



# MANAGER'S MEMO ITEM

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**ITEM:** CBD Parking Re-Assignments, P&T File #02-05

**WORKSHOP DATE:** May 24, 2005

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

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

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

**PURPOSE:** To request Council approval for Re-assigning parking arrangements in the CBD area.

## BACKGROUND:

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In response to the completion of the Parking Deck, and to provide a more uniform parking arrangement in the CBD area, staff has sought to conduct a comprehensive review of current parking operations.

The primary goal of the study was to better balance the parking service between shoppers and commuters. A secondary goal was to look at making the parking restrictions more uniform, more easily understood by the downtown users.

Staff has taken and summarized the numerous recommendations, suggestions, and methods of improving the CBD parking assignment, provided by the Village, the Downtown Management Corporation and others over the last couple of years. These recommendations address the following parking objectives:

- 1.) Provide for more shopper parking north of the BNSF tracks;
- 2.) Re-assign the parking ratios in the Village Hall lot to better serve the visitors/customers;
- 3.) Expand the number of spaces for the Police Department use in the Village Hall lot;
- 4.) Provide uniform parking system in the CBD, that users can recognize, and enforcement can be more efficient;
- 5.) Relocate more of the employee parking into the Deck;
- 6.) Provide for a parking transition plan for the Curtiss/Johnson Printers/K lots when the Curtiss Block re-development work begins;
- 7.) Provide for more high-turnover parking in the central area, less restrictive parking on the fringe of the CBD;
- 8.) Identify the overall parking capacity in the CBD area; both on-street and off-street, private and Village-owned.

The resultant staff recommendations and findings by block and parking lot, were presented to the Parking & Traffic Commission on February 9, 2005. Subsequent to the meeting, staff brought these recommendations to the Downtown Management board and the Property Owners Association for their final comments. Staff then brought this item to the Parking & Traffic Commission for final approval on April 13, 2005.

**ATTACHMENTS:**

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The following items are attached for Council review:

Parking and Traffic Commission, Meeting Minutes, February 9, 2005  
Parking and Traffic Commission, Meeting Minutes, April 13, 2005  
Parking & Traffic Commission Recommendation  
Summary spreadsheet of Proposed Changes  
Downtown Parking Color Map of Proposed Changes  
An Ordinance Re-Assigning CBD Parking

**STAFF RECOMMENDATION:**

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Staff is recommending that the Village Council approve the parking re-assignment changes as proposed.

**REQUESTED COURSE OF ACTION:**

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- Place this item on the June 7, 2005 Council Active Agenda for approval.

**PARKING & TRAFFIC COMMISSION**  
Minutes of Public Hearing  
February 9, 2005

Downers Grove Public Works Facility  
5101 Walnut Avenue, Downers Grove

Chairman Johnson called the February 9, 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 Carlquist, Kren, Stapleton, Thurston, Wendt, Chairman Johnson

Absent: Commissioner Yeksigian

Staff Present: Mr. Dave Barber, Director of Public Works; Mr. Mike Millette, Asst. Director of Public Works – Engineering; Police Sgt. Jim Nehls and Recording Secretary Megan Dugard

Visitors: James Woods with Civiltech Engineering; Willis and Shirley Johnson, 603 Rogers St.; Rena Kuratko, 4917 Stonewall; Kelly Aguayo, 4811 Stonewall; Gary Wahlgren, 5325 Brookbank; Glen Ludwig, 1307 Turney Rd.; Christine Fregeau, 1918 Elmore Ave.; Paul Neustadt, 5326 Meadow Lane; Chuck and Mary Jane Faulkner, 1247 Hawthorn Lane; Peter Trucano, 5227 Brookbank.

**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 DECEMBER 8, 2004 MINUTES**

**COMMISSIONER KREN MOVED TO APPROVE THE DECEMBER 8, 2004 MINUTES AS PRESENTED. COMMISSIONER WENDT SECONDED THE MOTION. MOTION PASSED BY VOICE VOTE OF 6-0.**

**NEW BUSINESS**

**File #01-05 Roadway Classification Map** - Chairman Johnson indicated that some of the revisions made to the classification map (the “Map”) were based on the way the roads were being used. **Mr. Barber** was seeking input from the commissioners on the Map, noting the Map would be forwarded to the Plan Commission for their input. **Mr. Millette** proceeded to explain how the Village’s Roadway Classification Map was broken down and the traffic standards which engineers followed to determine roadway classification, i.e., locals, collectors and arterial roads.

**Mr. Millette**, explained that in his memo (page 2) seven road segments were identified whose characteristics were significantly different from what they were, and, in some cases, were functioning differently. Per a question, **Mr. Millette** discussed that the priority used for the Roadway Maintenance Program had the minor arterials and collector networks take precedence over the local network and volume of traffic would be considered. No special striping or signage would take place. The exercise was more of an acknowledgment of what existed. **Chairman**

**Johnson** clarified that two road segments: Sterling Road from Ogden to 36<sup>th</sup> Street and 35<sup>th</sup> Street, from Sterling Road to Fairview, were listed as collectors because they were a function of trying to complete a collector pattern so that specific section of the village had a collector street to take traffic to a minor arterial street. However, the volume on the segments were low. The same followed for Barneswood Drive, from Venard Road to Highland Avenue. Clarification then followed that Walnut Avenue, north of Maple was a collector street and Walnut south of Maple was not. The map was wrong. Regarding 59<sup>th</sup> Street, from Walnut to Belmont it was noted the segment was outside the village and the map should be corrected.

The chairman discussed in general how in the past residents have expressed their dissatisfaction when a reclassification to their street occurs and then express concern about the impact. However, the Village would try to assure its residents that by designating the street, it would not change the driving habits of motorists. Because this matter was a housekeeping matter, the Map would be forward to the Plan Commission for their input.

Dialog followed on an Ogden Avenue development just west of Lee Avenue and its impact on Lee Avenue and because of that, **Chairman Johnson** believed this commission should have input on all developments when they impact traffic. As to the specific development, **Mr. Millette** said he had not seen anything of late, but that at the last concept stage, there was a connection on Stonewall and Lee.

**File #02-05 CDB (Central Business District) Parking Re-Assignments.** The chair suggested that a thorough review of the CBD begin and commissioners provide their input. **Mr. Barber** presented the map of the existing and proposed parking in the downtown district, emphasizing that parking cannot be considered by "lot", but must be considered as a parking "system." As inventoried, approximately 2300 to 2400 parking spaces existed in the downtown district and included private lots as identified. The proposed parking included on street parking and the parking lots the village owned. **Mr. Barber** addressed some of the issues being raised, i.e., providing more parking for shoppers north of the tracks; parking issues near Village Hall, commuters parking in the police station, and not enough parking for employees, etc. Staff, after taking a holistic view of the parking situation, came up with a number of recommendations. **Mr. Barber** discussed how the parking spaces were either being shifted between lots, eliminated, or reduced in metered hours. Employees of the post office were re-permitted to park in any one of the employee parking spaces downtown just as the other central business district employees parked. Many have relocated to the parking deck. Further changes followed.

For informational purposes, **Mr. Barber** conveyed that this summer the reconstruction of Lot B and the Library Lot will take place with the goal of completion of both lots by June just prior to Heritage Fest.

**Chairman Johnson** added that a lot of 3-hour parking existed and believed this commission should see how it works first and discuss later because the parking plan will have to be flexible. **Mr. Barber** also indicated it was his first try at the plan and he still wanted input from others. Concern was raised that the 3-hour parking in the Forest lot north for 13 employee spaces was "lean" and it was increased to 20 spaces. It would mean another 7 or 8 employees would have to be moved into the lot, which the chair favored. Another clarification was the Burlington-Main-Washington overlay of parking spaces to meters. Staff indicated there seemed to be a need for meters in that location but explained that those meters could disappear once the final plans for the Curtiss block were seen. Staff did not see a need to place 13 employees on the street when it could be used for shoppers or longer-term shopper parking.

Another issue not addressed was the Belmont underpass project which could add over 600 parking spaces. Staff believed there may be point in time where there is a limit to downtown commuter parking. Conversation was then raised on whether overnight parking was an issue wherein **Mr. Barber** conveyed that it was not an issue except for those few who left their cars overnight on a regular basis and who probably lived in the downtown apartments and commuted to work. Concern was raised that if those individuals were put in the deck, the deck was not being used as it was intended and security issues arose. Staff felt that this may be an issue to discuss later.

**Mr. Willis Johnson**, 603 Rogers Street, appreciated the changes north of the tracks. He reminded the commissioners to review the 15 minute spaces in the district. He did not support having them. **Chairman Johnson** asked that staff return with the matter at some point.

Continuing, staff discussed that the seven motorcycle spaces were working well. However, some of the 15-minute spaces were not working well and were creating backup issues, etc. An explanation followed as to why the 12-hour spaces on the south side of Burlington were remaining, with staff explaining that the goal was to remove the employees out of the location and get them to the parking deck. However, three-hour parking was being considered for that area so the village would not have to change any meters. **Mr. Kren** recommending removing the stripes in front of the post office since cars were parking there every day, wherein staff conveyed there was a visibility issue but would review again. In closing, **Mr. Barber** indicated he would be meeting soon with the Downtown Management Board to get their feedback on the parking. He would like to speak to the Transportation Advisory Commission to get their feedback as well. After the feedback, staff would probably present a draft ordinance, bring it to the chair, and then back to this commission for recommendation to Village Council. **Chairman Johnson** concurred and believed the plan was a work in progress and would continue to evolve as different needs came to the forefront.

**Mr. Willis Johnson**, 603 Rogers, asked for the timeline on the above matter, wherein staff estimated about 30 days and did not want to drag beyond two months.

**File #03-05 Parking on Mochel Drive.** The chairman explained this was a housekeeping matter, basically to keep the cut-out zone on Mochel Drive as a No Parking area.

**COMMISSIONER WENDT MOTIONED TO UPGRADE THE TEMPORARY NO PARKING RESTRICTION TO A PERMANENT “NO PARKING ANY TIME” RESTRICTION WITH SIGNAGE ON BOTH SIDES OF MOCHEL DRIVE BETWEEN CURTISS STREET AND THE PARKING DECK. COMMISSIONER KREN SECONDED THE MOTION. ROLL CALL:**

**AYES: Carlquist, Kren, Stapleton, Thurston, Wendt, Chairman Johnson**  
**NAYS: None** **MOTION PASSED: VOTE 6-0**

**File #04-05 55<sup>th</sup> Street and Washington Street - Intersection Safety.** It was noted that this matter was being brought to the attention of the commissioners and staff was looking for input on determining the next steps or whether additional information was necessary. **Mr. Millette** explained this study was initiated from complaints or concerns by the residents who reside at the corner. Staff reviewed the accident statistics for the corner, noting the most common accident was the failure to yield or too fast for conditions. From observations, there appeared no change since the parking deck opened and drivers appeared to use eastbound 55<sup>th</sup> to avoid traffic on Main Street. The speed reviews show slightly higher than the 85<sup>th</sup> percentile. Staff reiterated its findings for the intersection and offered to research further at the commission's request.

**Sgt. Nehls** reported on his traffic data for the parking deck for southbound traffic on Washington Street approaching 55<sup>th</sup> Street. Three accidents occurred from October 2004 to January 2005 after the parking deck was opened. From October 2003 to January 2004 there was only one accident. The main reason for the accidents -- most drivers were failing to yield. Traffic officers were out in the area on four separate dates and documented over 3,000 vehicles traveling east and west on 55<sup>th</sup> Street. In the 7:00 a.m. to 8:45 a.m. hours, the westbound traffic backed up from Main to Washington. Nine vehicles sped between 41 and 45 miles per hour and one vehicle traveled over 45 miles an hour. Speed was not a factor. **Sgt. Nehls** offered to review the intersection again during the spring or summer months. To date, the Police and Public Works Departments felt this matter could be tabled.

**Mr. Wendt**, after looking through the traffic reports conveyed that a majority of the accidents were occurring on 55<sup>th</sup> Street and not Washington.

**Mr. Barber** indicated it was important to communicate to the property owner that receiving feedback will be necessary before a recommendation can be made and that more work was necessary. As to improvements to the 55<sup>th</sup> and Main intersection, i.e., left turn lanes on Main Street, staff indicated that the water line project would have to be completed first before any other work, which could be several years out, but purchasing right-of-ways for appropriate left-turn lanes would be difficult. **Mr. Millette** felt those turns could be beneficial. **Mr. Barber** would speak with Dorin Fera to find out the schedule for the work and also speak to the property owner and bring this entire matter back to the commission in the spring.

### **OLD BUSINESS**

**Fire #08-04 Sidewalk Program.** Staff provided a summary of the recommendations for the sidewalk program as discussed by this commission, to be presented to the Village Council. Staff was asking for support for the recommendations. Mr. Barber, however, announced that one change was already brought to the Village Council which revised the Village Code to require that properties on streets where sidewalks have already been installed through the Village Sidewalk Program, have to continue to pay for their sidewalks via a fee. All recommendations were included including the creation of the unique segments, which was the only recommendation, but staff wanted to make sure the record reflected that information. One of the matrix factors being removed was the State Hazard factor. After **Mr. Barber** spoke with a representative at School District #58, it was noted that by completing a few segments around the school, it could help the school district in eliminating bus routes which cost the school district approximately \$20,000 per year. Staff's understanding was that the Village was applying its factor improperly. In order to eliminate some bus routes, a list of the those specific areas would be forwarded to this commission from the school district. **Mr. Barber** expected to have that information shortly.

Correspondence received from Denburn Association President Gary Wahlgren, dated July 19, 2004, conveyed that the Denburn Association would like to remove its streets from the Village sidewalk matrix and not have sidewalks installed.

**Mr. Gary Wahlgren**, 5325 Brookbank, President of the Denburn Association explained the Association was 53 years old and believed that not enough of the commissioners saw Mr. Barber's presentation to place the association on Amendment "E" -- a separate, inactive matrix, which was the wish of the Association. **Mr. Wahlgren** spoke to five council members who were in favor of granting the inactive matrix Amendment E. He asked for reconsideration from this commission. In support, he discussed the financial costs involved due to the right-of- ways and

the cutting of trees. He expressed concern that this commission would be wasting its time year after year discussing the Denburn area and wanted the matter finalized.

**Chairman Johnson** explained precedent-setting was always a concern but also agreed that places such as Denburn Woods, and similar areas, were further down the road. However, he explained the Village Council directed this commission to consider all roadways in the community, which this commission had done. By approving the request, it became an issue for the Village and the council should make the final decision.

**Mr. Pete Tricano**, 5227 Brookbank, resides in Denburn Woods, has seen the village's installation of sidewalks over the years, noting it was nearing the end, but he explained that problems were inevitable and the village had to address the special areas. Rather than involve the Council on the decision, the people who work with the sidewalk program were best to make the decision. He favored staff's idea of creating a separate list to address special problems.

**Mr. Ludwig**, 1307 Turney asked the chairman for his other reasons why he did not endorse Exhibit E and accept the recommendations of staff, wherein the chair clarified he misspoke and explained the charge to the Parking and Traffic Commission. Again, he reiterated precedent setting was a main issue but at the same time, the program's focus was safety and to create a safe walking route for all residents in the community. **Mr. Ludwig** also could not imagine that another neighborhood in Downers Grove which would qualify under the new criteria that would put Denburn on another matrix and believed the chairman was making an assumption. Because an established homeowners association existed which represented the residents, **Mr. Ludwig** suggested that if the village allowed the Association to move onto the matrix, that if certain neighbors in Denburn Woods felt differently and came to this commission to address them, this commission, in turn, could tell them to return to the Association since they were the ones that represented you, thereby taking the Village out of the middle of the matter.

**Mr. Ludwig** further expressed concern that the program in place was not very popular and there seemed a better way to handle the matter. He emphasized that the streets in Denburn were safer because they were winding streets and vehicles tended to drive slower. He believed that criteria alone in other areas of the Village would not be able to justify it.

**Mr. Barber** reminded the commissioners that the recommendation he made last November and December 2004 to remove the 13 segments from the matrix were due to their unique conditions associated with constructability, of which 6 were in Denburn Woods and 7 in other areas. Until a decision was made on how to address the constructability of those areas, there could be no recommendation from staff. However, the chair believed it was the commission's responsibility to not remove them from the matrix.

**Ms. Rena Kuratko**, 4917 Stonewall, resides between Warren and Prairie, and discussed that the Village just noted a blind hill existed on her street and it was not part of the criteria. The bus service does not come to her area and she does not have sidewalks. She also expressed concern about the Belmont underpass and the 600 parking spots coming in and commuter cut-through. She has asked for the installation of speed bumps on her street but it has not occurred. She has asked for a speed sign to monitor speeding. She expressed concern about the new families moving into her block and their safety. She asked why and how the matrix continues to get reconfigured and continue to move down the list. The chair indicated her street did move up but the issue was money for the construction of the sidewalks and it could take some time to get sidewalks installed due to money constraints.

**Ms. Kuratko** was not familiar with the Stonewall segment closer to Ogden (No. 4 on list) and why it would require more safety when there was no school or public transportation near that area. In addition, she questioned whether the sidewalks were being added to safely get the children to school, explaining that the Pierce Downer bus system was removed from her street and was leaving the area's students to walk in the ditches or on the grass.

