



# MANAGER'S MEMO ITEM

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**ITEM:** Carpenter Street, 63<sup>rd</sup> Street to Lane Place - Parking Restrictions  
P&T File #10-05

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**WORKSHOP DATE:** June 28, 2005

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**PREPARED BY:** David Barber, P.E. Director of Public Works  
Dorin Fera, AICP, Traffic Engineering Manager

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**BID AMOUNT:** \_\_\_\_\_ **ACCOUNT:** \_\_\_\_\_

**BUDGET AMOUNT:** \_\_\_\_\_

**PURPOSE:** To request Council approval for the parking restrictions on Carpenter Street, from 63<sup>rd</sup> Street north to Lane Place.

## **BACKGROUND:**

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Staff initiated this investigation of parking and safety at Hillcrest School in response to a request from the neighborhood. Since this portion of Carpenter Street has no restrictions, the on-street parking by the South High School students has grown considerably in recent months. With no restrictions in place, students were observed to park on both sides of the street, causing a severe narrowing of the roadway, wherein emergency vehicles were impeded from appropriate access to the area.

Staff has proposed the restriction along the east side only of Carpenter Street, such that student parking can still occur, but without the street blockage that had previously occurred. Staff and the Commission agreed that this one-sided restriction offered a good compromise to both the neighborhood and the students' parking needs.

Staff presented this item at the April 13, 2005 Parking and Traffic Commission meeting for discussion and direction. The Commission unanimously approved this item for forwarding to the Village Council.

## **ATTACHMENTS:**

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The following items are attached for Council review:

- Parking & Traffic Commission, Meeting Minutes, April 13, 2005
- Parking & Traffic Commission Recommendation
- Ordinance Request Form

## **STAFF RECOMMENDATION:**

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Staff is recommending that the Village Council approve the parking restrictions on Carpenter Street, as proposed.

## **REQUESTED COURSE OF ACTION:**

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- Place this item on the July 5, 2005 Council Meeting agenda for approval.

**PARKING & TRAFFIC COMMISSION**

Minutes of Public Hearing  
April 13, 2005

Downers Grove Public Works Facility  
5101 Walnut Avenue, Downers Grove

**Chairman Johnson** called the April 13, 2005 meeting of the Parking and Traffic Commission to order at 7:00 p.m. Roll call followed and a quorum was established.

**ROLL CALL:**

Present: Commissioners Kren, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson

Absent: Commissioner Carlquist

Staff Present: Mr. Dave Barber, Mr. Dorin Fera, Mr. Mike Millette; Police Sgt. Jim Nehls, Officer Tim Sembach, and Recording Secretary Sharon Connell

Visitors: Mr. Martin Schack, Downers Grove School District #99; Mr. John Frasz, 1104 63<sup>rd</sup> Street

**Chairman Johnson** informed the commissioners that the meeting was being recorded on Village owned equipment to aid in the preparation of the meeting minutes.

**APPROVAL OF FEBRUARY 9, 2005 MINUTES**

**COMMISSIONER YEKSIGIAN MOVED TO APPROVE THE MARCH 9, 2005 MINUTES AS PRESENTED. COMMISSIONER THURSTON SECONDED THE MOTION. MOTION PASSED BY VOICE VOTE OF 6-0.**

**NEW BUSINESS**

**File #08-05 North High School - Sherman Street One-Way and Parking Modifications.** **Chairman Johnson** discussed that this proposal addressed additional parking at the North High School, which matter had been under discussion for approximately three years, with the possibility of using Sherman Street for additional high school parking. Staff provided four options of how the parking could be accomplished. School District No. 99 also responded favorably.

**Mr. Fera** addressed the committee stating the maps being presented were to invite discussion, especially since a new principal was in office. **Mr. Barber** explained that he planned to use as much of the existing asphalt on the two-way street but he suggested that if the commission wanted to maximize parking, it may have to create parallel parking options. If parallel parking remained, the trees would remain. Discussion followed that the Village could get by using parallel parking with minimal effort as compared to the other options.

Per a question, **Mr. Schack**, representing Downers Grove School District #99, stated he did not see the documents presented but had some information and visuals forwarded to him. Discussion then followed regarding the sales of parking permits in Lot Z, which is on Springside Avenue by South High School.

