these revenues. The above figures reflect this change. There have been no changes to the budget that has been presented to the board at the special meeting on April 8, 2019. There will be an additional chart added in the Introduction section of the budget document to adhere to GFOA requirements.

A public hearing on the Village Fiscal Year 2020 Budget was held on April 8th at 6:00 p.m. A notice of the public hearing was published in the Wednesday Journal on March 27, 2019 as required by Illinois State Statute. The budget has been available for public inspection on the Village’s website and at the Village Hall. The final budget document will be compiled and distributed to the Board following approval. A copy of the proposed budget is available on the [Village’s website](#).

Requested Board Action: Motion to Approve *An Ordinance Adopting the Annual Budget for the Fiscal Year Commencing on the 1st Day of May, 2019 and Ending on the 30th Day of April, 2020 for the Village of River Forest, Illinois.*

ORDINANCE NO. ____

**AN ORDINANCE ADOPTING THE ANNUAL BUDGET FOR CORPORATE
PURPOSES FOR THE FISCAL YEAR COMMENCING ON THE 1ST DAY
OF MAY, 2019 AND ENDING ON THE 30TH DAY OF APRIL, 2020 FOR THE
VILLAGE OF RIVER FOREST, ILLINOIS**

WHEREAS, the President and Board of Trustees of the Village of River Forest passed and approved Ordinance No. 2084 on October 12, 1981, which Ordinance authorized the passage of the annual budget by majority vote of the president and members of the board in lieu of passage of an appropriation ordinance; and

WHEREAS, the tentative Annual Budget has been made available for public inspection and as required by 65 ILCS 5/8-2-9.9 and a public hearing on said budget has been duly held on April 9, 2018;

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

Section 1: That the annual budget for the fiscal year commencing on the 1st day of May, 2019 and ending on the 30th day of April, 2020 for the Village of River Forest, Cook County, Illinois, attached hereto and made a part hereof, is hereby adopted and approved.

Section 2: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

Ayes:

Nays:

Absent:

APPROVED by me this 8th day of April, 2019.

Catherine Adduci, Village President

APPROVED and FILED in my office this 22nd day of April, 2019 and published in pamphlet form in the Village of River Forest, Cook County, Illinois.

ATTEST:

Kathleen Brand-White, Village Clerk



MEMORANDUM

DATE: April 4, 2019

TO: Eric Palm, Village Administrator

FROM: John Anderson, Director of Public Works

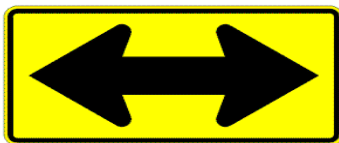
SUBJECT: Safety Improvements to the "T" Intersection at Thatcher & Hawthorne

In the pre-dawn hours of Tuesday, March 26th and again on Thursday, March 28th there were separate incidents where vehicles traveling southbound on Thatcher Ave. went under the viaduct adjacent to Hawthorne Ave. at an excessive rate of speed and did not slow down in order to properly navigate the turn. One vehicle went directly through the intersection hitting two garages and the other vehicle went through a fence and bushes eventually flipping the car and bumping into a nearby home. Staff has been directed to identify any reasonable safety improvements to this intersection in an effort to try and prevent these types of incidents from occurring in the future.

Police, Administrative and Public Works staff members met to discuss any improvements that could be implemented quickly to improve safety at this intersection. Upgrades to signage and lighting were determined to be the most immediate and effective. Staff is evaluating various barrier options as well. These will be determined after consulting with the neighbors. However, the following items will be installed in the upcoming weeks:

Signage

- New "caution cross traffic" signs with increased reflectivity will be installed on the north side of the viaduct facing southbound traffic on Thatcher Ave.
- A larger double arrow sign at the "T" intersection will replace the existing sign on the street light pole on the south side of Hawthorne at Thatcher with increased reflectivity.



Lighting improvements

- A new LED flashing beacon light on the streetlight pole on the south side of Hawthorne facing southbound Thatcher Avenue traffic will be installed.



- Two existing side street light “post-top” fixtures will be replaced with higher “gooseneck” style fixtures and brighter LED cobra head style lights on the south side of Hawthorne Ave. between Gale Ave. and Thatcher Ave. Doing so will increase the amount of light in this area.

Current post-top fixture (13 ft. high):



Proposed goose-neck fixture (16 ft. high):



Potential future improvements

The Village may consider other improvements as well. This could involve barrier installations and other items including the following:

- Installation of a pole mounted radar speed sign on Thatcher Ave. north of Lake Street to discourage speeding on southbound Thatcher Ave.
- Installation of a barrier style fencing with reflectivity striping. Decorative style barrier fences with a built-in cable system similar to the one seen below may be determined as a necessary improvement along Hawthorne Ave. at Thatcher Ave.



Any improvements such as this would be made only after consulting with the nearby residents. Staff does not feel landscaping installations such as trees would provide a big/strong enough barrier to mitigate this issue. Thank you.



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

MEMORANDUM

Date: April 4, 2019

To: Catherine Adduci, Village President
Village Board of Trustees

From: Eric J. Palm, Village Administrator

Subj: Update on RFCCA Building Study

As you know, the Village has been leading an effort with our fellow taxing bodies and other stakeholder tenants to look at the possibility of a new or significantly upgraded River Forest Community Center Authority (RFCCA) Building. There was a meeting back in January 2019 with the participants to have a dialogue about the project. At the conclusion of that meeting there was a consensus to move forward with a more formal study relating to space needs of a “new” facility.

As the lead agency, the Village issued a RFP for services for an architectural firm to conduct a feasibility with a scope that accomplishes the following:

1. The space, facilities and physical resources needed for the Civic Center Authority building, taking into account the needs of the Parties and the needs of other entities that use existing Community Center programs and the Civic Center building.
2. The size and scope of redeveloping and expanding the existing Civic Center building to accommodate more programs and more space sharing at its current location, including square footage, height, parking, bulk regulations and a preliminary cost estimate.
3. The size and scope of demolishing the existing Civic Center building and constructing a new Civic Center building at its existing location, including square footage, height, parking, bulk regulations and a preliminary cost estimate.
4. The size and scope of building a new Civic Center building at an alternate location, including square footage, height, parking, bulk regulations, potential locations and a preliminary cost estimate.
5. Provide preliminary architectural rendering of options deemed most feasible.

The Village received five qualified responses to its RFP. An ad-hoc committee of myself, Dick Chappell, Mike Sletten and Carla Sloan interviewed all five firms this week. From there, we will narrow down the candidate pool to two firms and ultimately work to negotiate a contract with one firm. I expect that contract to come back to the Village Board soon.

Please let me know if you have any questions. Thank you.