**Ms. Kelly Aguayo**, 4811 Stonewall, a 15 year resident, explained seven years ago she had a petition with every homeowner except for one who wanted sidewalks. Since that time, that homeowner moved and new families have moved in with younger children. The bus system did not come to her area because they were less than 1.5 miles from the school. Additionally, she spoke of her own eye impairment and the difficulty of navigating the streets when walking. To be told that her area was moving down the matrix after fighting for sidewalks was very disheartening. The chairman sympathized with her and explained the matrix was refined to make it more meaningful and not to punish anyone. He would check on the rating again. Even more so, **Ms. Aguayo's** situation was clearly why the village needed the matrix and the sidewalks. **Chairman Johnson** reminded the public that many of the areas on the matrix were not part of the original village but that they were brought into the village over a period of time in the condition that they were constructed. **Ms. Aguayo** expressed her surprise when the sidewalk segments on Woodward were completed and Woodward was not ahead of them last year.

It was explained by staff, however, that the sidewalks were done in accordance with what Village Council approved on the matrix last year. Projects, however, may not have been in the time schedule given because funding may not have been available. Staff surmised that the wait would be four years out if the same level of funding was approved by council.

**Sgt. Nehls** discussed the request for the speed trailer on Stonewall, noting the trailer just came back into service and a few other locations existed prior to Stonewall. Traffic officers were sent out on Stonewall and were providing enforcement. The trailer was expected to be on Stonewall in a week.

**Mr. Chuck Faulkner**, 1247 Hawthorne Lane has been a resident since 1951 and a member of the Denburn Association since it's inception. He and his wife viewed the community as a village where the residents come to solve issues in the best possible manner. He asked that the commission think about the importance of being flexible because if rules were rigid, there was friction and dissention, citing Lee Avenue as one of those instances. Those in Denburn Woods had a fear that something similar may be forced upon the Association. Mr. Faulkner reiterated that those on the commission were taking upon themselves a considerable amount of responsibility. He explained other ways existed to create a path, citing that the Village spends about \$200,000 a year to settle claims due to people tripping or getting injured by using sidewalks. He believed staff's recommendation was trying to comply with the ordinance and this commission's position. By not adopting the recommendation, it was going against the original ordinance. He asked for reconsideration of the matter.

As to taking consideration of unique factors regarding construction of sidewalks, **Chairman Johnson** explained it was done automatically every year when the sidewalk matrix was reviewed and staff had bypassed some segments in the past due to their unique situations. While they were not removed from the matrix, they were moved to a different position. He explained that the commission's mandate was to include all segments of streets within the village that do not have sidewalks on them. When the time arrives to review the unique segments, an exception could be made. The chair believed the sidewalks in Denburn Woods

would never be constructed because of the unusual right-of-way in the subdivision and the financial costs involved. He believed it was council's decision and not this commission's.

In response, **Mr. Faulkner** explained that because of Denburn's unique situation and consideration of aesthetics, he believed Denburn Woods was necessary and important to be on a separate list within the matrix.

**Mr. Gary Wahlgren**, 5325 Brookbank, felt that the commission was not open to any other deviations from the matrix and questioned the point of the discussion taking place.

**Ms. Christine Fregeau**, 1918 Elmore Avenue, stated she was before this commission many times on this issue and her concern was more global. She discussed the changes occurring to the village over the years and policy changes over time, but at the same time the similar goals and visions of this community's decision makers, committees, etc. as it relates to public safety to the entire community. Her concerns included whether the subdivision was trying to make a real difference or a distinction with the separation; concerns about the changing criteria; and concerns about taking exception to the State's bus hazard when there were still no sidewalks in areas around schools. She requested that **Mr. Barber** read into the record the correspondence received from **Ms. Laurie Pilster** (of School District 58) as the school addresses the bus matter very clearly and that by providing busing it does not actually work to remove students from walking. The sidewalks were there to separate pedestrian traffic from vehicular traffic.

In response, **Mr. Barber** clarified the comments he made were the way the school district applied them, but that was not the rules applied on the matrix. His comment was correct as to the way staff had applied it on the matrix. The school district had several factors they took into account for busing. Staff had only applied to the areas where pedestrians were crossing railroad tracks, 55<sup>th</sup> Street, or other major routes. **Ms. Fregeau** further discussed her concerns about the village making a decision on outdated data and traffic count data that was not really valid. **Mr. Barber** explained he was trying to create factors that could be measured which was why he was changing it. The school factor was a factor that was creating confusion.

**Mr. Ludwig**, 1307 Turney, explained his understanding of the chairman's position but recommended that staff incorporate the criteria into the overall matrix and assign negative numbers to move the Denburn Woods down to the bottom of the list, which would solve everyone's problem and not cause the Denburn Association to come to this commission every year. In response, the chair expressed his concerns when the village came to that separate list. He agreed that he did not want to see sidewalks in Denburn Woods but it was not the commission's decision.

After much discussion back and forth, **Mr. Wendt** indicated he supported **Chairman Johnson's** decision. **Mr. Carlquist** favored completing four times the amount of sidewalks in other parts of the village than in Denburn Woods due to the cheaper cost per foot than in Denburn Woods. He reminded everyone that the village must look at the matter as what is best for Downer's Grove.

**Mr. Faulkner**, 1247 Hawthorn, reminded the commission this process was supposed to be a democracy and that the village was determining that sidewalks were necessary. However, he explained that the ordinance which was established was to rate the desirability of sidewalks not to mandate them. After explaining his understanding of the matter he believed the commission was putting itself in the position of dictation.

**Chairman Johnson** indicated the commission was not dictating and that **Mr. Faulkner** misunderstood the direction of council's policy set 12 years ago. A history of that policy followed. The chairman indicated he could not recall any residents finding dissatisfaction with the sidewalks once they were installed. A majority of them wanted the sidewalks and believed it was a good idea. Lastly, the chairman explained to the residents that this commission was only a recommending body and that village council had the final say.

Lastly, in addressing the comment as to what happens when Denburn Woods gets to the top of the list and enough money exists to install the sidewalks, **Mr. Faulkner** explained that because the subdivision does not involve a thoroughfare and does not involve any parts of the community, a vote of the community is taken, which was his understanding of democracy.

**Mr. Gary Wahlgren**, stated he did speak to five commissioners who supported the Denburn Woods matter but apologized that they did not contact **Chairman Johnson**. He believed that this commission could recommend staff's recommendation to the Village Council. He further thanked this commission and **Mr. Barber** for all their time spent on this matter. He again asked for a separate list or to add criteria to drop Denburn Woods to the bottom of the list.

**COMMISSIONER KREN MADE A MOTION THAT BASED ON THE DISCUSSIONS WHICH TOOK PLACE, THE FOLLOWING CHANGES BE MADE TO THE VILLAGE'S SIDEWALK PROGRAM:**

- **Consider the Gap Sidewalk Program as complete and close this program;**
- **Remove sidewalk projects on State and County highways from the Village's Matrix;**
- **Support for Code change to collect sidewalk fees for new development (completed)**
- **Support consideration for collection of sidewalk fees during annexation of properties to the Village;**
- **Support adding summer season employees to develop GIS sidewalk database,**
- **Support annual vehicular traffic data for 25% of the segments on the Matrix;**
- **Eliminate the Sidewalk Cost Share Program as a separately funded program but continue to offer this cooperation through existing sidewalk construction programs;**
- **Amend the Sidewalk Matrix to eliminate two major factors (Pedestrian Volume and Existing Sidewalk), eliminate one minor factor (Street Lights), combine two minor factors into one factor (Roadside Sign Obstruction and Blind Hill signs) and add one new factor (Continuity); and**
- **Approve the updated 2005 Sidewalk Matrix which now includes 130 project segments.**

**SECONDED BY COMMISSIONER KREN. ROLL CALL:**

**AYES: Carlquist, Kren, Stapleton, Thurston, Wendt, Chairman Johnson**

**NAYS: None**

**MOTION PASSED: VOTE 6-0**

Dialogue followed that this matter will be on the March 22<sup>nd</sup> workshop agenda. **Mr. Barber** indicated he went to Village Council to hear the budget hearing and \$360,000 per year has been allocated for the sidewalk construction program. If council continues at that level, staff believes the first three programs on the matrix could be completed.

**ADJOURN**

**COMMISSIONER KREN MOVED TO ADJOURN THE MEETING. COMMISSOINER  
CARLQUIST SECONDED THE MOTION. MOTION CARRIED. VOTE: 6-0**

The meeting was adjourned at 10:05 p.m.

Respectfully submitted,  
(as transcribed by tape)

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

**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 #02-05

CBD RE-ASSIGNMENTS

**Dear Mayor Krajewski and Council Members:**

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

**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.

**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

Sincerely,

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

RJ/md

P&T/2005/#02-05/Recommendation

**TABLE 1**  
**CBD PARKING RE-ASSIGNMENTS (P&T FILE #02-05)**  
**ON STREET SUMMARY**

<b>Location</b>	<b>Proposed Action to Be Done</b>
Washington, Maple to Burlington	Convert four (4) 12-Hr. meters to 3-Hour spaces. Convert thirteen (13) 9-Hr. meters to 3-Hour spaces Convert twelve (12) 2-Hour to 3-Hour spaces . <i>TOTAL 29, 3-Hour spaces.</i>
Burlington, Main to Washington	Convert sixteen (16) CBD Overlay to 12-Hour meters (S side). Retain (19) 12-Hour meters (N side) <i>TOTAL 35 , 12-Hour meters</i>
Forest Ave, Warren to Franklin	Convert four (4) 12-Hour meters to 3-Hour spaces. Convert Twenty Four (24) 2-Hour to 3-Hour spaces <i>TOTAL 28, 3-Hour spaces.</i>
Forest, Curtiss to Gilbert	Convert eight (8) 2-Hour spaces to 3-Hour spaces. <i>TOTAL 8, 3-Hour spaces</i>
Warren, Linscott to Forest	Convert nine (9) 12-Hour meters, and nine (9) 2-spaces to eighteen (18) 3-Hour parking. Convert ten (10) 12-hour spaces west of Saratoga to 4-Hour spaces. <i>TOTAL 18, 3-Hour spaces</i> <i>TOTAL 10, 4-Hour spaces</i>
Warren, Forest to Main	Convert nine (9) 3-Hour spaces to 2-Hour spaces. <i>TOTAL 9, 2-Hour spaces.</i>
Warren, Main to Washington	Convert twenty four (24) 3-Hour spaces to 2-Hour spaces. <i>TOTAL 24, 2-Hour spaces.</i>
Main St, Rogers to Franklin	Convert eighteen (18) 3-Hour to 2-Hour spaces. <i>TOTAL 18, 2-Hour spaces</i>
Rogers, Main to Highland	Convert sixteen (16) 3-Hour spaces to 2-Hour spaces. <i>TOTAL 16, 2-Hour spaces.</i>
Curtiss, Carpenter to Forest	Convert eighteen (18) 2-Hour spaces to 3-Hour spaces <i>TOTAL, 18, 3-Hour spaces.</i>

**Table 2**  
**CBD PARKING RE-ASSIGNMENTS (P&T FILE #02-05)**

**PARKING LOTS SUMMARY**

<b><u>Lot Location</u></b>	Existing Public Spaces	Existing Composition	Changes in Number of Spaces	<b>NET PUBLIC Parking Spaces</b>	<b>Proposed Composition</b>
Main & Maple	30	20 (3-hr.) 10 Employee. 1 HC	Lose 20 (3-hr) Lose 10 Employee	0	N/A
Forest Lot S	78	78 (3-hr.) 4 HC	<i>No Change</i>	78	78 (3-Hr), 4 HC
Forest Lot N	84	84 Employee. 2 HC	Gain 26 (3-hr) Gain 15 Commuter Lose 43 Employees to Deck	84	43 Employee 26 (3-hr) 15 Commuter, 2 HC
Lot A	47	30 Commuter 12 Employee 5 (3-hr.)	<i>No Change</i>	47	30 Commuter 12 Employee 5 (3-hr.)
Lot B	59	59 Commuter. 9 HC	<i>No Change</i>	59	59 Commuter, 9 HC
Lot C	66	66 Commuter	Lose 10 Commuter. Relocate to Deck	66	56 Commuter and 10 (3-hr)
Lot D	76	76 Commuter. 2 HC	<i>No Change</i>	76	76 Commuter, 2 HC
Lot F	90	90 Commuter	<i>No Change</i>	90	90 Commuter
Lot K	38	38 Commuter	Lose 38 Commuter. Relocate 10 of 38 Permits to Forest Lot N; remainder 28 spaces to Lots A, B, C, L, or Deck	0	N/A
Deck	791	270 (4-Hr.) 255 Employee 250 Commuter. 16 HC	<i>No Change</i>	791	270 (4-Hr.) 255 Employee 250 Commuter, 16 HC
Johnson Lot	85	62 (3-hr.) 23 Employee 4 HC	Lose 62 (3-hr) Lose 23 Employee	0	N/A
Curtiss Lot	105	105 (4-hr.) 22 R Permit. 4 HC	Lose 105 (4-hr) Lose 22 R Permit	0	N/A
Lot M	98	22 Commuter 22 12-hr.) 54 Village Empl. 5 HC	Lose 22 Commuter Lose 22 (12-hr)	0	54 Village Empl, plus 20 more PD spaces & Visitors Only, 5 HC
Lot L	87	87 Commuter. 1 HC	Gain 22 Commuter	87	87 Commuter, 1 HC
Lot R	22	22 Commuter	Lose 22 Commuter	0	N/A

**Table 3**  
**CBD PARKING RE-ASSIGNMENTS (P&T FILE #02-05)**

**TOTAL COMBINED CBD PARKING SUMMARY**

			<u>Parking</u>				<u>Type</u>		
	<i>15-min</i>	<i>2-Hr.</i>	<i>3-Hr.</i>	<i>4-Hr.</i>	<i>9-Hr meter</i>	<i>12-Hr meter</i>	<i>Employee</i>	<i>Permit Commuter</i>	<i>TOTAL</i>
<b>Existing</b>	10	269	284	531	13	84	438	740	2,369
<b>Proposed</b>	10	275	291	436	0	16	364	663	2,055
<b>RESULT</b>	-	+6	+7	-95	-13	-68	-74	-77	-314

Note: HC = Handicapped spaces

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

**AN ORDINANCE RE-ASSIGNING CBD PARKING**

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

**Section 1. That Section 14.85. is hereby amended to read as follows:**

**14.85. Definitions.**

(a) Automated Pay System. An electronic device located at a public place under the Village's jurisdiction which receives payment for the privilege of temporarily parking in a specified numbered space for the posted time period.

(b) Parking lot. Real property owned or leased by the Village, other than public streets and alleys, which is designated under the provisions of this division for the principal purpose of parking vehicles. ~~For all purposes hereof, Village parking lots shall be designated as follows:~~

(c) Parking meter. A mechanical device located upon a public street or sidewalk or in a parking lot within an area designated as a parking meter zone, which device shall record a certain number of minutes by the use of a clock mechanism determining the period of time for which a designated parking space may be lawfully used by the person depositing a coin or a cash key in such parking meter.

(d) Parking meter zone. Those areas designated under Section 14-110 in which vehicles may be lawfully parked for the period of time indicated on parking meter in accordance with the provisions of this division.

**For all purposes hereof, Village parking lots shall be designated as follows:**

(1) Lot A sometimes referred to as the Warren Parking Lot, shall be the Village parking lot situated in the block bounded by Main Street, Warren Avenue, Forest Avenue and Burlington-Northern Santa Fe Railroad, Inc., tracks.

(2) Lot B shall mean the Village parking lot situated directly east of the Burlington Avenue station and bounded on the north by the Burlington-Northern Santa Fe Railroad, Inc., tracks and on the south by Burlington Avenue.

(3) Lot C shall be the Village parking lot situated in the area adjacent to the south side of Warren Avenue, extending from the east line of Highland Avenue to the west line of Washington Street.

(4) Lot D sometimes referred to as the Gilbert Parking Lot, shall be the Village parking lot situated in the block bounded by Gilbert Street, Forest Avenue, Carpenter Street, extended, and the Burlington-Northern Santa Fe Railroad, Inc. tracks.

(5) Lot F shall be the Village parking lot situated in the area adjacent to the south side of Warren Avenue extending from the east line of Washington Street to a point ~~four~~six hundred sixty-five feet east of the east line of Washington Street.

(6) Lot G sometimes referred to as the West Belmont Parking Lot, shall be the Village parking lot situated in the area bounded by Belmont Road, Burlington Avenue, the Burlington-Northern Santa Fe Railroad, Inc., tracks and Chase Street, extended.

(7) Lot H sometimes referred to as the Belmont Parking Lot, shall be the Village parking lot situated on the south side of the Burlington-Northern Santa Fe Railroad, Inc., tracks west of Belmont Road.

(8) Lot I sometimes referred to as the Fairview Parking Lot, shall be the Village parking lot bounded by Second Street, Fairview Avenue, and the Burlington-Northern Santa Fe Railroad, Inc. tracks and that parking lot bounded by Maple Avenue, Fairview Avenue, and Burlington-Northern Santa Fe Railroad, Inc. tracks.

~~(9) Lot K shall be the Village parking lot situated on the southwest corner of the block bounded by Burlington Avenue, Washington Street, Curtiss Street and Main Street.~~

(10) Lot L shall be the Village parking lot situated in the far corner west of the Village Hall bounded by Burlington Avenue on the north.

~~(11) Lot M shall be the Village parking lot situated just west of the Village Hall bounded by the Burlington Northern, Inc., tracks on the north.~~

~~(12) Lot R shall be the Village parking lot situated twenty (20) feet east of the Curtiss Lot.~~

(13) Lot Z shall be on the east side of Springside Avenue from a point 436 feet south of the south line of 63rd Street to a point 1,693 feet south of the south line of 63rd Street.

(14) The Curtiss Parking Lot shall be the Village parking lot situated in the block bounded by Main Street, Burlington Avenue, Washington Street and Curtiss Street.