**Chairman Johnson** explained that if Sherman Avenue was going to be changed to one-way, he had concerns about cut-through traffic and the area becoming potentially hazardous with perpendicular parking, especially with students. However, if there was necessary construction it would make sense to go for the maximum use. **Mr. Fera** stated that Sherman was westbound one-way as a starting point due to the fact that there was a northbound left-turn lane on Main Street, just prior to Sherman, which allowed cars to turn into Sherman. At the end of the day, the cars could exit toward a signalized intersection. **Mr. Barber** also added that he was working with a consultant to eliminate curb cuts on Ogden Avenue explaining that Forest Avenue was one of those streets that may not be necessary for the Village's system, and therefore, one of the options may be that Forest may not need to go through to Ogden at some point. Closing that stretch of the street could be a good idea for additional school parking.

**Mr. Schack** conveyed that District 99 was very interested in the proposed improvement. Currently, the tennis courts were not being utilized due to the public having to cross Main Street and walk past four lanes of traffic. Parking along Sherman would, however, allow the public to use the courts. Whatever parking spaces were added would be a bonus to the district since it would remove students from the side streets and open up spaces to the residents. Having Sherman Street move westward was logical to the school district but either one-way direction would not cause any interruptions with the school. Having Sherman westbound could reduce some of the concerns on left-turning cars headed north on Main Street. **Mr. Schack** stated that one matter that would need addressing was the stacking of buses on Sherman, although it did not occur very often. At the same time, parking on Sherman would allow visiting school buses to park near the tennis courts for tennis meets.

**Commissioner Wendt** asked whether some smaller parking spaces could be installed perpendicular to gain more spaces, wherein **Mr. Fera** indicated it could be done.

**Commissioner Yeksigian** asked whether the 16' foot lane of travel (Alternative 3) would be a requirement and should the same requirement apply to the perpendicular alternative as Alternative 4, wherein **Mr. Fera**, again, said it could be done, explaining that a certain part of the Ordinance did address it for emergency purposes. He would review further since he wanted to meet Village Code. Concern was raised by **Chairman Johnson** on having enough land between the right-of-way and the sidewalk for perpendicular parking.

Further discussion was raised by **Chairman Johnson** that should the committee want to move this matter forward, it would want to recommend approval of parallel parking to be installed during this summer and then review the possibility of expanding it later. Should the committee prefer perpendicular parking **Mr. Barber** suggested the possibility of installing islands in the middle to save some trees; he offered to review the matter. **Mr. Wendt** voiced his concerns about installing 16' foot lanes with students racing down the street. By providing the standard 12' foot wide street, it would cause the students to drive more cautiously. As to whether the width was wide enough for the school's maintenance trucks, etc. **Mr. Schack** added that should two cars park on either side of the driveway, it could cause some maneuver difficulty; however, it would have to be reviewed closely since the driveway was already tight.

By providing parking on the south side near the bend in the sidewalk, **Mr. Barber** felt it would provide enough room for the school district. **Mr. Yeksigian** stated that if the Village had the opportunity to provide the parking away from the residential areas for the high school, he supported making as many spaces as possible.

**Mr. Wendt** asked whether the costs were reviewed for installing the curbs and installing 42 to 45 parking spaces, with the suggestion of renting them out this fall to pay for them by a certain

amount of time, wherein **Mr. Barber** indicated he would probably review the plan more specifically, return with details, and present the costs, as long as the commission was interested in proceeding forward. He believed that changing the street to one-way and doing the work all at once made sense. He could also return with ideas for Forest Avenue.

Commissioners concurred that staff proceed forward on the above matter.

**File #10-05 Carpenter Street, 63<sup>rd</sup> Street to 62<sup>nd</sup> Place Parking Restrictions.** **Chairman Johnson** referred commissioners to staff's report. He noted that the Village manager signed a provision work order to restrict parking on one side of the street temporarily. Staff has asked this commission to consider making the restriction permanent and place it under code and to review. Parking used to be permitted on both sides of the street.

