

MINUTES

BOARD OR COMMISSION: Capital Improvements DATE: January 12, 2016

MEETING: Regular X Special _____ CALLED TO ORDER: 7:03 PM

QUORUM: Yes X No _____ ADJOURNED: 8:57 PM

MEMBER ATTENDANCE:

PRESENT: Chairman Colliander, Commissioners Biggam, Burton, Kumar, Lane, Ryne and Zucchero

OTHERS: Trustee Liaison Pro Tem Tim Elliott, Public Works Director Julius Hansen, Professional Engineer Bob Minix, Senior Civil Engineer Rich Daubert

ABSENT: Commissioners Lindquist and Pryde

CALL TO ORDER:

The January 12, 2016 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:03 PM by Chairman Colliander. A quorum was present.

AUDIENCE PARTICIPATION:

None

APPROVAL OF MINUTES:

Commissioner Burton moved, and Commissioner Biggam seconded, to approve the December 8, 2015 meeting minutes. The motion was approved unanimously.

TRUSTEE REPORT:

Trustee Elliott reported that the Board has given approval to proceed with the next phase of planning the new police station, without the shooting range, but with the rest of the features intact. The cost is \$13.4 million at this time, not including additional property acquisition. The design-build team has been instructed to work within the \$13.4 million figure that includes \$350,000 in various capital project funds. However, until the final contract is approved, the figure is not final.

NEW BUSINESS – PRESENTATION AND DISCUSSION OF ELEMENTS ASSOCIATED WITH THE ELM-OAK-GENEVA IMPROVEMENTS PROJECT - PROJECT REVIEW:

P. E. Minix presented an overview of the project. There will be particular emphasis on addressing drainage challenges on Elm between Kenilworth and Western, particularly in the western portion of the corridor. There is currently a storm sewer that runs through private

yards in that area. It has about a 5-year storm capacity, but overland flows are significant and the area tends to flood in the rear yards during intense storms due to excess stormwater that cannot be conveyed in the pipe. Some easements have already been granted north of Elm to enhance overland flow routing. There are plans to restore a culvert on the south side of Geneva Road, which apparently was closed off during previous road construction work, and to address some downstream erosion problems in Churchill Park. The goal is to improve the overall overland flow conveyance system. Because the drainage decisions affect the back yards of residences, the CIC will be asked to recommend the appropriate level of Village involvement. The Commission will deliberate formally on this issue at a future meeting to which the project residents will be invited, after staff presents the project in a separate resident meeting to be scheduled in the near future.

Senior C. E. Daubert reviewed the drainage situation in the area. The Kenilworth basin has an existing storm sewer system, flowing south to north. When that system reaches capacity, excess stormwater flows overland in the same direction. Over 100 acres potentially drains through the area. The overland conveyance system is obstructed by the elevation of homes on the south side of Elm Street east of Kenilworth and water ponds in the rear yards; some residences experience over two ft. of water in back yards and structure flooding. Elm Street also blocks overland flow. Residences impacted include 289, 291, 295 and 301 Elm.

Staff wants to lower Elm Street to move water across the street more readily and remove impediments to overland flow between the homes on the south side of Elm Street. Improvements in the conveyance of overland flow between Elm and Geneva have already been constructed at 292 Elm Street and planned for the empty lot at 279 Geneva Road; easements have been already been granted at those locations. Staff is also considering adding a storm sewer running along Kenilworth to Elm to augment existing pipe capacity between Oak and Elm; however, P. E. Minix stated that, although the storm sewer system can be enhanced, it will never have the capacity to solve the problem completely, and there will continue to be some overland flow in any circumstance. Resident input and cooperation will be very important. There was also discussion concerning the cost to the Village and/or the homeowner when work is done on private property.

Commissioners questioned whether house construction could be adversely affecting the situation. P.E. Minix and Senior C. E. Daubert said that there was a creek or ditch running through the area shown on 1949 plans. However, Elm Street has historically blocked this natural flow – there is a culvert under Elm depicted on the 1949 drawings – and it is unclear that there is a connection between recent construction and worsening conditions.

The work contemplated will require excavation in some side yards and accompanying replacement of retaining walls and a side door stoop, and significant impacts on trees and sidewalk replacement with the lowering of Elm Street.