(15) The Forest Parking Lot South shall be the Village parking lot situated in the block bounded by Main Street, Curtiss Street, Forest Avenue and Burlington Avenue.

(16) The Forest Parking Lot North shall be the Village parking lot situated in the block bounded by Main Street, Burlington Avenue, Forest Avenue and the Burlington-Northern Santa Fe Railroad, Inc. tracks.

(17) The Washington Street Parking Lot, shall be the Village parking lot situated in the block bounded by Curtiss Street, Washington Street, Maple Avenue and Main Street.

(18) Municipal complex parking lots shall be the Village parking lots situated on the municipal complex property, said property being located southeast of the intersection of Burlington Avenue and North Washington Street between Burlington Avenue and Curtiss Street and designated as Lots L, M and V, as posted.

(19) The Main Street and Maple Avenue Parking Lot shall be the Village parking lot situated at the northeast corner of Main Street and Maple Avenue.

(20) The Parking Deck, Garage, Facility or Structure shall be the Village-owned surface parking area adjacent to as well as the off-street parking area in the multi-level deck, garage, facility or structure bounded by Washington, Curtiss, Main and Maple, commonly known as 945 Curtiss Street and hereinafter referred to as "the Parking Deck".

(21) The 900 Burlington Lot shall mean the on-street parking spaces located along the south side of Burlington Avenue between Washington and the Curtiss parking lot entrance.

(Ord. No. 1436, § 1; Ord. No. 1542, § 5; Ord. No. 1737, § 4; Ord. No. 1820, § 1; Ord. No. 1989, § 1, 2; Ord. No. 2102, § 1; Ord. No. 2312, § 1; Ord. No. 2375, § 1; Ord. No. 2473, § 1; Ord. No. 2531, § 5; Ord. No. 2745, § 41; Ord. No. 2831, § 1; Ord. No. 3075, § 5; Ord. No. 3098, § 1; Ord. No. 3118, § 13; Ord. No. 3127 § 3; Ord. No. 3224, § 1.)

**Section 2. That Section 14.93. is hereby amended to read as follows:**

**14.93. Diagonal parking areas.**

It shall be unlawful for any person at any time to park any motor vehicle or other vehicle or cause any such vehicle to stand in the diagonal parking areas designated in this section unless such vehicle is parked entirely within a single parking location designated for the parking of vehicles.

The following portions of streets are hereby designated as diagonal parking areas:

*Burlington Avenue*, on the north side, from a point two hundred ninety-three feet east of the east line of Main Street to a point five hundred forty-seven feet east of the east line of Main Street.

*Burlington Avenue*, on the south side, from a point one hundred forty feet east of Forest Avenue to Washington Street.

*Curtiss Avenue Street*, on the north side from Forest Avenue to a point ~~one~~two hundred ~~fifty five~~ feet west of Main Street and from ninety-three feet east of Main Street to a point two hundred seventy-eight feet east of Main Street, and from Main Street to a point three hundred feet east of Main Street, and from Washington Street to a point one hundred twenty five feet west of Washington Street.

*Gilbert Avenue*, on the north side, from a point two hundred ninety feet west of the west line of Forest Avenue to a point three hundred seventy-six feet west of the west line of Forest Avenue.

*Warren Avenue*, on the north side, from Highland Avenue to a point one hundred and fifteen feet west of Highland Avenue.

~~It shall be unlawful for any person at any time to park any motor vehicle or other vehicle or cause any such vehicle to stand in the diagonal parking areas designated in this section unless such vehicle is parked entirely within a single parking location designated for the parking of vehicles. (Ord. No. 1238, §§ 1, 3; Ord. No. 1799, § 10; Ord. No. 2028, § 6; Ord. No. 2745, § 2.)~~

**Section 3. That Section 14.104.1. is hereby amended to read as follows:**

**14.104.1. Same --Village parking lots.**

(a) Notwithstanding any other provision in this Chapter, no person shall park, stop or let stand any automobile, truck, motor vehicle or other vehicle between the hours of 2:00 A.M. and 5:00 A.M., local time, in the following locations:

- (1) The Forest parking lot, except the south twenty feet thereof.
- (2) The Curtiss parking lot, except the east twenty feet and the west seventy feet.
- (3) Lot C and Lot F, on the south side of Warren Avenue from east line of Highland to the west line of Elm.
- (4) Lot A.
- (5) Lot B.
- (6) Lot D, except the south one hundred sixteen feet of the east twenty feet.
- (7) Lot I, except for the fourteen feet north of the Burlington-Northern tracks, from forty-eight feet west of the west line of Fairview Avenue to one hundred fifty-six feet west of the west line of Fairview Avenue.
- (8) Lot G, except the south twenty feet of the east one hundred eight feet.
- (9) Lot H.
- ~~(10) Lot K.~~
- (11) Lot L.
- (12) Lot M.

Except in the portions of those areas clearly designated or otherwise posted to permit overnight parking.

(b) Notwithstanding any other provision in this Chapter, no person shall park, stop or let stand any automobile, truck, motor vehicle or other vehicle between the hours of 2:00a.m. and 5:00 a.m., local time, in the Parking Deck.

(c) The Village Manager may establish overnight parking areas in addition to those set forth in subsection (a) or may prohibit overnight parking in all or any part of those areas set forth in subsection (a); provided that the authority to so establish or prohibit overnight parking shall be limited to nonconsecutive periods not to exceed thirty days each.

(d) No person shall park or let stand any automobile, motor vehicle or other vehicle at any time between the hours of 6:00 A.M., local time, and 8:30 A.M., on any day other than Saturdays, Sundays, and legal holidays, in the following locations, unless such vehicle displays a Class III permit:

The Curtiss parking lot, except the east twenty feet and the west seventy feet of the total three hundred and eleven and six-tenths feet from Curtiss north to Burlington Avenue.

Forest Parking Lot North. (Ord. No. 1603, § 1; Ord. No. 1616, § 1; Ord. No. 1942, § 4; Ord. No. 2531, § 1; Ord. No. 3115, § 1; Ord. No. 3119, § 2; Ord. No. 3129, § 2; Ord. No. 3254, § 4.)

**Section 4. That Section 14.105.01. is hereby amended to read as follows:**

**14.105.01. Two-hour parking--Generally.**

No person shall stop, park or let stand any motor vehicle or other vehicle for a single period of more than two consecutive hours at any time in the following locations:

*Fairview Avenue*, on the east side, from a point one hundred ten feet south of the south line of Maple Avenue to Burlington Avenue.

~~*Franklin Street*, on the north side, from Main Street to Forest Avenue.~~

~~*Gilbert Avenue*, on the north side, from a point two hundred ninety five feet west of the west line of Forest Avenue to a point three hundred forty two feet west of the west line of Forest Avenue.~~

*Maple Avenue*, on the north side, between the east curb line of Main Street, extended, and the west curb line of Forest Avenue, extended.

*Maple Avenue*, on the north side, from a point sixty-five feet west of the west line of Washington Street to a point one hundred seventy-five feet east of the east line of Main Street.

*Maple Avenue*, on the north side, from the west line of Lyman Avenue extended to a point ninety-four feet west of the east line of Washington Avenue. (Ord. No 1298, § 1; Ord. No. 1493, § 3; Ord. No. 1541, § 4; Ord. No. 1776, § 8; Ord. No. 1780, § 11; Ord. No. 1795, § 12; Ord. No. 1873, § 4; Ord. No. 2524, § 2; Ord. No. 3118 § 12.)

**Section 5. That Section 14.105.02. is hereby amended to read as follows:**

**14.105.02. Same --Between 6:00 A.M. and 6:00 P.M.**

No person shall stop, park or let stand any motor vehicle or other vehicle for a single period of more than two consecutive hours, at any time between the hours of 6:00 A.M. and 6:00 P.M., in the following locations:

~~*Wilcox Avenue*, on both sides, between the south curb line of Maple Avenue, extended, and the north curb of Burlington Avenue, extended. Reserved.~~  
(Ord. No 1288, § 1; Ord. No. 1296, § 1; Ord. No. 1799, § 8.)

**Section 6. That Section 14.105.03. is hereby amended to read as follows:**

**14.105.03. Same --Between 6:00 A.M. and 4:00 P.M.**

No person shall park or let stand any automobile, motor vehicle or other vehicle for more than two consecutive hours on any day between the hours of 6:00 A.M. and 4:00 P.M., local time, in any of the following locations:

~~*Forest Avenue*, on the west side, from a point two hundred seventy two feet north of the north line of Warren Avenue to Prairie Avenue. Reserved.~~  
(Ord. No. 1493, § 4; Ord. No. 1799, § 13.)

**Section 7. That Section 14.105.04. is hereby amended to read as follows:**

**14.105.04. Same --Between 7:00 A.M. and 6:00 P.M.**

No person shall park, stop or let stand any automobile, motor vehicle or other vehicle for an uninterrupted period of more than two hours at any time between the hours of 7:00 A.M., local time, and 6:00 P.M. in any of the following locations:

~~*Curtiss Street*, on the north side, from Forest Avenue to a point sixty two feet east of the east line of Carpenter Street. Reserved.~~ (Ord. No. 1473, § 5; Ord. No. 2170, § 4.)

**Section 8. That Section 14.105.07. is hereby amended to read as follows:**

**14.105.07. Same --Between 6:00 A.M. and 6:00 P.M., except on Sundays and holidays.**

Except on Sundays and holidays, no person shall park, stop or let stand any automobile, motor vehicle or

other vehicle for more than two consecutive hours at any time between the hours of 6:00 A.M. and 6:00 P.M., local time, in any of the following locations, excluding those spaces designated as handicap parking under Section 14-108:

*Burlington Avenue*, on both sides, from Wilcox Avenue to a point one hundred sixty-five feet east of the east line of Fairview.

*Burlington Avenue*, on the south side, from Forest Avenue to Main Street, and from a point fifty-one feet east of the east line of Main Street to a point ~~three~~four hundred feet west of the west line of Washington Street.

*Curtiss Street*, on the south side, from the east line of Forest Avenue to the west line of Main Street.

*Curtiss Street*, on the south side from a point one hundred thirty-five feet east of the east line of Main Street to a point four hundred sixty-five feet east of the east line of Main Street.

*Curtiss Street*, on the north side, from the east line of Forest Avenue to a point one hundred ninety-six feet east of the east line of Forest Avenue; from a point two hundred thirty-five feet east of the east line of Forest Avenue to the west line of Main Street; from a point ninety-three feet east of the east line of Main Street to a point two hundred seventy-eight feet east of the east line of Main Street; and from a point one hundred seventy-six feet west of the west line of Washington Street to a point two hundred twelve feet west of the west line of Washington Street.

~~———— *Forest Avenue*, on the east side, from the north line of Curtiss Street to a point one hundred six feet north of the north line of Curtiss Street.~~

~~———— *Forest Avenue*, on the east side, from the north line of Warren Avenue to a point two hundred fifty-seven feet north of the north line of Warren Avenue.~~

*Forest Avenue*, on the west side, from one hundred twenty feet north of the north line of Curtiss Street, to a point one-hundred sixty feet north of the north line of Curtiss Street.

*Grove Street*, on the north side, from a point one hundred eighty-one feet west of the west line of Main Street to a point thirty-six feet west of the west line of Main Street; and from a point two hundred feet east of the east line of Carpenter Street to a point three hundred fifty-five feet east of the east line of Carpenter Street; and from a point four hundred nineteen feet east of the east line of Carpenter Street to a point five hundred twenty feet east of the east line of Carpenter Street; and from a point five hundred fifty-seven feet east of the east line of Carpenter Street to a point one hundred seventy-seven feet west of the west line of Main Street.

*Grove Street*, on the south side, from a point one hundred eight feet west of the west line of Main Street to a point twenty-two feet west of the west line of Main Street.

*Highland Avenue*, on the east side, from a point seventy feet north of the north line of Warren Avenue to the south line of Rogers Street.

*Lot C*, as posted.

*Main Street*, on the east side, from the north line of Maple Avenue to the south line of Burlington Avenue, and from the north line of Warren Avenue to a point three hundred six feet north of the north line of Warren Avenue, and from a point four hundred five feet north of the north line of Warren Avenue to a point five hundred sixty feet north of the north line of Warren Avenue the south line of Franklin Street.

*Main Street*, on the west side, from the north line of Maple Avenue to the north line of Grove Street, and from a point forty-eight feet north of the north line of Grove Street to a point five hundred sixty-eight feet north of the north line of Warren Avenue the south line of Franklin Street.

~~*Warren Avenue*, on the south side, from the west line of Saratoga Avenue to a point one hundred seventy-eight feet west of the west line of Forest Avenue.~~

~~*Warren Avenue*, on the north side, from a point seventy-eight feet west of the west line of Forest Avenue to a point one hundred ninety feet west of the west line of Forest Avenue, and from a point one hundred three feet east of the east line of Forest Avenue to a point thirty-seven feet west of the west line of Main Street; and from a point ninety-one feet west of the west line of Highland Avenue to a point four hundred thirty feet east of the east line of Highland Avenue.~~

*Warren Avenue*, on the north side, from the west line of Highland Avenue to the east line of Main

Street.

~~Washington Street, on the east side, from the south line of Burlington Avenue to a point twenty feet north of the north line of Curtiss Street, and from the south line of Curtiss Street to a point one hundred thirty feet south of the south line of Curtiss Street.~~

~~Washington Street, on the west side from Burlington Avenue to Curtiss Street.~~

Wilcox Avenue, on both sides, from Burlington Avenue to Maple Avenue. (Ord. No. 1780, § 6; Ord. No. 3020, § 2; Ord. No. 3100, § 4; Ord. No. 3106, § 6; Ord. No. 3254, § 5.)

**Section 9. That Section 14.105.08. is hereby amended to read as follows:**

**14.105.08. Same --Between 6:00 A.M. and 6:00 P.M., except on Saturdays, Sundays and legal holidays.**

No person shall park or let stand any automobile, motor vehicle or other vehicle for an uninterrupted period of more than two hours at any time between the hours of 6:00 A.M. and 6:00 P.M., local time, except on Saturdays, Sundays and legal holidays, in the following location:

*Havens Court*, on the south side, from Forest Avenue to Main Street.

Rogers Street, on both sides, from a point fifty feet east of the east line of Main Street to a point fifty feet west of the west line of Highland Avenue.

Warren Avenue, on the north side, from the east line of Highland Avenue, to a point one hundred fifty feet west of the west line of Washington Street.

Warren Avenue, on the south side, from the east line of Forest Avenue to a point one hundred feet west of the west line of Main Street.

The 900 Burlington Lot on-street parking spaces located along the south side of Burlington Avenue between Washington and the Curtiss parking lot entrance.  
(Ord. No. 1795, § 10.)

**Section 10. That Section 14.106. is hereby amended to read as follows:**

**14.106. Three-hour parking.**

It shall be unlawful for any person to park or let stand any vehicle in a parking space in any of the locations in paragraph (a) of this Section in such manner that the front of such vehicle is directed away from the curbing or not in accordance with the posted signage; provided, that the provisions of this subsection shall not apply to any parking space unless there shall be posted in conspicuous places in the vicinity of such parking space appropriate signs stating the restriction imposed by this subsection.

(a) No person shall park, stop or let stand for an uninterrupted period of more than three hours, any automobile, motor vehicle or other vehicle in any of the following locations:

*Curtiss Street*, on the south side, from the east line of Washington Street to the west line of Belden Avenue.

*Forest Lot South*, as posted.

*Forest Lot North*, as posted.

*Gilbert Avenue*, on the north side, from a point two hundred ninety feet west of the west line of Forest Avenue to a point three hundred seventy-six feet west of the west line of Forest Avenue.

*Lot A*, the eastern portion, as posted.

~~*Main Street and Maple Avenue Lot*, as posted.~~

~~*Main Street*, on the east side, from the intersection of Main Street and Franklin Street, to a point five hundred sixty feet north of the north line of Warren Avenue.~~

~~*Main Street*, on the west side, from a point five hundred sixty eight feet north of the north line of Warren Avenue to a point eight hundred fifty nine feet north of the north line of Warren Avenue.~~

*Prince Street*, on the west side, from the north line of Sherman Street to a point ~~243~~two hundred forty-three feet north of the north line of Sherman Street.

*Sherman Street*, on the south side, from Saratoga Avenue to Prince Street.

*Warren Avenue*, on the north side, from Washington Street to Prospect Avenue.

~~(b) It shall be unlawful for any person to park or let stand any vehicle in a parking space in any of the locations in paragraph (a) of this Section in such manner that the front of such vehicle is directed away from the curbing or not in accordance with the posted signage; provided, that the provisions of this subsection shall not apply to any parking space unless there shall be posted in conspicuous places in the vicinity of such parking space appropriate signs stating the restriction imposed by this subsection. (Ord. No. 646, § 1; Ord. No. 685, § 2; Ord. No. 688, § 1; Ord. No. 1809, § 7; Ord. No. 2987, § 1; Ord. No. 3346, § 5.)~~

**Section 11. That Section 14.106.1. is hereby amended to read as follows:**

**14.106.1. Three Hour Parking --Between 6:00 A.M. and 6:00 P.M., except on weekends and holidays.**

Except on Saturdays, Sundays and holidays, no person shall park, stop or let stand any automobile, motor vehicle or other vehicle for more than three consecutive hours at any time between the hours of 6:00 A.M., local time, and 6:00 P.M. in any of the following locations:

*Curtiss Street*, on the north side, from Forest Avenue to a point sixty-two feet east of the east line of Carpenter Street.

*Curtiss Street*, on the south side, from a point one hundred seventy feet east of the east line of Washington Street to a point two hundred feet west of the west line of Belden Avenue.