**Chairman Johnson** opened the meeting up to the public.

**Mr. John Frasz**, 1104 63<sup>rd</sup> Street, Downers Grove, explained that when parking was allowed on both sides of the street, it made passing for two cars very difficult. He had concerns about fire trucks moving through the area since the hydrant was in the middle of the block. Additionally, the hydrant was on the side where the cars were parking and some cars parked in front of it. **Mr. Frasz** suggested moving the parking to the other side of the street due to the hydrant. He did speak with the neighbors who preferred the parking on one side only. Responding to **Mr. Barber's** question about student parking, **Mr. Frasz** explained that the two or three cars he saw on Carpenter were a lot but were usually seen on the weekends when residents had company. However, because parking restrictions were placed on other streets, the students were now parking on Carpenter but not a lot of them. **Mr. Barber** indicated that if parking was removed on both sides it would not make much difference, and the only reason it was left on the west side was because of the driveways and for visibility.

**Mr. Fera** indicated, it would be beneficial to keep the parking restriction on the east side because of the traffic flow of the large vehicles coming into the area.

After no further comments, **Chairman Johnson** entertained a motion to move ahead.

**COMMISSIONER THURSTON MADE A MOTION TO FAVORABLY RECOMMEND TO THE VILLAGE COUNCIL TO UPGRADE THE TEMPORARY "NO PARKING ANYTIME" RESTRICTOIN ON THE EAST SIDE OF CARPENTER STREET BETWEEN 63<sup>RD</sup> STREET AND 62<sup>ND</sup> PLACE TO A PERMANENT STATUS. COMMISSIONER KREN SECONDED THE MOTION. ROLL CALL:**

**Ayes: Kren, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson**  
**Nays: None**

**MOTION PASSED. VOTE: 6-0.**

### **OLD BUSINESS**

**File #01-05 Roadway Classification Map (Final).** **Chairman Johnson** reminded commissioners that this matter was discussed prior; however a matter existed with Sterling in that north of 39<sup>th</sup> Street, Sterling was not in the Village of Downers Grove. **Chairman Johnson** indicated his discussions with Mr. Fera, where consideration of Sterling as a collector street

would have to be reviewed again by staff since Sterling stopped/yielded at 41<sup>st</sup> Street. Currently, a collector street had a right-of-way and changing Sterling to a collector would require the changing of stop signs at that intersection, which could raise issues with the residents there. **Chairman Johnson** suggested the committee look at Glendenning since it was more centrally located between Fairview and Main Street and it also traveled north of 39<sup>th</sup> Street.

**Mr. Fera** indicated that staff did review Sterling and Glendenning as it relates to serviceability, function, volume, etc. and staff determined that the volumes of traffic were nearly identical on both streets. Staff had no objection substituting Glendenning as a collector road for Sterling.

**Chairman Johnson** concurred, pointing out the hill on Glendenning was less severe and the street had sidewalks. A review of the other roads that commissions discussed prior, followed. Staff also reviewed the changes made to the map, some of which were typos and some that needed updating.

Per **Mr. Millette**, the benefits of classifying Maple as a minor arterial versus collector road was that Maple would receive priority snow plowing and a better maintenance cycle as compared to the local roads. The road was also eligible for state funding.

**Mr. Wendt** envisioned the residents on Maple returning to this commission expressing their dissatisfaction of making Maple an arterial. He believed that if no significant difference existed what was the purpose of making the change?

**Chairman Johnson** reiterated the benefits again, but also discussed the fact that the only time the matter would return to this commission is when a significant change occurs or when information is published in the newspaper. As a further point, however, **Mr. Fera** noted that the section east of Fairview and the section west of Dunham were also minor arterials and for many years the Village was trying to keep it as a local designation, but it is really being used as a higher order of roadway.

Another question was raised regarding the stop signs at Carpenter and Washington and whether stop signs would continue on other minor arterials, wherein **Mr. Millette** explained that those streets usually have traffic signals because the traffic volume warrants it. **Chairman Johnson** believed it was worth noting because he believed the residents may bring it up. **Mr. Barber** interjected stating that if the Village left the street as a collector, the street would still contain much traffic. At the same time, the Village would be approaching the warrants for a traffic signal at Maple and Washington, and, eventually, at Carpenter, the traffic would start approaching the warrants for a traffic signal. **Mr. Barber** conveyed that whatever the Village designated the street, it was not going to change the character of the street. To go through the extra work of changing the designation for a little bit more maintenance, the residents would not see a significant change as it relates to maintenance. **Mr. Wendt** agreed that it was not worth the hassle.

