

# City of Warrenville

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January 17, 2012

Mr. Christopher Vonnahme, P.E.  
Jack T. Knuepfer Administration Building  
2<sup>nd</sup> Floor South  
421 N. County Farm Road  
Wheaton, IL 60187

RE: CITY REVIEW COMMENTS – 65% ENGINEERING PLANS

Dear Chris:

The City of Warrenville appreciates the time, effort and money spent to date on the design of the “*preferred alternative*” projects identified in the Addendum to the Watershed Plan for the West Branch DuPage River (WBDR). When implemented, the projects will have a positive impact on flooding in the City, so we appreciate the opportunity to be involved in the design process and provide input on the plans.

The following documents have been reviewed by City staff and are the basis for the comments contained in this letter:

- 65% Submittal of the West Branch Restoration and Hydraulic Improvements Plans dated 11/07/11 and prepared by Engineering Resource Associates (ERA);
- “River Restoration Stream Alignment” letter dated November 11, 2011 and prepared by ERA;
- “River Road Bike Path Exhibit” dated 11/15/11 and prepared by HR Green;
- “Forestview Drive Concept Berm Alignment Concept” dated 10/26/11 and prepared by Knight Engineers & Architects;
- “Iroquois Court Berm Improvement Analysis” dated 10/25/11 and prepared by Knight Engineers & Architects; and
- “Emerald Green Berm Concept Analysis” dated 10/19/11 and prepared by Knight Engineers & Architects.

At their regular meeting on Monday, January 16, 2012, City Council authorized staff to issue the following as the City’s official review comments on the above noted documents:

1. The City of Warrenville owns three (3) parcels plus a short section of street right-of-way that will be impacted by the work proposed in the plans:
  - a. Leone Schmidt Heritage Park (LSHP) located at the northwest corner of Warrenville Road and Second Street on the east side of the river;

- b. The Old Town Redevelopment Site #1 (OTRS#1) parcel on the south side of Warrenville Road located between STA 107+00 and 108+00 where the bike path is proposed to be realigned;
  - c. A parcel on the east side of River Road across from Forestview Avenue, approximately between STA 204+50 and 207+75; and
  - d. The existing street right-of-way just west of LSHP.
2. Has the November 11, 2011 “River Restoration Stream Alignment” letter prepared by ERA been provided to the Forest Preserve District of DuPage County (FPDDC)? If so, what type of feedback have they provided? Please provide a copy of any written feedback from FPDDC. If FPDDC has not reviewed the letter, please provide it to them for their analysis.
3. The City intends to rely on the FPDDC’s input and advice on the proposed channel alignment, in stream restoration design details and floodplain restoration design for City property located across from Cerny Park.
4. Do the County’s plans provide enough compensatory storage to account for stormwater detention that would be required by the following planned improvements:
  - a. Future redevelopment of OTRS #1;
  - b. Anticipated new parking and hardscape improvements at LSHP;
  - c. Proposed new parking improvements at Towne Tap;
  - d. Reconfiguration of Batavia Road/Warrenville Road/River Road Intersection;
  - e. “Fill” associated with construction of Main Street Storm sewer valve improvements, though this may not be necessary as the river profile may be lowered enough in this area that the depressional areas west of the river are no longer hydraulically connected to the river.If not, please make accommodations for the detention and compensatory storage volumes associated with these planned improvements.
5. There are a couple of oak trees on the City property across from Cerny Park. Please clearly delineate these high quality trees clearly on the proposed plans and carefully evaluate how the trees are impacted by the current design and whether or not the design can be altered without compromising the flood control benefits to preserve these trees.
6. As you are aware, the City has hired Hitchcock Design Group (HDG) to assist in developing a concept plan for LSHP that incorporates the realignment of the River generally consistent with the 65 % engineering design drawings. As stated in our December 20, 2011 letter, the City Council expects that the County will modify the design for the WBDR realignment project to incorporate the grading, river edge treatment, relocation of existing sanitary sewer main, relocation of replacement parking, replacement landscaping, and replacement handicapped access improvements recommended in the final City Council approved park plan.