*Curtiss Street*, on the south side, from the west line of Belden Avenue to a point one hundred fifty feet west of the west line of Belden Avenue.

*Forest Avenue*, on the east side, from the north line of Curtiss Street to a point two hundred ten feet north of the north line of Curtiss Street.

*Forest Avenue*, on the east side, from a point two hundred feet from the north line of Warren Avenue to a point four hundred feet north of the north line of Warren Avenue.

*Forest Avenue*, on the west side, from a point seventy-two feet north of the north line of Warren Avenue to Franklin Street.

*Forest Lot North*, as posted.

*Main and Maple Lot*, as posted.

*Rogers Street*, on the north side, from Highland Avenue to a point ~~forty~~one hundred thirty feet east of the east line of ~~Main Street~~ to a point ~~one hundred thirty~~ feet west of the west line of Bryan Place.

*Rogers Street*, on the south side, from ~~Main Street~~Highland Avenue to Washington Street.

*Warren Avenue*, on the north side, from ~~Main Street~~Washington Street the east side of Saratoga Avenue to a point one hundred seventy-eight feet west of the west line of Forest Avenue.

*Warren Avenue*, on the south side, from ~~Forest Avenue~~Main Street the west line of Saratoga Avenue to a point one hundred seventy-eight feet west of the west line of Forest Avenue.

*Washington Street*, on the east side, from the south line of Burlington Avenue to a point twenty feet north of the north line of Curtiss Street, and from the north line of Maple Avenue to a point one hundred fifty feet north of the north line of Maple Avenue.

*Washington Street*, on the west side, from Burlington Avenue to Curtiss Street, and from the south line of Curtiss Street to a point one hundred ninety feet of the south line of Curtiss Street.

(Ord. No. 1704, § 5; Ord. No. 3055, § 3.)

**Section 12. That Section 14.107. is hereby amended to read as follows:**

**14.107. Four-hour parking --Between 6:00 A.M. and 6:00 P.M., except on weekends and holidays.**

It shall be unlawful for any person to park or let stand any vehicle in a parking space in any of the locations in paragraph (a) of this Section in such manner that the front of such vehicle is directed away

from the curbing or not in accordance with the posted signage; provided, that the provisions of this subsection shall not apply to any parking space unless there shall be posted in conspicuous places in the vicinity of such parking space appropriate signs stating the restriction imposed by this subsection.

(a) Except on Saturdays, Sundays and holidays, it shall be unlawful for any person to park, stop or let stand any automobile, motor vehicle or other vehicle for more than four consecutive hours at any time between the hours of 6:00 A.M. and 6:00 P.M. local time, in any of the following locations:

*Austin Avenue*, on the north side, from Douglas Avenue to Fairview Avenue.

*Belden Avenue*, on the east side from Curtiss Street to Maple Avenue.

*Benton Avenue*, on both sides, from Randall Street to Maple Avenue.

*Birch Avenue*, on the south side, from Elm Street to Washington Street.

*Bryan Place*, on the west side from a point one hundred ten feet north of the north line of Rogers Street to Prairie Avenue.

*Burlington Avenue*, on the south side, from Wilcox Avenue to Florence Avenue.

*Carpenter Street*, on the east side, from Maple Avenue to Grove Street and from ~~Curtiss Street~~ Gilbert Avenue to a point ~~sixty-two hundred~~ feet south of the south line of Gilbert Avenue.

*Carpenter Street*, on the west side, from Maple Avenue to Summit Street.

*Chase Avenue*, on the east side, from Haddow Avenue to Burlington Avenue.

*Cumnor Road*, on the west side, from Burlington Avenue to Maple Avenue.

*Cumnor Road*, on both sides, from 2nd Street to 6th Street.

*Curtiss Lot*.

*Curtiss Street*, on the south side, from Belden Avenue to a point one hundred thirty feet west of Mackie Place.

*East Parkway*, on both sides, from Linscott Avenue to Franklin Street.

*Edward Avenue*, on the east side, from Haddow Avenue to Warren Avenue.

*Elm Street*, on the east side, from Rogers Street to Franklin Street and, on the west side, from Warren Avenue to Franklin Street.

*Elm Street*, on both sides, from Franklin Street to Prairie Avenue.

*Elmwood Avenue*, on both sides, from Maple Avenue to Blodgett Avenue.

*Fairmount Avenue*, on both sides, from Summit Street to Maple Avenue.

*Farley Place*, on both sides, from Lyman Avenue to Park Avenue.

*Florence Avenue*, on both sides from 2nd Street to 6th Street.

*Florence Avenue*, on the east side, from Burlington Avenue to Maple Avenue.

*Franklin Street*, on the north side, from Douglas Avenue to Fairview Avenue.

*Franklin Street*, on the south side, from the west line of Forest Avenue to a point one hundred and four feet west of the west line of Forest Avenue.

*Franklin Street*, on the south side, from a point one hundred thirty-five feet west of Forest Avenue to a point one hundred fifty feet east of the east line of Saratoga Avenue.

*Franklin Street*, on the south side, from the east line of Saratoga Avenue to a point ninety feet east of the east line of Saratoga Avenue.

*Franklin Street*, on the south side, from a point one hundred twenty feet east of the east line of Saratoga Avenue to Linscott Avenue.

*Franklin Street*, on both sides, from Washington Street to Stanley Avenue.

*Franklin Street*, on the south side, from Washington Street to Highland Avenue.

*Grand Avenue*, on both sides, from Hill Street to Burlington Avenue.

*Haddow Avenue*, on the south side, from Francisco Street to Belmont Road.

*Highland Avenue*, on the west side, from the north line of Rogers Street (as extended from the east) to Prairie Avenue.

*Hill Street*, on the north side, from Blodgett Avenue to Fairview Avenue, excepting therefrom that portion designated by the Downers Grove Municipal Code as a school bus loading zone.

*Hichcock Avenue*, on the south side, from Belmont Road to Glenview Avenue.

CBD Parking Re-Assignments

- Lane Place*, on the west side, from Maple Avenue to Summit Street.
- Linscott Avenue*, on the west side, from Warren Avenue to Franklin Street
- Linscott Avenue*, on the west side, from East Parkway to Franklin Street
- Lyman Avenue*, on the west side, from Maple Avenue to 55th Street.
- Mackie Place*, on the east side, from Curtiss Street to Maple Avenue.
- Maple Avenue*, on the north side, from the west line of Lyman Avenue extended to Elmwood Avenue (as extended from the south).
- Maple Avenue*, on the north side, from Carpenter Street to a point one hundred seventy-four feet west of the west line of Main Street.
- Maple Avenue*, on the north side, from Carpenter Street to Brookbank Road.
- Maplewood Place*, on both sides.
- Middaugh Avenue*, on the west side, from Warren Avenue to Franklin Street.
- Oakwood Avenue*, on the west side from Warren Avenue to Franklin Street.
- Park Avenue*, on both sides, from Farley Place to Summit Street, and on the west side from Summit Street to Randall Street.
- Pershing Road*, on the east side, from Prairie Avenue to Warren Avenue.
- Prairie Avenue*, on the north side from a point one hundred eighteen feet east of the east line of Belmont Road to Woodward Avenue; and on the south side, from a point one hundred thirty feet east of the east line of Belmont Road to Woodward Avenue.
- Prince Street*, on the east side, from Franklin Street to Prairie Avenue.
- Prospect Avenue*, on both sides, from Rogers Street to Prairie Avenue.
- Puffer Road*, on the east side, from Haddow Avenue to Burlington Avenue.
- Randall Street*, on the south side, from Webster Street to Lyman Avenue.
- Randall Street*, on the south side from Lyman Avenue to Fairmount Avenue, and on both sides, from Fairmount Avenue to Benton Avenue.
- Rogers Street*, on the south side, from Prospect Avenue to Washington Street.
- Ross Court*, on both sides, commencing at Carpenter Street and extending along the entire length of Ross Court.
- Saratoga Avenue*, on the west side, from Warren Avenue to Franklin Street.
- Summit Street*, on both sides, from Main Street to Washington Street and from Lyman Avenue to Park Avenue.
- Summit Street*, on the south side, from Main Street to Carpenter Street.
- Victor Street* on both sides, from 2nd Street to 6th Street.
- Warren Avenue*, on the south side, from ~~400~~one hundred feet east of Linscott Avenue to the east right-of-way line of Middaugh Avenue.
- Warren Avenue*, on the south side, from a point one hundred sixty-five feet west of Middaugh Avenue to Oakwood Avenue.
- Warren Avenue*, on the south side, from the west line of Saratoga Street to a point four hundred twenty-five feet west of the west line of Saratoga Street.
- Washington Street*, on both sides, from 55th Street to Randall Street.
- Washington Street*, on the east side, from the north line of Rogers Street to a point one hundred thirty-six feet south of Prairie Avenue.
- Washington Street*, on the west side, from Maple Avenue to Randall Street.
- Webster Street*, on the east side, from Summit Street to Randall Street.
- Webster Street*, on both sides, from Summit Street to 55th Street.
- Wilson Street*, on the north side, from a point fifty-one feet east of Douglas Avenue to Fairview Avenue.
- Woodward Avenue*, on both sides, from Warren Avenue to Prairie Avenue.
- 2nd Street*, on the south side, from a point fifty feet east of the east line of Fairview Avenue to a point three hundred sixty-six feet east of the east line of Fairview Avenue.

*2nd Street*, on the south side, from a point four hundred sixty-six feet east of the east line of Fairview Avenue to Williams Street.

*3rd Street*, on both sides, from Fairview Avenue to Cumnor Road.

*4th Street*, on the south side, from Fairview Avenue to Cumnor Road and, on the north side, from Florence Avenue to Cumnor Road.

*4th Street*, on both sides, from Cumnor Road to Williams Street.

*5th Street*, on the south side, from Fairview Avenue to Cumnor Road and, on the north side, from Florence Avenue to Cumnor Road.

*6th Street*, on both sides, from Fairview Avenue to Cumnor Road.

~~(b) It shall be unlawful for any person to park or let stand any vehicle in a parking space in any of the locations in paragraph (a) of this Section in such manner that the front of such vehicle is directed away from the curbing or not in accordance with the posted signage; provided, that the provisions of this subsection shall not apply to any parking space unless there shall be posted in conspicuous places in the vicinity of such parking space appropriate signs stating the restriction imposed by this subsection. (Ord. No. 1543, § 3; Ord. No. 1546, § 3; Ord. No. 1757, §§ 5, 6; Ord. No. 1759, § 4; Ord. No. 1795, § 13; Ord. No. 1780, § 7; Ord. No. 1799, § 12; Ord. No. 1803, § 7; Ord. No. 1809, § 11; Ord. No. 1813, § 4; Ord. No. 1814, § 5; Ord. No. 1819, § 6; Ord. No. 1825, § 3; Ord. No. 1857, § 4; Ord. No. 1869, § 3; Ord. No. 1884, § 3; Ord. No. 1902, § 3; Ord. No. 1912, § 5; Ord. No. 1941, § 4; Ord. No. 1944, § 4; Ord. No. 1962, § 4; Ord. No. 2027, § 1; Ord. No. 2133, § 1; Ord. No. 2185, § 3; Ord. No. 2745, §§ 1, 38; Ord. No. 2968, § 3; Ord. No. 3027, § 5; Ord. No. 3055, § 4; Ord. No. 3146, § 22; Ord. No. 3314, § 3.)~~

**Section 13. That Section 14.108. is hereby amended to read as follows:**

**14.108. Parking places reserved for handicapped persons.**

(a) The following off-street locations shall be designated as parking reserved for handicapped persons:

~~The north forty six feet of the south one hundred thirty eight feet of the east seventeen feet of the west forty four feet of the Curtiss lot (two stalls).~~

~~The south fifty one feet of the north one hundred four feet of the east seventeen feet of the west forty eight feet of the Curtiss lot (two stalls).~~

Forest Lot South, as posted (four stalls).

Municipal Lot B, as posted (nine stalls).

Municipal Lot H, as posted (four stalls).

Municipal Lot I, as posted (three stalls).

The Village Municipal Complex, located at 801 Burlington Avenue, including Lots L, M and V, as posted (six stalls).

The Village Hall Public Works Facility, located at 5101 Walnut, as posted (four stalls).

Municipal Lot G, as posted (three stalls).

(b) The following on-street locations shall be designated as parking reserved for handicapped persons:

On the north side of Curtiss, from a point twenty-four feet east of Main Street, to a point ninety-three feet east of Main Street (two stalls).

On the north side of Curtiss, from a point one hundred ninety-six feet east of Forest Avenue, to a point two hundred thirty-five feet east of Forest Avenue (two stalls).

On the north side of Warren Street, from west of Highland Avenue to a point fifty feet west of the west line of Highland Avenue (one stall).

On the west side of Washington Street, from a point thirty feet north of the north line of Curtiss Street, to a point eighty feet north of the north line of Curtiss Street (2 stalls).

(c) No person shall park or let stand any automobile, motor vehicle or other vehicle at any time in any designated access aisle adjacent to any parking place specifically reserved for persons with

disabilities, designated by the posting of "handicapped parking only" signs or in any area striped with pavement markings or otherwise designated for handicapped accessibility.

(d) No person shall park or let stand any automobile, motor vehicle or other vehicle at any time in any location in which parking places have been reserved for parking by handicapped persons by the use of signs or pavement markings, unless such automobile, motor vehicle or other vehicle is used immediately prior to parking or immediately after parking by or for transportation of a handicapped person, as evidenced by display on such vehicle of one of the following:

(1) A handicapped registration plate or handicapped parking placard issued by the State of Illinois pursuant to its authority under Section 5/3-616 of Chapter 625 of the Illinois Compiled Statutes and displayed by hanging on the rearview mirror of the vehicle, or if no rearview mirror is available, by placement on the dashboard or visor.

(2) A handicapped parking placard issued by a municipality pursuant to its authority under Section 5/11-1301.2 of Chapter 625 of the Illinois Compiled Statutes and displayed by hanging on the rearview mirror of the vehicle, or if no rearview mirror is available, by placement on the dashboard or visor.

(e) Any person who violates this section shall be fined not less than one hundred dollars nor more than five hundred dollars.

(f) A Village of Downers Grove handicapped parking placard can be obtained upon a showing by adequate documentation that the person for whose benefit the placard is to be issued has a Class 1A or 2A disability under the provisions of Section 4A of the Illinois Identification Card Act. (15 ILCS 335/4A) The cost for obtaining such a placard shall be \$2.00. (Ord. No. 2001, § 1; Ord. No. 2522, § 1; Ord. No. 2745, § 39; Ord. No. 2860, § 2.)

**Section 14. That Section 14.108.2. is hereby amended to read as follows:**

**14.108.2. Fifteen minute loading zones.**

No person shall park or let stand any automobile, motor vehicle or other vehicle at any time, except for purposes of loading and unloading for a period of time not to exceed fifteen consecutive minutes, in the following location:

*Curtiss Street*, on the south side, from to a point eighty feet east of the east line of Main Street to a point one hundred thirty-five feet east of Main Street.

*Saratoga Avenue*, on the east side, from a point approximately ~~60~~sixty feet north of Warren Avenue right of way to a point approximately ~~135~~one hundred thirty-five feet north of Warren Avenue right of way.

Alley east of 1050 Curtiss Street, from a point one hundred nineteen feet north of the north line of Curtiss Street to a point one hundred seventy-eight feet north of the north line of Curtiss Street.

Alley west of 1010 Curtiss Street, from a point two hundred nine feet north of the north line of Curtiss Street to a point two hundred thirty-nine feet north of the north line of Curtiss Street. (Ord. No. 2165, § 6; Ord. No. 2745, §§ 2, 40; Ord. No. 3147 § 3.)

**Section 15. That Section 14.108.5. is hereby amended to read as follows:**

**14.108.5. Parking for persons employed at the Train Stations.**

There is hereby established parking in the following locations for persons employed at the ~~Main Street Train Station~~train stations in the Village, which such parking to be available between the hours of 6:00 AM and 6:00 PM daily:

~~Reserved.~~ Lot B, as posted.

Lot H, as posted.

Lot I (east), as posted.

(Ord. No. 2231, § 12; Ord. No. 2658, § 3; Ord. No. 2745, § 2.)

**Section 16. That Section 14.110 is hereby amended to read as follows:**

**14.110 Parking meter zones established; parking regulations.**

- (a) The following parking meter zones are hereby established within the village:
  - 4-hour parking meter zones.
  - 9-hour parking meter zones.
  - 12-hour parking meter zones.
- (b) In all parking meter zones, a parking space may be lawfully occupied by a vehicle only for the period of time for which lawful coins of the United States have been deposited in the parking meter designated for such parking space, computed in accordance with and subject to the maximum lawful parking time period set forth in the following schedule:

Parking Meter Area	Maximum Lawful Parking Time Period	For Each			
		1¢ Coin	5¢ Coin	10¢ Coin	25¢ Coin
9 hour	9 hour	None	None	None	1 hr
12 hour	12 hour	None	None	None	1 hr

- (c) The following locations are hereby designated as four-hour parking meter zones:
  - Reserved.
- (d) The following locations are hereby designated as nine-hour parking meter zones:
  - ~~(1) The east side of Washington Street from Maple Avenue to a point four hundred sixty five feet south of the south line of Curtiss Street.~~
  - ~~(2) The west side of Washington Street from Curtiss Street to a point one hundred seventy feet south of the south line of Curtiss Street.~~
  - Reserved.
- (e) The following locations are hereby designated as twelve-hour parking meter zones:
  - (1) That part of Lot I, fourteen feet north of the Burlington-Northern Tracks, from one hundred twenty feet west of the west line of Fairview Avenue to three hundred fifty-four feet west of the west line of Fairview Avenue.
  - (2) The north side of Burlington Avenue from a point two hundred thirty feet east of Florence Avenue to Cumnor Road and the south side of Burlington Avenue from a point twenty-two feet east of Florence Avenue to Cumnor Road.
  - (3) From a point one hundred seventy-three feet east of the east line of Fairview Avenue to a point three hundred seventeen feet east of the east line of Fairview, and from a point fifty feet north of the north line of Second Street to a point two hundred sixty-nine feet north of the north line of Second Street in Lot I; also the east twenty feet of the north two hundred twenty-five feet of the south two hundred eighty-two feet of Lot I.
  - (4) On the south side of Warren Avenue from a point four hundred sixty-five feet east of the east line of Washington Street to the west line of Prospect Avenue.
  - (5) The west side of Forest Avenue from the north line of Warren Avenue to a point one hundred fifty-one feet north of the north line of Warren Avenue and from a point two hundred ten feet north of the north line of Warren Avenue to a point two hundred seventy-two feet north of the north line of Warren

Avenue.