Per a question regarding east of Fairview on Maple, **Chairman Johnson** recalled there would be three lanes until the road reached Clarendon Hills. **Mr. Millette** was of the understanding that the three lanes would stop at Cumnor and then reduce to two as indicated by State plans, and, construction was still planned for this year.

**COMMISSIONER KREN MADE A MOTION TO FORWARD A POSITIVE RECOMMENDATION TO BOTH THE PLAN COMMISSION AND THE VILLAGE COUNCIL TO UPDATE THE EXISTING VILLAGE ROADWAY CLASSIFICATION MAP TO REFLECT THE**

**ROADWAY CLASSIFICATION CHANGES, AS PRESENTED, AND REVISING STERLING ROAD IN TABLE 1 TO GLENDENNING ROAD. SECONDED BY COMMISSIONER STAPLETON. ROLL CALL:**

**Ayes:** Kren, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson  
**Nays:** None

**MOTION PASSED. VOTE: 6-0.**

**File #02-05 CBD Parking Re-Assignments (Final).** Chairman Johnson conveyed that most of the changes discussed in staff's report were discussed at the commission's last meeting which focused on the Forest Avenue north lot, the Burlington Avenue area between Main and Washington, and some other areas.

**Mr. Barber** reported he did appear before the Transportation Advisory Commission and spoke to the Downtown Management Board and its subcommittee of property owners about this matter. The comments received pertained to increasing the 13 spaces in the Forest lot north to 23 spaces. Staff agreed the revision made sense. **Mr. Barber** noted some of the changes did not occur due to the fact that as the council makes decisions, certain lots will disappear and staff would amend the code to reflect same. Review of the 2, 3, and 4-hour parking revisions followed as well as a review of the consolidation of lots in front of Village Hall. Mr. Barber stated he would like to take Lot M in front of the police station and eliminate the 22 parking meters, eliminate the spaces, and then consolidate Lot M parkers into Lot L for maintenance purposes. Those that used the parking meters could utilize the deck. The consolidated open lot could then be used for customer parking for both the police department and Village Hall.

Because the change outside of Lot B at Burlington would be left alone, **Mr. Barber** felt that it could be adjusted when a final plan was developed for the Curtiss block. Other changes were noted for the 2-hour parking. Staff explained that the parking lot changes would begin July 1, 2005 and the implementation of on-street parking changes would occur as staff time permitted. Lastly, **Mr. Barber** asked to discuss the 15 minute parking spaces and overnight parking separately, which changes were not incorporated into the proposed Ordinance.

Commissioner comments/questions followed. **Mr. Yeksigian** pointed out that paragraphs (c) and (d) on the first page of the document appeared out of order; staff would follow up. Clarification was necessary regarding paragraph (9), page 1, as it relates to location of Lot K; and duplication of two-hour parking stated in Sections 14-105.2 and 14-105.7 as they relate to Wilcox Avenue should be reviewed, noting that one of the paragraphs should be eliminated. Staff would follow up and make the changes.

**COMMISSIONER WENDT MADE A MOTION TO FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO ACCEPT THE UPDATED SECTIONS OF 14-85 UP TO 14-109 OF THE VILLAGE ORDINANCE, AS PRESENTED, IN ORDER TO REFLECT THE PROPOSED CENTRAL BUSINESS DISTRICT PARKING RE-ASSIGNMENTS WITH THE MODIFICATIONS DISCUSSED ABOVE. SECONDED BY COMMISSIONER THURSTON. ROLL CALL:**

**Ayes:** Kren, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson  
**Nays:** None

**MOTION PASSED. VOTE: 6-0.**

**File No. #02-05 (continued). CBD Parking Re-Assignments (15 minute parking spaces).** **Mr. Barber** described that currently seven parking spaces existed on Curtiss in front of the post office, which were working "reasonably well". Staff was recommending they remain. However, staff recommended removing the two 15-minute spaces on Warren Avenue west of Forest, since there was no reason for those spaces. One issue raised, however, was that Angelo's Pizza Place was using the parking spaces in front of its business as 15 minutes spaces with no regulation to support it. The owner expressed to staff that the 15 minute parking was working to meet his needs. **Mr. Barber** explained that the restaurant owner did write the Village for consideration of 15 minute parking and the Village conveyed to the owner that no regulation existed for 15 minutes unless signage was installed. Per staff, the Downtown Management Board agreed that if the last two spaces were revised to 15 minutes from 5:00 p.m. to 7:00 p.m., it would encourage turnover and would be no different than the owner using his sandwich boards. Staff suggested watching the area to see if the signage would work.