7. The proposed alignment of the multi-use trail and the proposed grading on the City's parcel from 1.b and 1.c above must be coordinated with City staff during the design process. It may be desirable to provide direct access to the river in these parcels as well as the LSHP. Please consider the following:
  - a. Connecting the West Branch regional trail to LSHP underneath the new Warrenville Road bridge; and
  - b. Move the realignment of the existing multi-use trail on the south side of Warrenville Road off of the City's OTRS#1 parcel west to Forest Preserve District property.
8. The existing City right-of-way along the west side of LSHP contains a City of Warrenville sanitary sewer that will be need to be realigned and relocated to the Second Street and Warrenville Road right-of-ways to accommodate the proposed grading. Additionally, the Warrenville Road bridge and proposed realignment of the river channel could impact the existing sanitary sewer along the south side of Warrenville Road and should be incorporated into the plans.
9. The City objects to the depressional area on the OTRS#1 parcel on Warrenville Road (PIN 04-35-417-043) shown on Sheet 8 being classified as a wetland and requests that all references to this being a wetland be removed from all future design drawings for this project. The City objected to this area being depicted as a wetland on the Arcadis plans for the Reach 8 Thorium cleanup project where it was labeled as Wetland 30.

This depressional area is located within the 650 acre Cantera Development. Around 1990, the Cantera Developer conducted a comprehensive wetland delineation for the entire Cantera Development and ultimately obtained a USACE permit that allowed them to fill all of the small isolated wetlands on the 650 acre site by constructing the wetland complex that now exists in the "flowage easement" area in Cantera located along the east side of the river, south of Diehl Road. Furthermore, this depressional area was created in 1992 by the developer of the residential townhouse project to south as a means to collect the storm water that used to flow through the property to the south and direct it into a storm sewer system that now discharges into the detention ponds that were constructed into the residential subdivision to the south.

10. The "*preferred alternative*" projects identified in the Addendum to the Watershed Plan for the WBDR identified the Voegtler's Auto Service property as one of the "Purchase & Demo Structures" in the plan. The City previously expressed support for the buyout of this property, provided the owners are a willing participant. The City is receptive to the auto service businesses operating on the Voegtler property relocating to our parcel located just west of the BP gas station (PIN 04-35-417-043), as part of an agreement to be negotiated with the property owners / businesses and DuPage County.

This property would provide the County with some design flexibility for both conveyance (elimination of a possible pinch point) and additional flood plain compensatory storage capacity.

Per your e-mail request, the City is attempting to obtain environmental assessments for this area that may be available through Conoco Phillips. To date, City staff has not received the requested documentation. City staff will provide a copy of that documentation when we receive it.

11. On the west side of the river at approximately STA 234+00, additional survey and evaluation is required to determine whether a flood protection berm is required to protect the Voegtle's and gas station properties (assuming both will remain in their current locations) from flooding to the same level the other proposed flood protection berms will protect other private properties.
12. In addition to realigning the river channel and widening the opening under the Warrenville Road bridge, the proposed bridge replacement will raise the bridge deck and impact the profile of the roadway as it approaches the bridge deck. This could also have an impact on the curb cuts and driveway access to adjacent properties, particularly those west of the bridge. These impacts should be depicted on the plans as they are further refined.
13. City staff has been working with DuPage County Division of Transportation staff on a Memorandum of Understanding between our two agencies, related to the proposed River Road multi-use trail and other issues related to the future design of the bridge and the Warrenville Road / Batavia Road / River Road intersection. If staff can work out this Memorandum of Understanding, it will be presented to our respective elected officials for potential approval. If it reaches that stage, please be aware that it could have some impacts on this project.
14. Is a guard rail or fence warranted for the proposed River Road multi-use trail? If so, what is proposed and would constructing one compromise the integrity of the "levee"? If one is to be constructed, then a split rail fence should be considered as the character of that type of fence would be consistent with the planned future character of this corridor.
15. What is the status of the design of the flood protection berm for Bower Elementary School?
16. The west bank of the river should be evaluated between Ferry Road and I-88 to verify whether flood control improvements need to be implemented to provide protection to Bower School and the residential area to the west of River Road that is equivalent with the proposed River Road flood control berm.
17. Has DuPage County performed any analysis of the potential for elevated river water elevations to cause water to infiltrate through the subsurface to Bower School and areas west of River Road? If not, does the County have any ideas on how to address this concern?
18. City staff has met with the owners of Towne Tap and Al's Pizza to discuss a couple of different issues related to their property and the County's proposed project:

- a. City staff is meeting with the property owners, County staff, County Health Department staff, and a representative of Conoco Phillips to discuss the situation with the existing well and potential well replacement or City water service to the property. City staff has not discussed this potential water service extension project with City Council yet, as we have not received any proposal from Conoco Phillips for their share of the cost of this possible water main extension; and
  - b. City staff prepared attached Exhibit A to summarize the preferred alignment of the River Road multi-use trail, the flood protection to the property and the raising of the existing parking lot for the property. The property owners have reviewed this conceptual plan and are generally supportive of it, including a ramp to provide man access to the lower level of the building. Obviously, further engineering design would be required to incorporate this conceptual plan into the County's plans for this project. This concept plan depends on successful County acquisition of the existing house and a portion of the property from the property owners, which has not occurred to date.
19. City staff identified the following general comments about the proposed flood protection berm that we understand is intended to be a levee in all ways, except it will not meet the freeboard requirements to be a formal levee.
- a. The plans should include profiles of the September 2008 storm event or the 100-year storm, the top of flood protection berm / "levee", and the existing River Road elevations so the level of flood protection and the relative height of the flood protection berm / "levee" can be reviewed along the corridor;
  - b. All pipes discharging to the river under / through the "levee" shall be modified with backflow prevention devices. The City's preference would be to provide a flap-gate or similar device on the end of the pipe and a valve that can be safely operated by maintenance personnel behind the "levee" in the event the end of pipe device fails;
  - c. The existing overhead lines will need to be relocated so the poles are located outside the "levee". It is preferred and recommended that these lines be relocated underground on the west side of River Road. The City is opposed to new overhead lines and poles along the west side of River Road;
  - d. How do the presence of the existing sanitary sewer and manholes on the east side of River Road impact the integrity of the "levee"?
  - e. The City would like to see river access incorporated into the plans at various locations, in addition to the City-owned parcels, so residents can access and enjoy the improvements;
  - f. The proposed path should connect to the existing sidewalk at Bower School and have accessible access points from River Road at Forestview Avenue (Cerny Park) and Townline Road; and
  - g. The City would like to view a plan that incorporates HR Green's detailed flood protection berm / multi-use trail design into ERA's plan set.

20. City staff understands there may be insufficient compensatory storage in the current designs to support all of the proposed projects. If this remains an issue, we recommend contacting representatives of Emerald Green to investigate using the outlot at Emerald Green for compensatory storage. The residents and homeowners associations at Emerald Green might consider allowing compensatory storage on their outlot if the County would include a retrofit or modification to the existing detention pond which is a maintenance issue.
21. Please consider relocating the proposed flood wall in the Iroquois Court South area to the rear property lines of those property owners that do not back up to the river, and would be outside the regulatory floodway.
22. City and County staff met with Charles Scouten who owns property at 29W528 Forestview Drive North last year to discuss the incorporation of his desire to raise his house into the flood protection berm / wall project in that neighborhood. The most recent plan excluded his property. Our understanding is that he intended to raise his house and have the County's flood protection berm / wall tie into his raised home in some form or another. Please communicate with Mr. Scouten to make sure his project is accommodated in the County's design.
23. Mayor Brummel, Alderman Leonard and Senior Civil Engineer Kuchler met with County staff and residents in the Forestview Drive North / Riverside Parkway neighborhood on December 14, 2011 to discuss the proposed flood protection berms / walls. The residents were appreciative of the County proposing improvements to protect their properties, but were apprehensive about the height of the proposed berms and the impact to their properties when the berms would not remove them from the floodplain. There was discussion of possible alternatives to the current proposed plan:
  - a. Residents could make improvements to their individual structures to remove the structures from the flood plain. It was suggested that the individual homeowners would be responsible for hiring their own architect and contractor and also for building permits with the City, but they would realize cost savings by having any stormwater submittals / permitting and compensatory storage requirements handled as part of the County's overall West Branch projects.