(6) The west side of Washington Street from the south line of Burlington Avenue to a point thirty feet north of the north line of Curtiss Street.

(7) The north side of Warren Avenue from a point forty-four feet east of the east line of Saratoga Avenue to a point one hundred ninety feet west of the west line of Forest Avenue.

(8) The north side of Burlington Avenue from a point two hundred ninety-three feet east of the east line of Main Street to a point five hundred forty-seven feet east of the east line of Main Street.

(9) The south side of Burlington Avenue, from Chase Avenue to Walnut Avenue, excluding those spaces designated as handicapped parking under Section 14-108(a).

(10) The south side of Warren Avenue from a point sixty-six feet east of the east line of Belmont Road to a point four hundred one feet east of the east line of Belmont Road.

(11) The south side of Warren Avenue from Saratoga Avenue to a point 100 feet east of Linscott Avenue.

(12) Lot H, the south twenty feet.

(13) The west spaces on the center island of the Village Hall Parking Lot. (Ord. No. 1436, § 1; Ord. No. 1475, § 2; Ord. No. 1483, §§ 6, 7; Ord. No. 1488, §§ 5, 6; Ord. No. 1494, § 3; Ord. No. 1603, § 3; Ord. No. 1737, §§ 1, 6; Ord. No. 1795, § 7; Ord. No. 1803, § 4; Ord. No. 1821, § 1; Ord. No. 1855, § 1; Ord. No. 1882, § 4; Ord. No. 1885, § 2; Ord. No. 1908, § 1; Ord. No. 1912, § 6; Ord. No. 1931, § 1; Ord. No. 1947, § 1; Ord. No. 1989, § 4; Ord. No. 1995, § 1; Ord. No. 2000, § 1; Ord. No. 2027 § 2; Ord. No. 2028, § 5; Ord. No. 2044, § 1; Ord. No. 2072, § 2; Ord. No. 2102, § 2; Ord. No. 2130, § 3; Ord. No. 2142, § 4; Ord. No. 2157, § 1; Ord. No. 2166, § 3; Ord. No. 2231, §§ 4, 5, 6, 9; Ord. No. 2315, § 2; Ord. No. 2334, § 5; Ord. No. 2387, § 1; Ord. No. 2444, § 1; Ord. No. 2473, § 2; Ord. No. 2531, § 2; Ord. No. 2660, § 1; Ord. No. 2905, §§ 2, 3, 4; Ord. No. 2960, § 1; Ord. No. 3020, § 1; Ord. No. 3075, § 6; Ord. No. 3127, §§ 7, 8, 9; Ord. No. 3147, § 4; Ord. No. 3153, § 3; Ord. No. 3254, § 6; Ord. No. 3381, § 1.)

**Section 17. That Section 14.123. is hereby amended to read as follows:**

**14.123. Issuance and sale of permits.**

(a) The Village Manager shall cause suitable window sticker permits or hang tags be prepared and made available for issuance and sale. The aggregate number of permits prepared, available and designated for any specific permit lot (or for any portion thereof designated for permit parking pursuant to Section 14-122) at any one time shall not exceed one hundred twenty percent of the number of parking spaces available for parking vehicles in such lot (or such portion thereof.)

Notwithstanding anything in this Code to the contrary, the number of permit stickers or hang tags sold shall not exceed the number of parking spaces actually available for parking of vehicles in such lot (or such portion thereof) unless the Village Manager determines, on the basis of surveys of parking space vacancy rates and other relevant criteria, that the sale of an additional amount of parking stickers or hang tags is justified, in which event, an additional amount of parking stickers or hang tags may also be sold at the direction of the Village Manager. Permit stickers and hang tags shall designate the permit parking lot for which issued and shall be issued and sold for a minimum three month period and a maximum of one year, except that permit stickers or hang tags for Lot Z shall only be issued annually.

(b) Under the direction of the Village Manager, permit stickers or hang tags shall be offered for sale during regular business hours at the Village offices in advance of the commencement of each such three month period and shall be sold to applicants in accordance with the chronological priority of applications for such permits, subject to the following:

(1) Permit renewal notices shall be mailed to existing permit holders, and renewal permits or hang tags may be issued and sold to such permit holders, in advance of the time when such permits or tags are made available for sale at the Village offices provided payment is made prior to the established deadline for renewal; however, every overlay parking permit shall require resubmission of proof of employment at a Concentrated Central Area business as provided for in paragraph (g) of this section on a

yearly basis.

(2) At the discretion of the Village Manager, permit stickers and hang tags may be offered for sale at the Village offices only to persons residing within the corporate limits of the Village or persons who own or are employed by businesses within the Concentrated Central Area of the Village, as defined in the Comprehensive Zoning Ordinance of the Village, prior to any offer of such permits for sale to the general public and nonresidents. To be eligible for a permit pursuant to this Section, the applicant must either be actually residing and living within the Village, or be employed by, or an owner of, a business within the Concentrated Central Area at the time of application.

(c) The fee for each such permit sticker or hang tag for each three month period shall be determined by the rate class assigned to the permit parking lot for which such permit sticker or hang tag is to be issued, computed in accordance with and subject to the following schedule:

Rate class	Resident Fee	Non-Resident Fee
I	\$80.00	\$110.00
II	\$75.00	\$105.00
III	\$25.00	
IV	\$250.00	
V	\$90.00	\$120.00

Such fee shall be reduced, based on a daily proration of the number of days that have expired prior to the date of sale of such permit sticker or hang tag.

(d) At the discretion of the Village Manager, permit holders may return permit stickers and hang tags prior to the expiration of the three-month period covered by such permit sticker or hang tag and may receive a refund of all or a portion of the fee paid for such sticker or tag, without interest, such refund to be determined on the basis of number of unexpired full days remaining in such three-month period less a \$6.00 administrative fee. Class III permits shall be returned to the Village for such refund immediately upon the termination of permit holder's employment with a business located in the Concentrated Central Area as defined in the Comprehensive Zoning Ordinance of the Village. Permit stickers and hang tags issued to permit holders pursuant to this Section shall not be transferable to another person, motor vehicle, or parking lot, except as provided in subsection (h). Such returned permits may be resold in chronological priority to those on waiting lists kept by the Village for that quarter and not valid past the next sale of permits, but such waiting list for Lots A, B, C, D, F, ~~K~~, L, M, and R shall include Downers Grove residents only.

(e) The following permit parking lots shall have the following rate classes:

Rate class I: Lot A, lot B, lot C, lot G, lot H, ~~lot K~~, lot L and lot R, as such lots are designated in Section 14-85.

Rate class II: Lot D, lot F, lot I and lot M, as such lots are designated in Section 14-85.

Rate class III: Lot A, lot B, lot D, lot F, ~~lot K~~, lot L, lot M, Forest lot North, 900 Burlington lot, the southwest portion of the Curtiss lot, a portion of the Main and Maple Avenue lot and any designated spaces in the Parking Deck as such lots are designated in Section 14-85.

Rate class IV: Lot Z.

Rate class V: the Parking Deck.

(f) Notwithstanding any contrary provision in this division, the Village Manager shall be authorized to refuse to issue any such permit sticker or hang tag , or renewal thereof, to any permit holder who is convicted of more than three violations of any of the provisions of this division within any consecutive period of six months, except for Section 14-127.

(g) Class III permits, also referred to as "overlay parking permits", shall be issued only to employees of businesses located in the Concentrated Central Area, as defined in the Comprehensive Zoning Ordinance of the Village, upon their providing evidence of such employment. An overlay parking permit shall be available for purchase at Village Hall only for those Concentrated Central Area employees who provide the following: (1) a current pay stub from a Concentrated Central Area employer; and (2) a written letter on

letterhead from the Concentrated Central Area employer requesting permission for said employee to obtain an overlay parking permit along with the employee's general work schedule.

Said overlay parking permit may only be used by a Concentrated Central Area employee during the employee's working hours at the Concentrated Central Area employer's place of business. Any violation of these requirements or misuse of this permit may result in a forfeiture of said permit and inability to apply for another permit for a period of one (1) year as well as a parking citation issued pursuant to this Code. Overlay parking permits shall be valid in lot A, lot B, lot C, lot D, lot F, ~~lot K~~, lot L and lot M from 8:30 a.m. to 3:00 p.m., Monday through Friday and in Forest lot North, 900 Burlington lot, the southwest portion of the Curtiss lot, a portion of the Main and Maple Avenue lot and any designated spaces in the Parking Deck from 5:00 a.m. to 3:00 p.m., Monday through Friday. After 3:00 p.m. Monday through Friday, all spaces are free.

(h) Transfers between Village permit parking lots shall be made only at the start of a three-month permit period. If a permit holder desires to transfer to another Village permit parking lot, the permit holder shall remit to the Village the following: (1) the parking permit renewal form; (2) a request that the permit be transferred to another lot as specified by the permit holder; and (3) payment of the appropriate parking permit fee in the manner specified by the Village.

Transfers shall be made by the Village after permit renewals are completed, but prior to sale to the general public, and shall be made in accordance with the chronological order such requests for transfers were received; however, non-resident permit holders shall not be allowed to transfer into Lots A, B, C, D, F, ~~K~~, L, M.

(i) At the discretion of the Village Manager, the Village may sell one-day parking permits for Village permit parking lots at a cost of \$3.00 each. Such permits shall be sold only after 8:00 a.m. on the day the permit may validly be used. These one-day parking permits may be used in any Village permit parking lot or area, except that such permits shall not be used in permit parking Lots B, C, ~~K~~, L, or the Parking Deck as defined herein.

(j) Permits for Lot Z (Class IV) shall only be issued to students of Downers Grove South High School, said permits are non-transferable.(Ord. No. 1542, § 4; Ord. No. 1737, §§ 8, 9; Ord. No. 1820, § 2; Ord. No. 1861, § 1; Ord. No. 1989, § 3; Ord. No. 2346, § 1; Ord. No. 2375, § 2; Ord. No. 2531, § 4; Ord. No. 2906, § 1; Ord. No. 3118, §§ 15, 16; Ord. No. 3127, §§ 10, 11; Ord. No. 3195, § 2; Ord. No. 3202, § 1; Ord. No. 3348, § 1; Ord. No. 3353, § 1.)

**Section 18.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 19.** That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

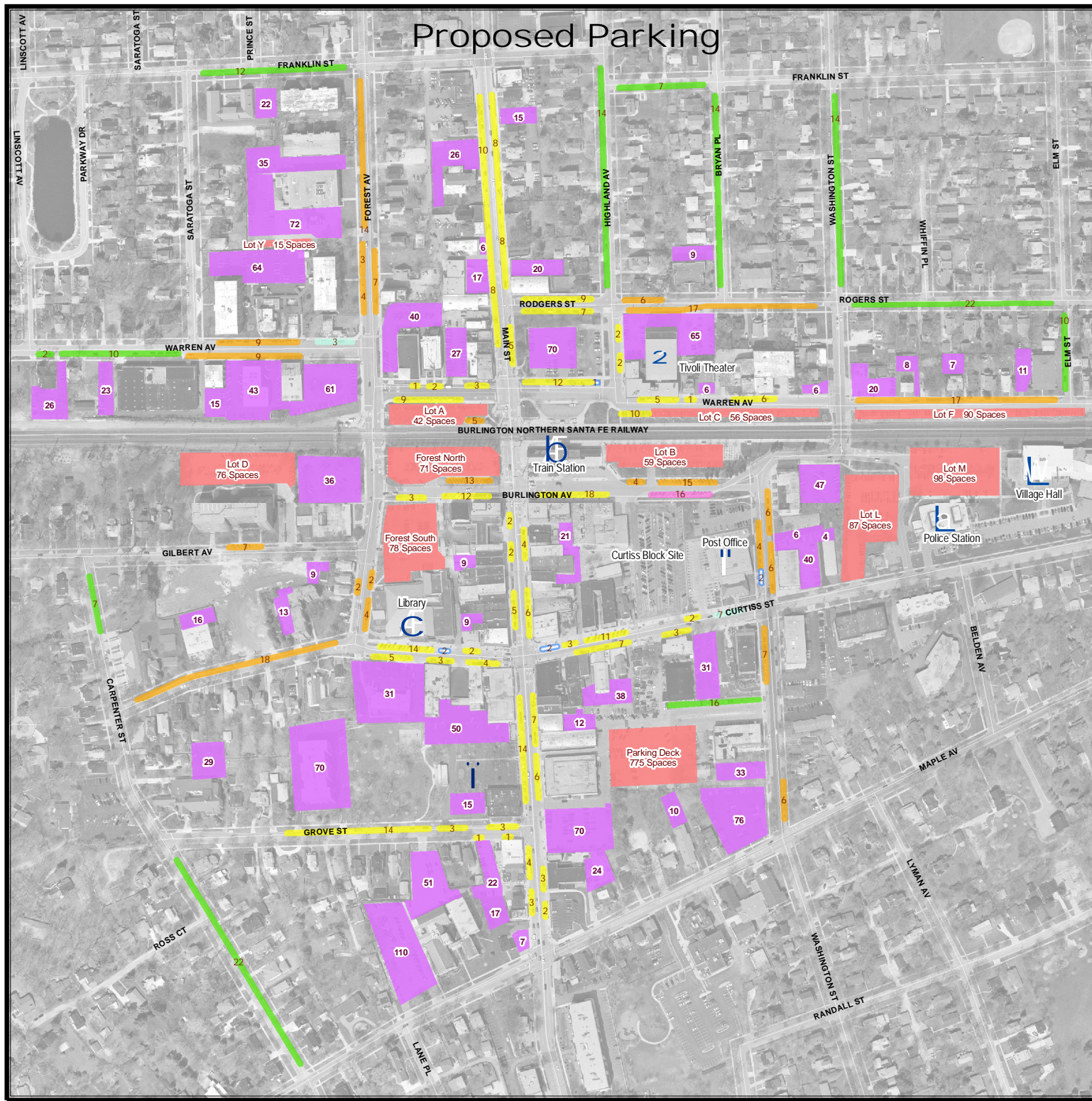
\_\_\_\_\_  
Mayor

Passed:

Published:

Attest: \_\_\_\_\_

Village Clerk



## Village of Downers Grove Downtown Parking Proposed Changes

**Hourly Parking**

- # 15 Minute spaces
- # 2 Hour spaces
- # 3 Hour spaces
- # 4 Hour spaces
- # 9 Hour spaces
- # 12 Hour spaces
- # Handicap spaces

**Parking Lot Spaces**

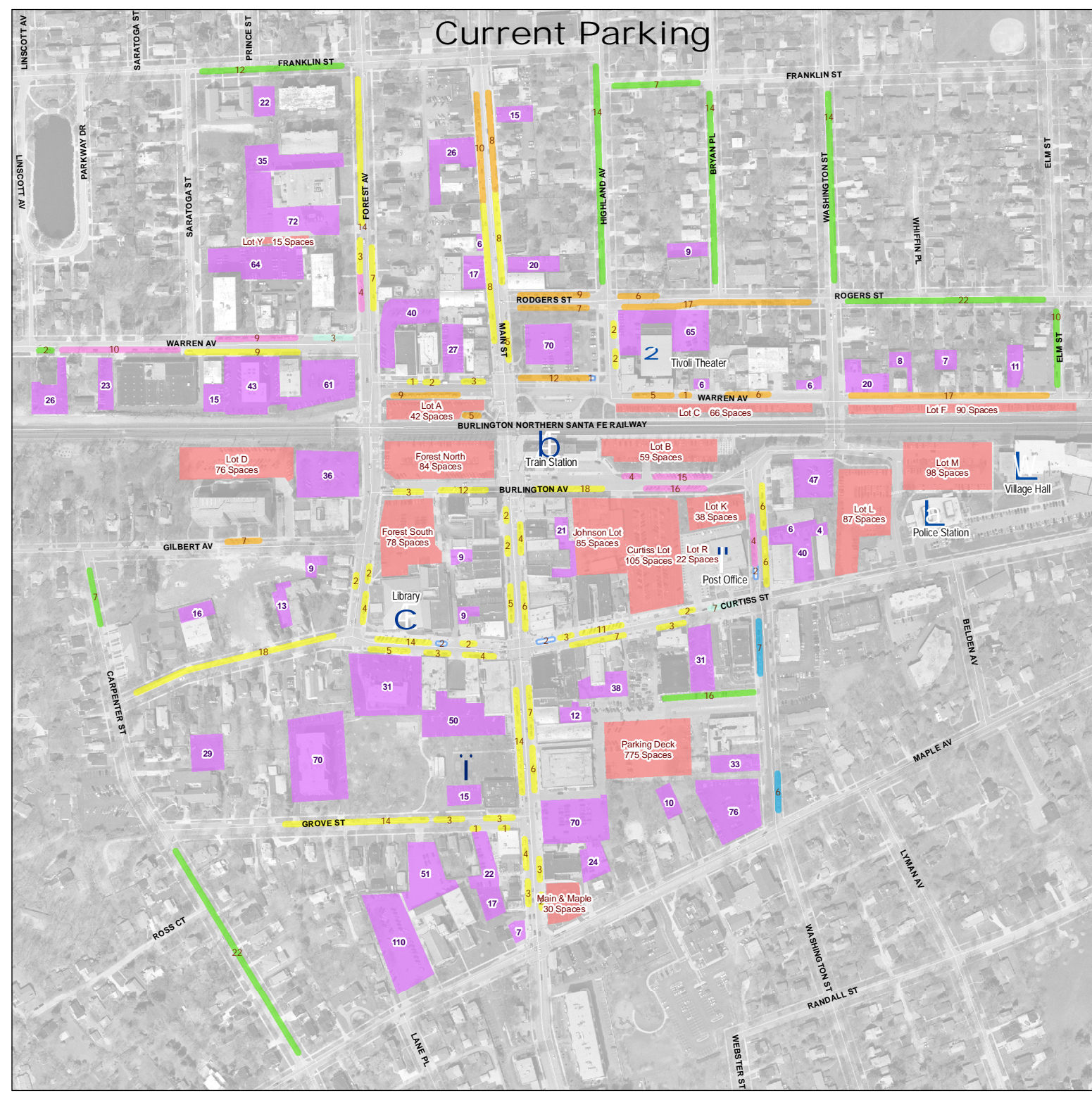
- # Private Lots
- # Village Owned Lots

0
200
400

Feet

KLR 01/31/2005

Map produced by the IS Department in cooperation with Traffic Engineering January 31, 2005.