In response to questions, Senior C. E. Daubert said that water should not overtop Geneva Road if the 30" culvert is extended back to the south side of Geneva, even with the additional flow.

The proposed storm sewer on Kenilworth can extend only to Elm, and not Geneva, because of lack of existing storm sewer capacity at Geneva. If a new storm sewer is constructed in Kenilworth and Elm, the purpose would be to fully utilize the existing pipe system capacity. It was emphasized that measures to improve overland flow are the surest way to reduce rear yard flooding on the south side of Elm Street.

There was additional discussion concerning the work and the possible impact on residences. Commissioners reviewed the area and homes most affected by the problem. These residents will probably need to be all in agreement to the improvements. Some residents have already done work to protect their property. Lowering the sidewalk and roadbed on Elm will impact several properties, requiring changes to driveways for better grade transitions.

P. E. Minix said that staff will be talking to residents and presenting the plan. The residents will want to know how much the Village will be doing for them. Approximately four residences on the South side of Elm could see reduced flooding. Residents seem willing to help their neighbors, even if they are not currently directly adversely affected by the overflow. The cost of the overland flow work is expected to be approximately \$30,000-\$50,000. The upcoming project provides the best opportunity to deal with all aspects of improving overland flow conveyance. It does need to be made clear that this work will not necessarily eliminate all rear-yard ponding, but should reduce levels by at least one foot.

Commissioners discussed the wider topic of Village-residents cooperation when public-private area situations can be improved, but only with work on private property, such as in this case when work will need to be done in side and back yards. Is it the responsibility and decision of individual homeowners to do work, or to allow work to be done, on their property? If it is a shared solution, is the cost shared as well? These residents sometimes are dealing with runoff of water they have not generated, and does the Village have responsibility for that?

P.E. Minix said staff will be sending notices to residents to meet with staff, and then meet with the Commission, probably at the February meeting. The Commissioners' preliminary consensus is to hear from residents, and in the interim, design the roads to handle eventual overland improvements on private property.

OTHER BUSINESS:

Staff presented the possibility of a program to cost share with private property owners to solve some of the same issues addressed in the previous discussion. Director Hansen used the example of residents' sump pumps discharging into the street creating serious icing issues in the winter. Although technically in violation of Village ordinances, perhaps the better way to address the problem is to work with the violator to connect to the storm sewer. Commissioners discussed the challenge of finding Village funds for such a program, and requires a definitive Village policy. Addressing such matters case-by-case is not really a solution.

PUBLIC WORKS REPORT:

Director Hansen reported that approval of LED lighting in downtown is moving forward. The fixture recommended by this Commission was deemed dark sky compliant and also received the recommendation of the Environmental Commission. The Historic Preservation Commission is being asked for a recommendation. Then it will be forwarded to the Board for review and approval. The goal is to install one-half of the fixtures in 2016 and the other half in 2017, thus spreading the cost over two fiscal years.

PROJECT REPORT:

The Commission recognized the staff, and Professional Engineer Bob Minix individually, for the awards received for the Crescent Boulevard project.

P. E. Minix reported that staff is working to get out to bid the Lake Ellyn Outlet Control Structure Replacement Project, which will update the capacity of the OCS as well as enhance operations to be able to lower the lake level in advance of major storms. Much of the funding will be provided by the County through a federal assistance grant.

The Village Board considered the Phase II engineering agreement for the Taylor Street underpass. An issue has come up regarding a possible connection to the Prairie Path, and discussions are underway with the County seeking their financial participation. The Board has also received a report on, and is proceeding with Phase I engineering for a pedestrian overpass combined with a new train station. An RFP is being developed for this project. The Village is also attempting to procure funding for an engineering study of a vehicle over/underpass in the Central Business District. Phase I engineering itself would cost nearly a million dollars, and take a number of years to complete.

ADJOURNMENT:

Commissioner Lane moved, and Commissioner Burton seconded adjourning the meeting. With unanimous consent, the meeting was adjourned at 8:57 PM.

Submitted by Karen Blake, Recording Secretary
Reviewed by R. Minix, Village of Glen Ellyn Public Works