Commissioner comments/concerns included the steps to take for a habitual offender, wherein staff conveyed it was not their intent to enforce the spaces. Per **Sgt. Nehls**, the signage would have to be under ordinance to require enforcement. Staff did not encourage enforcement of the 15-minute parking spaces due to the increased police workload for such a small problem.

**Officer Sembach** indicated that the restaurant owner was told by Code Enforcement to remove his current board signs, wherein staff clarified that the signs were confiscated. **Sgt. Nehls** also made note that the owner's sign was not under ordinance and, therefore, it was not enforced and he could not respond to the owner's concerns.

Concern was raised about precedent-setting if the 15 minute signs were installed. **Commissioner Wendt** asked whether the request could be established for a certain period of time, i.e., six months, and then renewed, thereby not establishing a permanent precedent; **Commissioner Kren** concurred. Staff did not see it as a concern but wanted to raise the discussion with commissioners since staff did not have any other answer for the 15-minute spaces. For informational purposes, **Sgt. Nehls** stated that he had no enforcement, no CSO's available for the sign violations during that time of the day and it was difficult for his department to enforce violators. A temporary try at the signs could work but it was up to the commission. Commissioners discussed a temporary six-month trial period. **Chairman Johnson** expressed concern about precedent setting. **Mr. Barber** understood that the two locations (one is Angelo's; the other is Aurelio's Pizza) would be on a trial basis and should the signs not work then they would be removed.

**COMMISSIONER KREN MADE A MOTION TO FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO REMOVE THE TWO (2) FIFTEEN MINUTE PARKING SPACES ON THE NORTH SIDE OF WARREN, WEST OF FOREST AND THAT THE VILLAGE INSTALL TWO (2) TEMPORARY 15 MINUTE PARKING SIGNS, BETWEEN THE HOURS OF 5:00 P.M. - 7:00 P.M. IN FRONT OF ANGELO'S PIZZA PLACE AND AURELIO'S PIZZA, TO BE REVIEWED IN SIX MONTHS. COMMISSIONER THURSTON SECONDED THE MOTION. ROLL CALL:**

**Ayes: Kren, Stapleton, Thurston, Wendt,  
Nays: Chairman Johnson, Yeksigian**

**MOTION PASSED. VOTE: 4-2.**

Regarding the overnight parking matter, **Mr. Barber** suggested the commissioners begin considering this matter and how to approach it, noting that the overnight parking has become more than just overnight parking. **Chairman Johnson** verbalized some of his ideas which included moving the spaces to one or two other lots and emphasizing to the residents that the spaces could not be used during the day. Another idea would allow a certain number of residents to use the parking deck overnight with the Village setting the parking rate to accommodate certain residents. However, he cautioned there could be concerns raised about using the deck for overnight parking.

Dialog was raised that the church was renting out the former 15 Grove lot spaces privately and that it would be beneficial if another private lot could be located for residents to provide the remaining 22 spaces that were being lost. **Commissioner Wendt** surmised that private enterprise was an acceptable way to handle the matter as long as the residents were notified that the parking would be removed. He did not believe the Village was obligated to locate parking for residents. **Mr. Fera** envisioned that once the Curtiss block development was underway the Village would be receiving complaints about parking. He hoped a plan could be developed to give the residents something to work with.

**Officer Sembach** stated that the Oak Tree Towers was currently renting out the apartments and condos without providing parking spaces. Some of the residents called the Police Department to locate spaces for them, wherein they were told to find their own parking.

A general conversation followed regarding the closing of the deck and its enforcement after hours. Staff closed its discussion by indicating it would continue to work on the matter.

### **OTHER BUSINESS**

Conversation was raised regarding the Hillcrest School drop off zone which staff was still reviewing; the Florence and Ogden matter; and a severe accident occurring on 71 Street, west of Dunham Road, which staff was aware of. **Chairman Johnson** referenced a letter he received from Martin Tully, which will be passed on to the Public Works Department as it related to the accident and the intersection. This commission would have to review this matter in the future.