**Timed Street Parking**

	Existing	Proposed
15 Minute	10	10
2 Hour	269	275
3 Hour	119	185
4 Hour	140	150
9 Hour	13	0
12 Hour	62	16
Handicap	7	7
<b>TOTAL</b>	<b>620</b>	<b>643</b>

**Parking Lots**

	Existing		Proposed	
	Lots	Spaces	Lots	Spaces
Private Lots	54	1620	54	1620
Village Lots	16	1750	11	1447
<b>TOTAL</b>	<b>70</b>	<b>3370</b>	<b>65</b>	<b>3067</b>

CBD Parking Re-Assignments

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

**AN ORDINANCE RE-ASSIGNING CBD PARKING**

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

**Section 1. That Section 14.85. is hereby amended to read as follows:**

**14.85. Definitions.**

(a) Automated Pay System. An electronic device located at a public place under the Village's jurisdiction which receives payment for the privilege of temporarily parking in a specified numbered space for the posted time period.

(b) Parking lot. Real property owned or leased by the Village, other than public streets and alleys, which is designated under the provisions of this division for the principal purpose of parking vehicles. ~~For all purposes hereof, Village parking lots shall be designated as follows:~~

(c) Parking meter. A mechanical device located upon a public street or sidewalk or in a parking lot within an area designated as a parking meter zone, which device shall record a certain number of minutes by the use of a clock mechanism determining the period of time for which a designated parking space may be lawfully used by the person depositing a coin or a cash key in such parking meter.

(d) Parking meter zone. Those areas designated under Section 14-110 in which vehicles may be lawfully parked for the period of time indicated on parking meter in accordance with the provisions of this division.

For all purposes hereof, Village parking lots shall be designated as follows:

(1) Lot A sometimes referred to as the Warren Parking Lot, shall be the Village parking lot situated in the block bounded by Main Street, Warren Avenue, Forest Avenue and Burlington-Northern Santa Fe Railroad, Inc., tracks.

(2) Lot B shall mean the Village parking lot situated directly east of the Burlington Avenue station and bounded on the north by the Burlington-Northern Santa Fe Railroad, Inc., tracks and on the south by Burlington Avenue.

(3) Lot C shall be the Village parking lot situated in the area adjacent to the south side of Warren Avenue, extending from the east line of Highland Avenue to the west line of Washington Street.

(4) Lot D sometimes referred to as the Gilbert Parking Lot, shall be the Village parking lot situated in the block bounded by Gilbert Street, Forest Avenue, Carpenter Street, extended, and the Burlington-Northern Santa Fe Railroad, Inc. tracks.

(5) Lot F shall be the Village parking lot situated in the area adjacent to the south side of Warren Avenue extending from the east line of Washington Street to a point ~~four~~six hundred sixty-five feet east of the east line of Washington Street.

(6) Lot G sometimes referred to as the West Belmont Parking Lot, shall be the Village parking lot situated in the area bounded by Belmont Road, Burlington Avenue, the Burlington-Northern Santa Fe Railroad, Inc., tracks and Chase Street, extended.

(7) Lot H sometimes referred to as the Belmont Parking Lot, shall be the Village parking lot situated on the south side of the Burlington-Northern Santa Fe Railroad, Inc., tracks west of Belmont Road.

(8) Lot I sometimes referred to as the Fairview Parking Lot, shall be the Village parking lot bounded by Second Street, Fairview Avenue, and the Burlington-Northern Santa Fe Railroad, Inc. tracks and that parking lot bounded by Maple Avenue, Fairview Avenue, and Burlington-Northern Santa Fe Railroad, Inc. tracks.

## CBD Parking Re-Assignments

~~(9) Lot K shall be the Village parking lot situated on the southwest corner of the block bounded by Burlington Avenue, Washington Street, Curtiss Street and Main Street.~~

(10) Lot L shall be the Village parking lot situated in the far corner west of the Village Hall bounded by Burlington Avenue on the north.

~~(11) Lot M shall be the Village parking lot situated just west of the Village Hall bounded by the Burlington Northern, Inc., tracks on the north.~~

~~(12) Lot R shall be the Village parking lot situated twenty (20) feet east of the Curtiss Lot.~~

(13) Lot Z shall be on the east side of Springside Avenue from a point 436 feet south of the south line of 63rd Street to a point 1,693 feet south of the south line of 63rd Street.

(14) The Curtiss Parking Lot shall be the Village parking lot situated in the block bounded by Main Street, Burlington Avenue, Washington Street and Curtiss Street.

(15) The Forest Parking Lot South shall be the Village parking lot situated in the block bounded by Main Street, Curtiss Street, Forest Avenue and Burlington Avenue.

(16) The Forest Parking Lot North shall be the Village parking lot situated in the block bounded by Main Street, Burlington Avenue, Forest Avenue and the Burlington-Northern Santa Fe Railroad, Inc. tracks.

(17) The Washington Street Parking Lot, shall be the Village parking lot situated in the block bounded by Curtiss Street, Washington Street, Maple Avenue and Main Street.

(18) Municipal complex parking lots shall be the Village parking lots situated on the municipal complex property, said property being located southeast of the intersection of Burlington Avenue and North Washington Street between Burlington Avenue and Curtiss Street and designated as Lots L, M and V, as posted.

(19) The Main Street and Maple Avenue Parking Lot shall be the Village parking lot situated at the northeast corner of Main Street and Maple Avenue.

(20) The Parking Deck, Garage, Facility or Structure shall be the Village-owned surface parking area adjacent to as well as the off-street parking area in the multi-level deck, garage, facility or structure bounded by Washington, Curtiss, Main and Maple, commonly known as 945 Curtiss Street and hereinafter referred to as "the Parking Deck".

(21) The 900 Burlington Lot shall mean the on-street parking spaces located along the south side of Burlington Avenue between Washington and the Curtiss parking lot entrance.

(Ord. No. 1436, § 1; Ord. No. 1542, § 5; Ord. No. 1737, § 4; Ord. No. 1820, § 1; Ord. No. 1989, § 1, 2; Ord. No. 2102, § 1; Ord. No. 2312, § 1; Ord. No. 2375, § 1; Ord. No. 2473, § 1; Ord. No. 2531, § 5; Ord. No. 2745, § 41; Ord. No. 2831, § 1; Ord. No. 3075, § 5; Ord. No. 3098, § 1; Ord. No. 3118, § 13; Ord. No. 3127 § 3; Ord. No. 3224, § 1.)

### **Section 2. That Section 14.93. is hereby amended to read as follows:**

#### **14.93. Diagonal parking areas.**

It shall be unlawful for any person at any time to park any motor vehicle or other vehicle or cause any such vehicle to stand in the diagonal parking areas designated in this section unless such vehicle is parked entirely within a single parking location designated for the parking of vehicles.

The following portions of streets are hereby designated as diagonal parking areas:

*Burlington Avenue*, on the north side, from a point two hundred ninety-three feet east of the east line of Main Street to a point five hundred forty-seven feet east of the east line of Main Street.

*Burlington Avenue*, on the south side, from a point one hundred forty feet east of Forest Avenue to Washington Street.

*Curtiss Avenue Street*, on the north side from Forest Avenue to a point ~~one~~two hundred ~~fifty five~~ feet west of Main Street and from ninety-three feet east of Main Street to a point two hundred seventy-eight feet east of Main Street, and from Main Street to a point three hundred feet east of Main Street, and from Washington Street to a point one hundred twenty five feet west of Washington Street.

## CBD Parking Re-Assignments

*Gilbert Avenue*, on the north side, from a point two hundred ninety feet west of the west line of Forest Avenue to a point three hundred seventy-six feet west of the west line of Forest Avenue.

*Warren Avenue*, on the north side, from Highland Avenue to a point one hundred and fifteen feet west of Highland Avenue.

~~It shall be unlawful for any person at any time to park any motor vehicle or other vehicle or cause any such vehicle to stand in the diagonal parking areas designated in this section unless such vehicle is parked entirely within a single parking location designated for the parking of vehicles.~~ (Ord. No. 1238, §§ 1, 3; Ord. No. 1799, § 10; Ord. No. 2028, § 6; Ord. No. 2745, § 2.)

### **Section 3. That Section 14.104.1. is hereby amended to read as follows:**

#### **14.104.1. Same --Village parking lots.**

(a) Notwithstanding any other provision in this Chapter, no person shall park, stop or let stand any automobile, truck, motor vehicle or other vehicle between the hours of 2:00 A.M. and 5:00 A.M., local time, in the following locations:

- (1) The Forest parking lot, except the south twenty feet thereof.
- (2) The Curtiss parking lot, except the east twenty feet and the west seventy feet.
- (3) Lot C and Lot F, on the south side of Warren Avenue from east line of Highland to the west line of Elm.
- (4) Lot A.
- (5) Lot B.
- (6) Lot D, except the south one hundred sixteen feet of the east twenty feet.
- (7) Lot I, except for the fourteen feet north of the Burlington-Northern tracks, from forty-eight feet west of the west line of Fairview Avenue to one hundred fifty-six feet west of the west line of Fairview Avenue.
- (8) Lot G, except the south twenty feet of the east one hundred eight feet.
- (9) Lot H.
- ~~(10) Lot K.~~
- (14) Lot L.
- (12) Lot M.

Except in the portions of those areas clearly designated or otherwise posted to permit overnight parking.

(b) Notwithstanding any other provision in this Chapter, no person shall park, stop or let stand any automobile, truck, motor vehicle or other vehicle between the hours of 2:00a.m. and 5:00 a.m., local time, in the Parking Deck.

(c) The Village Manager may establish overnight parking areas in addition to those set forth in subsection (a) or may prohibit overnight parking in all or any part of those areas set forth in subsection (a); provided that the authority to so establish or prohibit overnight parking shall be limited to nonconsecutive periods not to exceed thirty days each.

(d) No person shall park or let stand any automobile, motor vehicle or other vehicle at any time between the hours of 6:00 A.M., local time, and 8:30 A.M., on any day other than Saturdays, Sundays, and legal holidays, in the following locations, unless such vehicle displays a Class III permit:

The Curtiss parking lot, except the east twenty feet and the west seventy feet of the total three hundred and eleven and six-tenths feet from Curtiss north to Burlington Avenue.

Forest Parking Lot North. (Ord. No. 1603, § 1; Ord. No. 1616, § 1; Ord. No. 1942, § 4; Ord. No. 2531, § 1; Ord. No. 3115, § 1; Ord. No. 3119, § 2; Ord. No. 3129, § 2; Ord. No. 3254, § 4.)

### **Section 4. That Section 14.105.01. is hereby amended to read as follows:**

#### **14.105.01. Two-hour parking--Generally.**

## CBD Parking Re-Assignments

No person shall stop, park or let stand any motor vehicle or other vehicle for a single period of more than two consecutive hours at any time in the following locations:

*Fairview Avenue*, on the east side, from a point one hundred ten feet south of the south line of Maple Avenue to Burlington Avenue.

~~*Franklin Street*, on the north side, from Main Street to Forest Avenue.~~

~~*Gilbert Avenue*, on the north side, from a point two hundred ninety five feet west of the west line of Forest Avenue to a point three hundred forty two feet west of the west line of Forest Avenue.~~

*Maple Avenue*, on the north side, between the east curb line of Main Street, extended, and the west curb line of Forest Avenue, extended.

*Maple Avenue*, on the north side, from a point sixty-five feet west of the west line of Washington Street to a point one hundred seventy-five feet east of the east line of Main Street.

*Maple Avenue*, on the north side, from the west line of Lyman Avenue extended to a point ninety-four feet west of the east line of Washington Avenue. (Ord. No 1298, § 1; Ord. No. 1493, § 3; Ord. No. 1541, § 4; Ord. No. 1776, § 8; Ord. No. 1780, § 11; Ord. No. 1795, § 12; Ord. No. 1873, § 4; Ord. No. 2524, § 2; Ord. No. 3118 § 12.)

### **Section 5. That Section 14.105.02. is hereby amended to read as follows:**

#### **14.105.02. Same --Between 6:00 A.M. and 6:00 P.M.**

No person shall stop, park or let stand any motor vehicle or other vehicle for a single period of more than two consecutive hours, at any time between the hours of 6:00 A.M. and 6:00 P.M., in the following locations:

~~*Wilcox Avenue*, on both sides, between the south curb line of Maple Avenue, extended, and the north curb of Burlington Avenue, extended. Reserved.~~

(Ord. No 1288, § 1; Ord. No. 1296, § 1; Ord. No. 1799, § 8.)

### **Section 6. That Section 14.105.03. is hereby amended to read as follows:**

#### **14.105.03. Same --Between 6:00 A.M. and 4:00 P.M.**

No person shall park or let stand any automobile, motor vehicle or other vehicle for more than two consecutive hours on any day between the hours of 6:00 A.M. and 4:00 P.M., local time, in any of the following locations:

~~*Forest Avenue*, on the west side, from a point two hundred seventy two feet north of the north line of Warren Avenue to Prairie Avenue. Reserved.~~

(Ord. No. 1493, § 4; Ord. No. 1799, § 13.)

### **Section 7. That Section 14.105.04. is hereby amended to read as follows:**

#### **14.105.04. Same --Between 7:00 A.M. and 6:00 P.M.**

No person shall park, stop or let stand any automobile, motor vehicle or other vehicle for an uninterrupted period of more than two hours at any time between the hours of 7:00 A.M., local time, and 6:00 P.M. in any of the following locations:

~~*Curtiss Street*, on the north side, from Forest Avenue to a point sixty two feet east of the east line of Carpenter Street. Reserved.~~ (Ord. No. 1473, § 5; Ord. No. 2170, § 4.)

### **Section 8. That Section 14.105.07. is hereby amended to read as follows:**

#### **14.105.07. Same --Between 6:00 A.M. and 6:00 P.M., except on Sundays and holidays.**

Except on Sundays and holidays, no person shall park, stop or let stand any automobile, motor vehicle or

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other vehicle for more than two consecutive hours at any time between the hours of 6:00 A.M. and 6:00 P.M., local time, in any of the following locations, excluding those spaces designated as handicap parking under Section 14-108:

*Burlington Avenue*, on both sides, from Wilcox Avenue to a point one hundred sixty-five feet east of the east line of Fairview.

*Burlington Avenue*, on the south side, from Forest Avenue to Main Street, and from a point fifty-one feet east of the east line of Main Street to a point ~~three~~four hundred feet west of the west line of Washington Street.

*Curtiss Street*, on the south side, from the east line of Forest Avenue to the west line of Main Street.

*Curtiss Street*, on the south side from a point one hundred thirty-five feet east of the east line of Main Street to a point four hundred sixty-five feet east of the east line of Main Street.

*Curtiss Street*, on the north side, from the east line of Forest Avenue to a point one hundred ninety-six feet east of the east line of Forest Avenue; from a point two hundred thirty-five feet east of the east line of Forest Avenue to the west line of Main Street; from a point ninety-three feet east of the east line of Main Street to a point two hundred seventy-eight feet east of the east line of Main Street; and from a point one hundred seventy-six feet west of the west line of Washington Street to a point two hundred twelve feet west of the west line of Washington Street.

~~———— *Forest Avenue*, on the east side, from the north line of Curtiss Street to a point one hundred six feet north of the north line of Curtiss Street.~~

~~———— *Forest Avenue*, on the east side, from the north line of Warren Avenue to a point two hundred fifty-seven feet north of the north line of Warren Avenue.~~

*Forest Avenue*, on the west side, from one hundred twenty feet north of the north line of Curtiss Street, to a point one-hundred sixty feet north of the north line of Curtiss Street.

*Grove Street*, on the north side, from a point one hundred eighty-one feet west of the west line of Main Street to a point thirty-six feet west of the west line of Main Street; and from a point two hundred feet east of the east line of Carpenter Street to a point three hundred fifty-five feet east of the east line of Carpenter Street; and from a point four hundred nineteen feet east of the east line of Carpenter Street to a point five hundred twenty feet east of the east line of Carpenter Street; and from a point five hundred fifty-seven feet east of the east line of Carpenter Street to a point one hundred seventy-seven feet west of the west line of Main Street.

