WHEATON CITY COUNCIL PLANNING SESSION MINUTES

MAYOR PHILIP J. SUESS
COUNCILMAN MICHAEL BARBIER | **COUNCILWOMAN** ERICA BRAY-PARKER | **COUNCILMAN** SCOTT BROWN
COUNCILWOMAN SUZANNE FITCH | **COUNCILWOMAN** LYNN ROBBINS | **COUNCILMAN** SCOTT WELLER

WHEATON CITY HALL, COUNCIL CHAMBERS, 303 W WESLEY STREET, WHEATON, ILLINOIS 60187

Monday, June 28, 2021

1. Call to Order

The Wheaton City Council Planning Session was called to order at 7:00 p.m. by Mayor Suess. The following were:

Physically Present:	Councilman Barbier Councilman Brown Councilwoman Fitch Councilwoman Robbins Mayor Suess Councilman Weller Councilwoman Bray-Parker
City Staff Physically Present:	John Duguay, Assistant City Manager Kristopher Dunn, Development Engineer Joseph Tebrugge, Director of Engineering Jim Kozik, Director of Economic Development Vince Laoang, Director of Public Works Daniel Peck, Public Relations Coordinator
City Staff Present by Video Conference:	Nathan Plunkett, Streets Superintendent

2. Approval of June 14, 2021 Minutes

The Council approved the June 14, 2021 City Council Planning Session minutes.

3. Public Comment

There were no public comments.

4. Wheaton Place Parking Structure - Proposal for Consulting Services - APGS

Assistant City Manager Duguay stated that Walker Consultants would be presenting information about different automated parking guidance system options for the Wheaton Place Parking Structure as part of original design concepts for the Downtown Streetscape Project.

Assistant City Manager Duguay stated that City staff was seeking Council feedback on whether they should continue to investigate an automated parking guidance system for the Wheaton Place Parking Structure.

Erik Nelson of Walker Consultants provided an overview of automated parking guidance systems (APGS).

An APGS is a digital information network that provides parking availability information and directional guidance to motorists at key decision points on their way to and/or through a parking facility or facilities while also tracking the number of free or occupied spaces for digital platforms including signage and mobile applications.

Mr. Nelson provided an overview of the types of automated parking guidance systems: facility count, level/zone count, and single space count systems.

A facility count APGS is installed at entry and exit points of a parking structure and uses loop sensors, ultrasonic, camera-based, or license plate recognition system vehicle detection methods to provide a total number of available spaces within a facility or lot.

A level/zone count APGS is installed at entry and exit points, as well as at different parking levels, and often requires a lane or stall delineation for reasonable accuracy. The system provides a total number of available spaces in each level or zone, and total spaces within a facility or lot.

A single space count APGS utilizes overhead or pavement sensors installed at individual spaces using ultrasonic, infrared, camera-based, LIDAR technology, or magnetic detection methods. The system provides a total number of spaces by specific area, set of parking spaces, zones, levels, or total spaces within facility or lot.

Mr. Nelson stated that hybrid APGS options include tracking subsets of unique spaces within a facility using a single space count APGS and tracking the remainder of spaces using a level count APGS; utilizing a combination of APGS's and incorporating LED luminary sensors; and utilize counting as a secondary feature with a license plate recognition system.

Mr. Nelson reviewed the communications methods that APGS data could be utilized with including electronic signage, websites, mobile applications, and business intelligence systems.

Mr. Nelson reviewed the estimated costs for each type of APGS.

A facility count APGS using camera-based, LIDAR technology, or ultrasonic detection methods would cost approximately $20,000-$25,000 per entry or exit point. Benefits include a lower cost than other APGS and moderate accuracy. Challenges include having no method of counting by level or single space and would require periodic count resyncing.

A level/zone count APGS using camera-based, LIDAR technology, or ultrasonic detection methods would cost approximately $20,000-$25,000 per level or zone transition. Benefits include useful parking information and moderate accuracy. Challenges include the requirement of frequent count resyncs and potential installation of lane/stall delineation to attain reasonable accuracy.

A single space count APGS using pavement sensors would cost approximately $300-$400 per space. Benefits include a flexible configuration, fewer count resyncs, and it provides an option without overhead guidance lights. Challenges include battery maintenance of sensors, potential signage quality issues in underground structures, and no advanced detection method features.

A single space count APGS using ultrasonic or LIDAR technology overhead sensors would cost approximately $400-$600 per space. Benefits include a flexible configuration, fewer count resyncs, and it provides an option with overhead guidance lights. Challenges include no advanced detection method features.

A single space count APGS using overhead camera sensors would cost approximately $500-$800 per space. Benefits include a flexible configuration, fewer count resyncs, overhead guidance lights every 4-6 spaces, and it supports advanced detection method features.