**Mr. Fera** summarized the procedures for *Roberts Rules of Order* and offered to get copies for commissioners. Lastly, **Mr. Fera** handed out future agenda dates and asked the commissioners to forward any changes to their addresses or phone numbers, etc. to staff for updating.

**Commissioner Wendt** raised the issue of Downers Grove South High School students parking on both sides of Stonewall and creating hazardous situations. He believes a petition may have gone out. **Mr. Fera** confirmed that he did receive a petition from the neighborhood and staff conveyed to the petitioner that the matter would be reviewed this week and be scheduled on a future agenda.

**Commissioner Kren** raised concern about the vehicles going through the stop sign on Washington near the post office, many between the hours of 4:30 p.m. and 5:30 p.m. He reminded the officers to pull violators over.

**ADJOURN**

**COMMISSIONER KREN MOVED TO ADJOURN THE MEETING. COMMISSOINER WENDT SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.**

The meeting was adjourned at 8:52 p.m.

Respectfully submitted,  
(as transcribed by tape)

/s/ Celeste K. Weilandt  
Celeste K. Weilandt, Recording Secretary

May 10, 2005

**MAYOR BRIAN KRAJEWSKI AND COUNCIL MEMBERS**

RE: P & T File #10-05

Carpenter, No Parking between 63<sup>rd</sup> & Lane  
Place

**Dear Mayor Krajewski and Council Members:**

On Wednesday, April 13, 2005, the Parking & Traffic Commission adopted the following motion:

**COMMISSIONER THURSTON MADE A MOTION TO FAVORABLY RECOMMEND TO THE VILLAGE COUNCIL TO UPGRADE THE TEMPORARY "NO PARKING ANYTIME" RESTRICTOIN ON THE EAST SIDE OF CARPENTER STREET BETWEEN 63<sup>RD</sup> STREET AND 62<sup>ND</sup> PLACE TO A PERMANENT STATUS. COMMISSIONER KREN SECONDED THE MOTION. ROLL CALL:**

**Ayes: Kren, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson**

**Nays: None**

MOTION PASSED. VOTE: 6-0.

Sincerely,

Ross Johnson, Chairman  
Parking & Traffic Commission  
**VILLAGE OF DOWNERS GROVE**

RJ/md  
P&T/2005/10-05/Recommendation

## **PARKING AND TRAFFIC COMMISSION ORDINANCE REQUEST FORM**

1. Chapter and Section of the Municipal Code to be amended: **14.98** .
  
2. Amend text of ordinance requested (including measurements, complete street names (i.e. Avenue, Road, etc.), directions, etc.):  

No person shall park or let stand, any automobile, motor vehicle or other vehicle at any time in any of the following locations:

*Carpenter Street*, on the east side, from the north line of 63<sup>rd</sup> Street to the south line of 62<sup>nd</sup> Place/Lane Place.
  
3. Current restrictions at this location. (For example, is there currently a stop sign that is to be changed to a yield sign?)  

NONE.
  
4. List of all current ordinances that will conflict with or be affected by the requested ordinance and the requested changes to these ordinances:  

NONE.

***Please attach this form to the Council Action Summary Sheet.***

Carpenter-No Parking

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

**AN ORDINANCE PROHIBITING PARKING ON CARPENTER STREET**

BE IT ORDAINED by the Village Council of the Village of Downers Grove in DuPage County, Illinois, as follows: (Additions are indicated by ~~XXXXXX~~/underline; deletions by ~~strikeout~~):

**Section 1. That Section 14.98 is hereby amended to read as follows:**

**14.98 No parking zones-Generally.**

No person shall park or let stand, any automobile, motor vehicle or other vehicle at any time in any of the following locations:

\* \* \*

Carpenter Street, on the east side, from the north line of 63rd Street to the south line of Lane Place.

\* \* \*

**Section 2.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 3.** That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

\_\_\_\_\_  
Mayor

Passed:  
Published:  
Attest: \_\_\_\_\_  
Village Clerk

J:\raw\workshop-itm\06-28-05\Carpenter-no-prk