*Grove Street*, on the south side, from a point one hundred eight feet west of the west line of Main Street to a point twenty-two feet west of the west line of Main Street.

*Highland Avenue*, on the east side, from a point seventy feet north of the north line of Warren Avenue to the south line of Rogers Street.

*Lot C*, as posted.

*Main Street*, on the east side, from the north line of Maple Avenue to the south line of Burlington Avenue, and from the north line of Warren Avenue to a point three hundred six feet north of the north line of Warren Avenue, and from a point four hundred five feet north of the north line of Warren Avenue to a point five hundred sixty feet north of the north line of Warren Avenue the south line of Franklin Street.

*Main Street*, on the west side, from the north line of Maple Avenue to the north line of Grove Street, and from a point forty-eight feet north of the north line of Grove Street to a point five hundred sixty-eight feet north of the north line of Warren Avenue the south line of Franklin Street.

~~*Warren Avenue*, on the south side, from the west line of Saratoga Avenue to a point one hundred seventy-eight feet west of the west line of Forest Avenue.~~

~~*Warren Avenue*, on the north side, from a point seventy-eight feet west of the west line of Forest Avenue to a point one hundred ninety feet west of the west line of Forest Avenue, and from a point one hundred three feet east of the east line of Forest Avenue to a point thirty-seven feet west of the west line of Main Street; and from a point ninety-one feet west of the west line of Highland Avenue to a point four hundred thirty feet east of the east line of Highland Avenue.~~

*Warren Avenue*, on the north side, from the west line of Highland Avenue to the east line of Main

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### Street.

~~Washington Street, on the east side, from the south line of Burlington Avenue to a point twenty feet north of the north line of Curtiss Street, and from the south line of Curtiss Street to a point one hundred thirty feet south of the south line of Curtiss Street.~~

~~Washington Street, on the west side from Burlington Avenue to Curtiss Street.~~

~~Wilcox Avenue, on both sides, from Burlington Avenue to Maple Avenue. (Ord. No. 1780, § 6; Ord. No. 3020, § 2; Ord. No. 3100, § 4; Ord. No. 3106, § 6; Ord. No. 3254, § 5.)~~

### **Section 9. That Section 14.105.08. is hereby amended to read as follows:**

#### **14.105.08. Same --Between 6:00 A.M. and 6:00 P.M., except on Saturdays, Sundays and legal holidays.**

No person shall park or let stand any automobile, motor vehicle or other vehicle for an uninterrupted period of more than two hours at any time between the hours of 6:00 A.M. and 6:00 P.M., local time, except on Saturdays, Sundays and legal holidays, in the following location:

~~Havens Court, on the south side, from Forest Avenue to Main Street.~~

~~Rogers Street, on both sides, from a point fifty feet east of the east line of Main Street to a point fifty feet west of the west line of Highland Avenue.~~

~~Warren Avenue, on the north side, from the east line of Highland Avenue, to a point one hundred fifty feet west of the west line of Washington Street.~~

~~Warren Avenue, on the south side, from the east line of Forest Avenue to a point one hundred feet west of the west line of Main Street.~~

~~The 900 Burlington Lot on-street parking spaces located along the south side of Burlington Avenue between Washington and the Curtiss parking lot entrance.~~

~~(Ord. No. 1795, § 10.)~~

### **Section 10. That Section 14.106. is hereby amended to read as follows:**

#### **14.106. Three-hour parking.**

~~It shall be unlawful for any person to park or let stand any vehicle in a parking space in any of the locations in paragraph (a) of this Section in such manner that the front of such vehicle is directed away from the curbing or not in accordance with the posted signage; provided, that the provisions of this subsection shall not apply to any parking space unless there shall be posted in conspicuous places in the vicinity of such parking space appropriate signs stating the restriction imposed by this subsection.~~

(a) No person shall park, stop or let stand for an uninterrupted period of more than three hours, any automobile, motor vehicle or other vehicle in any of the following locations:

~~Curtiss Street, on the south side, from the east line of Washington Street to the west line of Belden Avenue.~~

~~Forest Lot South, as posted.~~

~~Forest Lot North, as posted.~~

~~Gilbert Avenue, on the north side, from a point two hundred ninety feet west of the west line of Forest Avenue to a point three hundred seventy-six feet west of the west line of Forest Avenue.~~

~~Lot A, the eastern portion, as posted.~~

~~Main Street and Maple Avenue Lot, as posted.~~

~~Main Street, on the east side, from the intersection of Main Street and Franklin Street, to a point five hundred sixty feet north of the north line of Warren Avenue.~~

~~Main Street, on the west side, from a point five hundred sixty eight feet north of the north line of Warren Avenue to a point eight hundred fifty nine feet north of the north line of Warren Avenue.~~

~~Prince Street, on the west side, from the north line of Sherman Street to a point ~~243~~two hundred forty-three feet north of the north line of Sherman Street.~~

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*Sherman Street*, on the south side, from Saratoga Avenue to Prince Street.

*Warren Avenue*, on the north side, from Washington Street to Prospect Avenue.

~~(b) It shall be unlawful for any person to park or let stand any vehicle in a parking space in any of the locations in paragraph (a) of this Section in such manner that the front of such vehicle is directed away from the curbing or not in accordance with the posted signage; provided, that the provisions of this subsection shall not apply to any parking space unless there shall be posted in conspicuous places in the vicinity of such parking space appropriate signs stating the restriction imposed by this subsection. (Ord. No. 646, § 1; Ord. No. 685, § 2; Ord. No. 688, § 1; Ord. No. 1809, § 7; Ord. No. 2987, § 1; Ord. No. 3346, § 5.)~~

### **Section 11. That Section 14.106.1. is hereby amended to read as follows:**

#### **14.106.1. Three Hour Parking --Between 6:00 A.M. and 6:00 P.M., except on weekends and holidays.**

Except on Saturdays, Sundays and holidays, no person shall park, stop or let stand any automobile, motor vehicle or other vehicle for more than three consecutive hours at any time between the hours of 6:00 A.M., local time, and 6:00 P.M. in any of the following locations:

*Curtiss Street*, on the north side, from Forest Avenue to a point sixty-two feet east of the east line of Carpenter Street.

*Curtiss Street*, on the south side, from a point one hundred seventy feet east of the east line of Washington Street to a point two hundred feet west of the west line of Belden Avenue.

*Curtiss Street*, on the south side, from the west line of Belden Avenue to a point one hundred fifty feet west of the west line of Belden Avenue.

*Forest Avenue*, on the east side, from the north line of Curtiss Street to a point two hundred ten feet north of the north line of Curtiss Street.

*Forest Avenue*, on the east side, from a point two hundred feet from the north line of Warren Avenue to a point four hundred feet north of the north line of Warren Avenue.

*Forest Avenue*, on the west side, from a point seventy-two feet north of the north line of Warren Avenue to Franklin Street.

*Forest Lot North*, as posted.

*Main and Maple Lot*, as posted.

*Rogers Street*, on the north side, from Highland Avenue to a point fiftyone hundred thirty feet east of the east line of Main Street to a point one hundred thirty feet west of the west line of Bryan Place.

*Rogers Street*, on the south side, from Main StreetHighland Avenue to Washington Street.

*Warren Avenue*, on the north side, from Main Street to Washington Street the east side of Saratoga Avenue to a point one hundred seventy-eight feet west of the west line of Forest Avenue.

*Warren Avenue*, on the south side, from Forest Avenue to Main Street the west line of Saratoga Avenue to a point one hundred seventy-eight feet west of the west line of Forest Avenue.

*Washington Street*, on the east side, from the south line of Burlington Avenue to a point twenty feet north of the north line of Curtiss Street, and from the north line of Maple Avenue to a point one hundred fifty feet north of the north line of Maple Avenue.

*Washington Street*, on the west side, from Burlington Avenue to Curtiss Street, and from the south line of Curtiss Street to a point one hundred ninety feet of the south line of Curtiss Street.

(Ord. No. 1704, § 5; Ord. No. 3055, § 3.)

### **Section 12. That Section 14.107. is hereby amended to read as follows:**

#### **14.107. Four-hour parking--Between 6:00 A.M. and 6:00 P.M., except on weekends and holidays.**

It shall be unlawful for any person to park or let stand any vehicle in a parking space in any of the locations in paragraph (a) of this Section in such manner that the front of such vehicle is directed away

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from the curbing or not in accordance with the posted signage; provided, that the provisions of this subsection shall not apply to any parking space unless there shall be posted in conspicuous places in the vicinity of such parking space appropriate signs stating the restriction imposed by this subsection.

(a) Except on Saturdays, Sundays and holidays, it shall be unlawful for any person to park, stop or let stand any automobile, motor vehicle or other vehicle for more than four consecutive hours at any time between the hours of 6:00 A.M. and 6:00 P.M. local time, in any of the following locations:

*Austin Avenue*, on the north side, from Douglas Avenue to Fairview Avenue.

*Belden Avenue*, on the east side from Curtiss Street to Maple Avenue.

*Benton Avenue*, on both sides, from Randall Street to Maple Avenue.

*Birch Avenue*, on the south side, from Elm Street to Washington Street.

*Bryan Place*, on the west side from a point one hundred ten feet north of the north line of Rogers Street to Prairie Avenue.

*Burlington Avenue*, on the south side, from Wilcox Avenue to Florence Avenue.

*Carpenter Street*, on the east side, from Maple Avenue to Grove Street and from ~~Curtiss Street~~ Gilbert Avenue to a point ~~sixty-two hundred~~ feet south of the south line of Gilbert Avenue.

*Carpenter Street*, on the west side, from Maple Avenue to Summit Street.

*Chase Avenue*, on the east side, from Haddow Avenue to Burlington Avenue.

*Cumnor Road*, on the west side, from Burlington Avenue to Maple Avenue.

*Cumnor Road*, on both sides, from 2nd Street to 6th Street.

*Curtiss Lot*.

*Curtiss Street*, on the south side, from Belden Avenue to a point one hundred thirty feet west of Mackie Place.

*East Parkway*, on both sides, from Linscott Avenue to Franklin Street.

*Edward Avenue*, on the east side, from Haddow Avenue to Warren Avenue.

*Elm Street*, on the east side, from Rogers Street to Franklin Street and, on the west side, from Warren Avenue to Franklin Street.

*Elm Street*, on both sides, from Franklin Street to Prairie Avenue.

*Elmwood Avenue*, on both sides, from Maple Avenue to Blodgett Avenue.

*Fairmount Avenue*, on both sides, from Summit Street to Maple Avenue.

*Farley Place*, on both sides, from Lyman Avenue to Park Avenue.

*Florence Avenue*, on both sides from 2nd Street to 6th Street.

*Florence Avenue*, on the east side, from Burlington Avenue to Maple Avenue.

*Franklin Street*, on the north side, from Douglas Avenue to Fairview Avenue.

*Franklin Street*, on the south side, from the west line of Forest Avenue to a point one hundred and four feet west of the west line of Forest Avenue.

*Franklin Street*, on the south side, from a point one hundred thirty-five feet west of Forest Avenue to a point one hundred fifty feet east of the east line of Saratoga Avenue.

*Franklin Street*, on the south side, from the east line of Saratoga Avenue to a point ninety feet east of the east line of Saratoga Avenue.

*Franklin Street*, on the south side, from a point one hundred twenty feet east of the east line of Saratoga Avenue to Linscott Avenue.

*Franklin Street*, on both sides, from Washington Street to Stanley Avenue.

*Franklin Street*, on the south side, from Washington Street to Highland Avenue.

*Grand Avenue*, on both sides, from Hill Street to Burlington Avenue.

*Haddow Avenue*, on the south side, from Francisco Street to Belmont Road.

*Highland Avenue*, on the west side, from the north line of Rogers Street (as extended from the east) to Prairie Avenue.

*Hill Street*, on the north side, from Blodgett Avenue to Fairview Avenue, excepting therefrom that portion designated by the Downers Grove Municipal Code as a school bus loading zone.

*Hichcock Avenue*, on the south side, from Belmont Road to Glenview Avenue.

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- Lane Place*, on the west side, from Maple Avenue to Summit Street.
- Linscott Avenue*, on the west side, from Warren Avenue to Franklin Street
- Linscott Avenue*, on the west side, from East Parkway to Franklin Street
- Lyman Avenue*, on the west side, from Maple Avenue to 55th Street.
- Mackie Place*, on the east side, from Curtiss Street to Maple Avenue.
- Maple Avenue*, on the north side, from the west line of Lyman Avenue extended to Elmwood Avenue (as extended from the south).
- Maple Avenue*, on the north side, from Carpenter Street to a point one hundred seventy-four feet west of the west line of Main Street.
- Maple Avenue*, on the north side, from Carpenter Street to Brookbank Road.
- Maplewood Place*, on both sides.
- Middaugh Avenue*, on the west side, from Warren Avenue to Franklin Street.
- Oakwood Avenue*, on the west side from Warren Avenue to Franklin Street.
- Park Avenue*, on both sides, from Farley Place to Summit Street, and on the west side from Summit Street to Randall Street.
- Pershing Road*, on the east side, from Prairie Avenue to Warren Avenue.
- Prairie Avenue*, on the north side from a point one hundred eighteen feet east of the east line of Belmont Road to Woodward Avenue; and on the south side, from a point one hundred thirty feet east of the east line of Belmont Road to Woodward Avenue.
- Prince Street*, on the east side, from Franklin Street to Prairie Avenue.
- Prospect Avenue*, on both sides, from Rogers Street to Prairie Avenue.
- Puffer Road*, on the east side, from Haddow Avenue to Burlington Avenue.
- Randall Street*, on the south side, from Webster Street to Lyman Avenue.
- Randall Street*, on the south side from Lyman Avenue to Fairmount Avenue, and on both sides, from Fairmount Avenue to Benton Avenue.
- Rogers Street*, on the south side, from Prospect Avenue to Washington Street.
- Ross Court*, on both sides, commencing at Carpenter Street and extending along the entire length of Ross Court.
- Saratoga Avenue*, on the west side, from Warren Avenue to Franklin Street.
- Summit Street*, on both sides, from Main Street to Washington Street and from Lyman Avenue to Park Avenue.
- Summit Street*, on the south side, from Main Street to Carpenter Street.
- Victor Street* on both sides, from 2nd Street to 6th Street.
- Warren Avenue*, on the south side, from ~~400~~one hundred feet east of Linscott Avenue to the east right-of-way line of Middaugh Avenue.
- Warren Avenue*, on the south side, from a point one hundred sixty-five feet west of Middaugh Avenue to Oakwood Avenue.
- Warren Avenue*, on the south side, from the west line of Saratoga Street to a point four hundred twenty-five feet west of the west line of Saratoga Street.
- Washington Street*, on both sides, from 55th Street to Randall Street.
- Washington Street*, on the east side, from the north line of Rogers Street to a point one hundred thirty-six feet south of Prairie Avenue.
- Washington Street*, on the west side, from Maple Avenue to Randall Street.
- Webster Street*, on the east side, from Summit Street to Randall Street.
- Webster Street*, on both sides, from Summit Street to 55th Street.
- Wilson Street*, on the north side, from a point fifty-one feet east of Douglas Avenue to Fairview Avenue.
- Woodward Avenue*, on both sides, from Warren Avenue to Prairie Avenue.
- 2nd Street*, on the south side, from a point fifty feet east of the east line of Fairview Avenue to a point three hundred sixty-six feet east of the east line of Fairview Avenue.

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*2nd Street*, on the south side, from a point four hundred sixty-six feet east of the east line of Fairview Avenue to Williams Street.

*3rd Street*, on both sides, from Fairview Avenue to Cumnor Road.

*4th Street*, on the south side, from Fairview Avenue to Cumnor Road and, on the north side, from Florence Avenue to Cumnor Road.

*4th Street*, on both sides, from Cumnor Road to Williams Street.

*5th Street*, on the south side, from Fairview Avenue to Cumnor Road and, on the north side, from Florence Avenue to Cumnor Road.

*6th Street*, on both sides, from Fairview Avenue to Cumnor Road.

~~(b) It shall be unlawful for any person to park or let stand any vehicle in a parking space in any of the locations in paragraph (a) of this Section in such manner that the front of such vehicle is directed away from the curbing or not in accordance with the posted signage; provided, that the provisions of this subsection shall not apply to any parking space unless there shall be posted in conspicuous places in the vicinity of such parking space appropriate signs stating the restriction imposed by this subsection. (Ord. No. 1543, § 3; Ord. No. 1546, § 3; Ord. No. 1757, §§ 5, 6; Ord. No. 1759, § 4; Ord. No. 1795, § 13; Ord. No. 1780, § 7; Ord. No. 1799, § 12; Ord. No. 1803, § 7; Ord. No. 1809, § 11; Ord. No. 1813, § 4; Ord. No. 1814, § 5; Ord. No. 1819, § 6; Ord. No. 1825, § 3; Ord. No. 1857, § 4; Ord. No. 1869, § 3; Ord. No. 1884, § 3; Ord. No. 1902, § 3; Ord. No. 1912, § 5; Ord. No. 1941, § 4; Ord. No. 1944, § 4; Ord. No. 1962, § 4; Ord. No. 2027, § 1; Ord. No. 2133, § 1; Ord. No. 2185, § 3; Ord. No. 2745, §§ 1, 38; Ord. No. 2968, § 3; Ord. No. 3027, § 5; Ord. No. 3055, § 4; Ord. No. 3146, § 22; Ord. No. 3314, § 3.)~~

### **Section 13. That Section 14.108. is hereby amended to read as follows:**

#### **14.108. Parking places reserved for handicapped persons.**

(a) The following off-street locations shall be designated as parking reserved for handicapped persons:

~~The north forty six feet of the south one hundred thirty eight feet of the east seventeen feet of the west forty four feet of the Curtiss lot (two stalls).~~

~~The south fifty one feet of the north one hundred four feet of the east seventeen feet of the west forty eight feet of the Curtiss lot (two stalls).~~

Forest Lot South, as posted (four stalls).