In response to questions from the Council, Director of Economic Development Kozik stated that the Wheaton Place Parking Structure spaces are divided among 360 public spaces, private spaces for condominium residents, and leased private spaces on the upper levels of the garage. He stated that there are multiple access points for private users of the facility.

In response to questions from the Council, Mr. Nelson stated that the top level would need to utilize a level count APGS because there would be no place to hang overhead sensors.

In response to questions from the Council, Mr. Nelson stated that an APGS could be designed to only count spaces on the top level or bottom level if requested.

In response to questions from the Council, Mr. Nelson stated that due to newness of APGS technologies, the City would need to manually count the vehicles within the structure daily to maintain accuracy if a facility count or level count system was installed.

In response to questions from the Council, Assistant City Manager Duguay stated that City staff has only investigated an APGS for the Wheaton Place Parking Structure and not other parking facilities and lots within the City.

In response to questions from the Council, Mr. Nelson stated that the useful life of an APGS is approximately 10 years.

In response to questions from the Council, Director of Economic Development Kozik stated that City staff recently began tracking parking utilization in the CBD using LPR technology and a drone. He stated that utilization was high in customer parking spaces, the City Hall north lot and the Wheaton Place garage on June 4th, which was one of the dates data was collected. Staff will continue to gather data on how full the Wheaton Place Parking Structure gets during other peak times.

In response to questions from the Council, Assistant City Manager Duguay stated that there were two types of wayfinding signage that were incorporated into the streetscape project that currently direct visitors to parking facilities.

City Council requested City staff postpone further investigation of automated parking guidance systems (APGS) until additional utilization data is collected and the City's comprehensive parking study has been completed.

5. City Of Wheaton Flood Resiliency Investigation - Flood Protection Program Discussion Part 5 (Continued)
Assistant City Manager Duguay stated that this was a continuation of the discussion of developing a flood protection program for the City of Wheaton.

City staff is reviewing Buyout/Floodproofing options and reviewing Capital Improvement Project to address overland flooding and provide flood protection up to a 100-year storm in 15 specific flood-prone areas, along with the associated costs and ancillary benefits. Ancillary benefits from capital improvement projects include moving flood water further away from structures, decreasing or eliminating flooding of accessory

structures and yards, decreasing City expenditure on emergency services, making streets more passable during flood events, and not eliminating neighborhoods or portions of the City's tax base.

City staff previously reviewed 10 of the 15 flood-prone areas during the June 14, 2021 City Council Planning Session.

Director of Engineering Tebrugge reviewed the Williston Basin Flood Study, which showed 36 homes receiving overland flooding and 14 homes receiving flooding over the top of the foundation. A buyout/floodproofing program would cost approximately $4.2 million compared to a Capital Improvement Project, which would cost approximately $7.7 million with no potential grants available. The Capital Improvement Project consists of increasing the size of some storm sewers, floodproofing 10 structures, and constructing new detention basins, which would require buying out 19 private properties. City staff evaluated the Capital Improvement Project as having a very low ancillary benefit.

In response to questions from the Council, Director of Engineering Tebrugge stated that none of the potential floodproofing solutions include the elevation of structures for any of the flood-prone areas.

The Wakeman and Cadillac Upland Depression Flood Study showed 10 homes receiving overland flooding and 6 homes receiving flooding over the top of the foundation. A buyout/floodproofing program would cost approximately $1.8 million compared to a Capital Improvement Project that would cost approximately $2.2 million with no potential grants available. The Capital Improvement Project consists of constructing a new storm sewer through Parkway Drive beginning at President Street and distributing stormwater into the Winfield Creek located in the Turf, Countryside, and Ranch Flood Study area. City staff evaluated the Capital Improvement Project as having a high ancillary benefit.

The Thomas Overland Flow Path Flood Study showed 8 homes receiving overland flooding and 5 homes receiving flooding over the top of the foundation. A buyout/floodproofing program would cost approximately $2 million.

Director of Engineering Tebrugge stated that the Wakeman and Cadillac Upland Depression Flood Study Capital Improvement Project cost is combined with the Thomas Overland Flow Path Flood Study Capital Improvement Project cost because it is required to be complete in order to proceed with the Thomas Overland Study Capital Improvement Project. He stated that the two studies combined show 18 homes receiving overland flooding and 11 homes receiving flooding over the top of the foundation. A buyout/floodproofing program for both study areas would cost approximately $3.8 million compared to the combined Capital Improvement Projects that would cost approximately $4.7 million with no potential grants available. The Capital Improvement Project consists of completing the new storm sewer from the Wakeman and Cadillac Upland Depression Flood Study, and constructing new detention basins, which would require buying out 3 private properties. City staff evaluated the combined Capital Improvement Projects as having a high ancillary benefit.