If they opt out of the berms, but choose to do individual improvements, it seems there would be an excess of compensatory storage downstream that could be utilized by them. Following are questions about this option:

    - i.* Would the County be able to incorporate the impacts from the individual improvements into your overall permitting being handled by ERA?
    - ii.* Would the County be able to do any grading work required with these individual improvements, if the individual homeowners do their structural improvements on their own?
    - iii.* Would the County perform as-built surveys of the improvements and such and apply to FEMA to remove the various homes from the flood plain?

It seems that the permitting and possibly even some of the grading, as-builts and application to FEMA could fall under the neighborhood improvements, while the structural improvements would be individual improvements that the County may not be able to fund.

- b. Would the County consider building a continuous wall closer to the homes, between the septic fields and the homes and filling behind the wall on the upstream side to create a flat terrace by the homes with steps and / or ramps down to the back yards? Following are City staff's thoughts on this option:
    - i. This would certainly require some improvements to the individual homes to raise or eliminate low openings;
    - ii. This would reduce the amount of compensatory storage required (in comparison to the current plan) and allow the wall to be a retaining wall, viewed from the river side of their property;
    - iii. This could be a continuous wall with some character for the neighborhood that also protects them from flooding;
    - iv. The wall would be shorter, relative to the existing ground elevation and therefore cheaper to construct than if it were farther away from the houses (closer to the river);
    - v. The wall could be an earthen berm / slope if the residents prefer;
    - vi. Because of the reduced height, it would likely require far less fill than the proposed berms;
    - vii. The combination of wall and individual improvements could also remove those homes from the flood plain; and
    - viii. This would also potentially allow the County to more easily tie off the walls on either side of the two homes that are not in the flood plain right now (2S226 and 2S240 Riverside Parkway).
24. Please provide pictures of existing representative examples of proposed flood protection berm, flood wall, and municipal storm sewer pumping stations and smaller private property storm sewer pumping stations.
25. What is the County's expectation for ownership and maintenance of:
- a. The various storm sewer pump stations and backflow prevention devices that will be installed in conjunction with these projects; and
  - b. The various proposed flood protection berms and walls on both public and private properties? Is it the same for all of them?
26. Please identify a timeline/outline of critical decision points and "next steps" for the five main flood mitigation projects being proposed in Warrenton:
- a. Forestview Drive North/Riverside Parkway flood protection berm/wall improvements;
  - b. Iroquois Court flood protection berm/wall improvements;
  - c. Emerald Green flood protection berm/wall improvements;

- d. Warrenville Road Bridge Replacement and river channel realignment; and
- e. River Road Corridor and Bower School flood protection berm/wall improvements

If there is any information you require from the City, please don't hesitate to contact me or Senior Civil Engineer Phil Kuchler at (630) 393-9050.

Sincerely,

  
Ronald Mentzer  
Community Development Director

Cc: Mayor Brummel  
City Council  
John Coakley, City Administrator  
Mike Smith, Public Works Superintendent  
Phil Kuchler, Senior Civil Engineer  
Lillian Prince, DuPage County