Municipal Lot B, as posted (nine stalls).

Municipal Lot H, as posted (four stalls).

Municipal Lot I, as posted (three stalls).

The Village Municipal Complex, located at 801 Burlington Avenue, including Lots L, M and V, as posted (six stalls).

The Village Hall Public Works Facility, located at 5101 Walnut, as posted (four stalls).

Municipal Lot G, as posted (three stalls).

(b) The following on-street locations shall be designated as parking reserved for handicapped persons:

On the north side of Curtiss, from a point twenty-four feet east of Main Street, to a point ninety-three feet east of Main Street (two stalls).

On the north side of Curtiss, from a point one hundred ninety-six feet east of Forest Avenue, to a point two hundred thirty-five feet east of Forest Avenue (two stalls).

On the north side of Warren Street, from west of Highland Avenue to a point fifty feet west of the west line of Highland Avenue (one stall).

On the west side of Washington Street, from a point thirty feet north of the north line of Curtiss Street, to a point eighty feet north of the north line of Curtiss Street (2 stalls).

(c) No person shall park or let stand any automobile, motor vehicle or other vehicle at any time in any designated access aisle adjacent to any parking place specifically reserved for persons with

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disabilities, designated by the posting of "handicapped parking only" signs or in any area striped with pavement markings or otherwise designated for handicapped accessibility.

(d) No person shall park or let stand any automobile, motor vehicle or other vehicle at any time in any location in which parking places have been reserved for parking by handicapped persons by the use of signs or pavement markings, unless such automobile, motor vehicle or other vehicle is used immediately prior to parking or immediately after parking by or for transportation of a handicapped person, as evidenced by display on such vehicle of one of the following:

(1) A handicapped registration plate or handicapped parking placard issued by the State of Illinois pursuant to its authority under Section 5/3-616 of Chapter 625 of the Illinois Compiled Statutes and displayed by hanging on the rearview mirror of the vehicle, or if no rearview mirror is available, by placement on the dashboard or visor.

(2) A handicapped parking placard issued by a municipality pursuant to its authority under Section 5/11-1301.2 of Chapter 625 of the Illinois Compiled Statutes and displayed by hanging on the rearview mirror of the vehicle, or if no rearview mirror is available, by placement on the dashboard or visor.

(e) Any person who violates this section shall be fined not less than one hundred dollars nor more than five hundred dollars.

(f) A Village of Downers Grove handicapped parking placard can be obtained upon a showing by adequate documentation that the person for whose benefit the placard is to be issued has a Class 1A or 2A disability under the provisions of Section 4A of the Illinois Identification Card Act. (15 ILCS 335/4A) The cost for obtaining such a placard shall be \$2.00. (Ord. No. 2001, § 1; Ord. No. 2522, § 1; Ord. No. 2745, § 39; Ord. No. 2860, § 2.)

### **Section 14. That Section 14.108.2. is hereby amended to read as follows:**

#### **14.108.2. Fifteen minute loading zones.**

No person shall park or let stand any automobile, motor vehicle or other vehicle at any time, except for purposes of loading and unloading for a period of time not to exceed fifteen consecutive minutes, in the following location:

*Curtiss Street*, on the south side, from to a point eighty feet east of the east line of Main Street to a point one hundred thirty-five feet east of Main Street.

*Saratoga Avenue*, on the east side, from a point approximately ~~60~~sixty feet north of Warren Avenue right of way to a point approximately ~~135~~one hundred thirty-five feet north of Warren Avenue right of way.

Alley east of 1050 Curtiss Street, from a point one hundred nineteen feet north of the north line of Curtiss Street to a point one hundred seventy-eight feet north of the north line of Curtiss Street.

Alley west of 1010 Curtiss Street, from a point two hundred nine feet north of the north line of Curtiss Street to a point two hundred thirty-nine feet north of the north line of Curtiss Street. (Ord. No. 2165, § 6; Ord. No. 2745, §§ 2, 40; Ord. No. 3147 § 3.)

### **Section 15. That Section 14.108.5. is hereby amended to read as follows:**

#### **14.108.5. Parking for persons employed at the Train Stations.**

There is hereby established parking in the following locations for persons employed at the ~~Main Street Train Station~~train stations in the Village, which such parking to be available between the hours of 6:00 AM and 6:00 PM daily:

Reserved. Lot B, as posted.

Lot H, as posted.

Lot I (east), as posted.

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(Ord. No. 2231, § 12; Ord. No. 2658, § 3; Ord. No. 2745, § 2.)

**Section 16. That Section 14.110 is hereby amended to read as follows:**

**14.110 Parking meter zones established; parking regulations.**

- (a) The following parking meter zones are hereby established within the village:
  - 4-hour parking meter zones.
  - 9-hour parking meter zones.
  - 12-hour parking meter zones.
- (b) In all parking meter zones, a parking space may be lawfully occupied by a vehicle only for the period of time for which lawful coins of the United States have been deposited in the parking meter designated for such parking space, computed in accordance with and subject to the maximum lawful parking time period set forth in the following schedule:

Parking Meter Area	Maximum Lawful Parking Time Period	For Each 1¢ Coin	For Each 5¢ Coin	For Each 10¢ Coin	For Each 25¢ Coin
9 hour	9 hour	None	None	None	1 hr
12 hour	12 hour	None	None	None	1 hr

- (c) The following locations are hereby designated as four-hour parking meter zones:
  - Reserved.
- (d) The following locations are hereby designated as nine-hour parking meter zones:
  - ~~(1) The east side of Washington Street from Maple Avenue to a point four hundred sixty five feet south of the south line of Curtiss Street.~~
  - ~~(2) The west side of Washington Street from Curtiss Street to a point one hundred seventy feet south of the south line of Curtiss Street.~~
  - Reserved.
- (e) The following locations are hereby designated as twelve-hour parking meter zones:
  - (1) That part of Lot I, fourteen feet north of the Burlington-Northern Tracks, from one hundred twenty feet west of the west line of Fairview Avenue to three hundred fifty-four feet west of the west line of Fairview Avenue.
  - (2) The north side of Burlington Avenue from a point two hundred thirty feet east of Florence Avenue to Cumnor Road and the south side of Burlington Avenue from a point twenty-two feet east of Florence Avenue to Cumnor Road.
  - (3) From a point one hundred seventy-three feet east of the east line of Fairview Avenue to a point three hundred seventeen feet east of the east line of Fairview, and from a point fifty feet north of the north line of Second Street to a point two hundred sixty-nine feet north of the north line of Second Street in Lot I; also the east twenty feet of the north two hundred twenty-five feet of the south two hundred eighty-two feet of Lot I.
  - (4) On the south side of Warren Avenue from a point four hundred sixty-five feet east of the east line of Washington Street to the west line of Prospect Avenue.
  - (5) The west side of Forest Avenue from the north line of Warren Avenue to a point one hundred fifty-one feet north of the north line of Warren Avenue and from a point two hundred ten feet north of the north line of Warren Avenue to a point two hundred seventy-two feet north of the north line of Warren

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Avenue.

(6) The west side of Washington Street from the south line of Burlington Avenue to a point thirty feet north of the north line of Curtiss Street.

(7) The north side of Warren Avenue from a point forty-four feet east of the east line of Saratoga Avenue to a point one hundred ninety feet west of the west line of Forest Avenue.

(8) The north side of Burlington Avenue from a point two hundred ninety-three feet east of the east line of Main Street to a point five hundred forty-seven feet east of the east line of Main Street.

(9) The south side of Burlington Avenue, from Chase Avenue to Walnut Avenue, excluding those spaces designated as handicapped parking under Section 14-108(a).

(10) The south side of Warren Avenue from a point sixty-six feet east of the east line of Belmont Road to a point four hundred one feet east of the east line of Belmont Road.

(11) The south side of Warren Avenue from Saratoga Avenue to a point 100 feet east of Linscott Avenue.

(12) Lot H, the south twenty feet.

(13) The west spaces on the center island of the Village Hall Parking Lot. (Ord. No. 1436, § 1; Ord. No. 1475, § 2; Ord. No. 1483, §§ 6, 7; Ord. No. 1488, §§ 5, 6; Ord. No. 1494, § 3; Ord. No. 1603, § 3; Ord. No. 1737, §§ 1, 6; Ord. No. 1795, § 7; Ord. No. 1803, § 4; Ord. No. 1821, § 1; Ord. No. 1855, § 1; Ord. No. 1882, § 4; Ord. No. 1885, § 2; Ord. No. 1908, § 1; Ord. No. 1912, § 6; Ord. No. 1931, § 1; Ord. No. 1947, § 1; Ord. No. 1989, § 4; Ord. No. 1995, § 1; Ord. No. 2000, § 1; Ord. No. 2027 § 2; Ord. No. 2028, § 5; Ord. No. 2044, § 1; Ord. No. 2072, § 2; Ord. No. 2102, § 2; Ord. No. 2130, § 3; Ord. No. 2142, § 4; Ord. No. 2157, § 1; Ord. No. 2166, § 3; Ord. No. 2231, §§ 4, 5, 6, 9; Ord. No. 2315, § 2; Ord. No. 2334, § 5; Ord. No. 2387, § 1; Ord. No. 2444, § 1; Ord. No. 2473, § 2; Ord. No. 2531, § 2; Ord. No. 2660, § 1; Ord. No. 2905, §§ 2, 3, 4; Ord. No. 2960, § 1; Ord. No. 3020, § 1; Ord. No. 3075, § 6; Ord. No. 3127, §§ 7, 8, 9; Ord. No. 3147, § 4; Ord. No. 3153, § 3; Ord. No. 3254, § 6; Ord. No. 3381, § 1.)

### **Section 17. That Section 14.123. is hereby amended to read as follows:**

#### **14.123. Issuance and sale of permits.**

(a) The Village Manager shall cause suitable window sticker permits or hang tags be prepared and made available for issuance and sale. The aggregate number of permits prepared, available and designated for any specific permit lot (or for any portion thereof designated for permit parking pursuant to Section 14-122) at any one time shall not exceed one hundred twenty percent of the number of parking spaces available for parking vehicles in such lot (or such portion thereof.)

Notwithstanding anything in this Code to the contrary, the number of permit stickers or hang tags sold shall not exceed the number of parking spaces actually available for parking of vehicles in such lot (or such portion thereof) unless the Village Manager determines, on the basis of surveys of parking space vacancy rates and other relevant criteria, that the sale of an additional amount of parking stickers or hang tags is justified, in which event, an additional amount of parking stickers or hang tags may also be sold at the direction of the Village Manager. Permit stickers and hang tags shall designate the permit parking lot for which issued and shall be issued and sold for a minimum three month period and a maximum of one year, except that permit stickers or hang tags for Lot Z shall only be issued annually.

(b) Under the direction of the Village Manager, permit stickers or hang tags shall be offered for sale during regular business hours at the Village offices in advance of the commencement of each such three month period and shall be sold to applicants in accordance with the chronological priority of applications for such permits, subject to the following:

(1) Permit renewal notices shall be mailed to existing permit holders, and renewal permits or hang tags may be issued and sold to such permit holders, in advance of the time when such permits or tags are made available for sale at the Village offices provided payment is made prior to the established deadline for renewal; however, every overlay parking permit shall require resubmission of proof of employment at a Concentrated Central Area business as provided for in paragraph (g) of this section on a

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yearly basis.

(2) At the discretion of the Village Manager, permit stickers and hang tags may be offered for sale at the Village offices only to persons residing within the corporate limits of the Village or persons who own or are employed by businesses within the Concentrated Central Area of the Village, as defined in the Comprehensive Zoning Ordinance of the Village, prior to any offer of such permits for sale to the general public and nonresidents. To be eligible for a permit pursuant to this Section, the applicant must either be actually residing and living within the Village, or be employed by, or an owner of, a business within the Concentrated Central Area at the time of application.

(c) The fee for each such permit sticker or hang tag for each three month period shall be determined by the rate class assigned to the permit parking lot for which such permit sticker or hang tag is to be issued, computed in accordance with and subject to the following schedule:

Rate class	Resident Fee	Non-Resident Fee
I	\$80.00	\$110.00
II	\$75.00	\$105.00
III	\$25.00	
IV	\$250.00	
V	\$90.00	\$120.00

Such fee shall be reduced, based on a daily proration of the number of days that have expired prior to the date of sale of such permit sticker or hang tag.

(d) At the discretion of the Village Manager, permit holders may return permit stickers and hang tags prior to the expiration of the three-month period covered by such permit sticker or hang tag and may receive a refund of all or a portion of the fee paid for such sticker or tag, without interest, such refund to be determined on the basis of number of unexpired full days remaining in such three-month period less a \$6.00 administrative fee. Class III permits shall be returned to the Village for such refund immediately upon the termination of permit holder's employment with a business located in the Concentrated Central Area as defined in the Comprehensive Zoning Ordinance of the Village. Permit stickers and hang tags issued to permit holders pursuant to this Section shall not be transferable to another person, motor vehicle, or parking lot, except as provided in subsection (h). Such returned permits may be resold in chronological priority to those on waiting lists kept by the Village for that quarter and not valid past the next sale of permits, but such waiting list for Lots A, B, C, D, F, ~~K~~, L, M, and R shall include Downers Grove residents only.

(e) The following permit parking lots shall have the following rate classes:

Rate class I: Lot A, lot B, lot C, lot G, lot H, ~~lot K~~, lot L and lot R, as such lots are designated in Section 14-85.

Rate class II: Lot D, lot F, lot I and lot M, as such lots are designated in Section 14-85.

Rate class III: Lot A, lot B, lot D, lot F, ~~lot K~~, lot L, lot M, Forest lot North, 900 Burlington lot, the southwest portion of the Curtiss lot, a portion of the Main and Maple Avenue lot and any designated spaces in the Parking Deck as such lots are designated in Section 14-85.

Rate class IV: Lot Z.

Rate class V: the Parking Deck.

(f) Notwithstanding any contrary provision in this division, the Village Manager shall be authorized to refuse to issue any such permit sticker or hang tag, or renewal thereof, to any permit holder who is convicted of more than three violations of any of the provisions of this division within any consecutive period of six months, except for Section 14-127.

(g) Class III permits, also referred to as "overlay parking permits", shall be issued only to employees of businesses located in the Concentrated Central Area, as defined in the Comprehensive Zoning Ordinance of the Village, upon their providing evidence of such employment. An overlay parking permit shall be available for purchase at Village Hall only for those Concentrated Central Area employees who provide the following: (1) a current pay stub from a Concentrated Central Area employer; and (2) a written letter on

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letterhead from the Concentrated Central Area employer requesting permission for said employee to obtain an overlay parking permit along with the employee's general work schedule.

Said overlay parking permit may only be used by a Concentrated Central Area employee during the employee's working hours at the Concentrated Central Area employer's place of business. Any violation of these requirements or misuse of this permit may result in a forfeiture of said permit and inability to apply for another permit for a period of one (1) year as well as a parking citation issued pursuant to this Code. Overlay parking permits shall be valid in lot A, lot B, lot C, lot D, lot F, ~~lot K~~, lot L and lot M from 8:30 a.m. to 3:00 p.m., Monday through Friday and in Forest lot North, 900 Burlington lot, the southwest portion of the Curtiss lot, a portion of the Main and Maple Avenue lot and any designated spaces in the Parking Deck from 5:00 a.m. to 3:00 p.m., Monday through Friday. After 3:00 p.m. Monday through Friday, all spaces are free.

(h) Transfers between Village permit parking lots shall be made only at the start of a three-month permit period. If a permit holder desires to transfer to another Village permit parking lot, the permit holder shall remit to the Village the following: (1) the parking permit renewal form; (2) a request that the permit be transferred to another lot as specified by the permit holder; and (3) payment of the appropriate parking permit fee in the manner specified by the Village.

Transfers shall be made by the Village after permit renewals are completed, but prior to sale to the general public, and shall be made in accordance with the chronological order such requests for transfers were received; however, non-resident permit holders shall not be allowed to transfer into Lots A, B, C, D, F, ~~K~~, L, M.

(i) At the discretion of the Village Manager, the Village may sell one-day parking permits for Village permit parking lots at a cost of \$3.00 each. Such permits shall be sold only after 8:00 a.m. on the day the permit may validly be used. These one-day parking permits may be used in any Village permit parking lot or area, except that such permits shall not be used in permit parking Lots B, C, ~~K~~, L, or the Parking Deck as defined herein.

(j) Permits for Lot Z (Class IV) shall only be issued to students of Downers Grove South High School, said permits are non-transferable. (Ord. No. 1542, § 4; Ord. No. 1737, §§ 8, 9; Ord. No. 1820, § 2; Ord. No. 1861, § 1; Ord. No. 1989, § 3; Ord. No. 2346, § 1; Ord. No. 2375, § 2; Ord. No. 2531, § 4; Ord. No. 2906, § 1; Ord. No. 3118, §§ 15, 16; Ord. No. 3127, §§ 10, 11; Ord. No. 3195, § 2; Ord. No. 3202, § 1; Ord. No. 3348, § 1; Ord. No. 3353, § 1.)

**Section 18.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 19.** 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