Director of Engineering Tebrugge stated that the Cherry Street Flood Study projects and the Harrison Avenue Flood Study projects need to be combined as one project, as both are dependent on one another in order to proceed.

The Cherry Street Flood Study showed 19 homes receiving overland flooding and 12 homes receiving flooding over the top of the foundation. A buyout/floodproofing program would cost approximately $3.9 million.

The Harrison Avenue Flood Study showed 25 homes receiving overland flooding and 14 homes receiving flooding over the top of the foundation. A buyout/floodproofing program would cost approximately $5.5 million.

The combination of the Cherry Street Flood Study and the Harrison Avenue Flood Study showed 44 homes receiving overland flooding and 26 homes receiving flooding over the top of the foundation. A buyout/floodproofing program would cost approximately $9.4 million compared to combined Capital Improvement Projects that would cost approximately $7.8 million and would cost approximately $1.9 million if a grant is awarded. The Cherry Street Capital Improvement Project consists of increasing the size of some storm sewers and constructing a new detention basin, which would require buying out 6 private properties. The Harrison Avenue Capital Improvement Project consists of constructing a new detention basin on Wheaton College property and increasing the size of some storm sewers. City staff evaluated the combined Capital Improvement Projects as having a high ancillary benefit.

Director of Engineering Tebrugge noted that the Harrison Avenue Study shows the Wheaton College dormitories receiving overland flooding during a 10-year storm, but the study does not include any details about buyouts or floodproofing.

In response to questions from Council, Director of Engineering Tebrugge stated that the combined Capital Improvement Projects are viable for federal grant funding because of the high benefit cost analysis the projects would provide.

Director of Engineering Tebrugge stated that the overall cost for the proposed flood protection program would be approximately $49.8 million. The cost would decrease to approximately $31.7 million if the potential grants available were awarded. He stated that the maximum change in the total cost of the program if alternate projects are selected is estimated to be approximately $4.5 million.

Director of Engineering stated that the next steps in the process are to discuss funding options for the program and to initiate meetings with the public.

In response to questions from Council, Director of Engineering Tebrugge stated that the Turf, Countryside, and Ranch Capital Improvement Project, which consists of reconstructing streets, is not part of the City's annual road program because it requires specific permitting through DuPage County. He stated that it could be part of the City's annual program, but it would negate the opportunity of receiving a federal grant that would pay 75% of the Capital Improvement Project.

In response to questions from Council, Director of Engineering Tebrugge stated that any properties bought out using FEMA funding will not be able to have any form of development on the property, and the City would need to maintain it going forward. He stated that multiple properties bought out using FEMA funds could be developed into detention areas.

The Council requested that staff formulate a strategy to proceed with communicating the proposed flood protection program to the public and prioritizing projects.

6. Sidewalk Snow Removal Requirement - Commercial Properties

Assistant City Manager Duguay stated that staff was asked to review establishing an ordinance requiring commercial property owners to remove snow from adjacent public sidewalks. He stated that City staff was

seeking Council direction on whether they should continue investigating developing a sidewalk clearing program for certain areas or properties.

Assistant City Manager Duguay provided an overview of similar municipal programs that included ordinances that were required either communitywide, in specific areas adjacent to public sidewalks, in specific areas on private property, and in specific areas on public property. He stated that the City currently requires property owners in specific areas (CBD) adjacent to public sidewalks to remove snow on properties.

Assistant City Manager Duguay stated that some municipalities also include other items in their ordinances that prohibit depositing snow on public streets and sidewalks, and also require property owners to remove snow from public sidewalks.

Assistant City Manager Duguay provided an overview of how the City could define areas, such as by type of property or by zoning classifications. He stated that the City has many areas that have a mixture of zoning classifications, which would make classifying properties by zoning problematic.

Assistant City Manager Duguay reviewed the challenges of establishing a program, which include enforcing an ordinance, dealing with snow piles from plows, defining a snow event, and the lack of available resources from the Public Works Department to support clearing efforts.

The Council requested that staff continue investigating the requirements for an ordinance requiring commercial property owners to remove snow from adjacent public sidewalks.

7. City Council/City Staff Comments

Mayor Suess encouraged community members to enjoy the weekend Independence Day celebrations. He stated that fireworks would begin at 9 p.m. at Graf Park on Saturday, July 3 with activities beginning at 5:30 p.m.; and the Independence Day parade would begin at 11 a.m. July 4 on Main Street between Hawthorne and Union Avenue.

8. Adjournment

The meeting was adjourned at 9:18 p.m.

Respectfully submitted,

Daniel J. Peck