

SYCAMORE CITY COUNCIL

AGENDA

January 21, 2002

City Council Committee Meetings

6:30 P.M.

6:30 P.M. Finance Committee. The Committee will consider the 1% restaurant/bar tax proposed by the City Administrator at the last regular Council meeting of January 7. The proposal was intended to address a growing list of capital needs that cannot be funded by existing capital revenue sources. Such sources include the .25% home rule tax increase imposed in March of 2000, and the sales tax revenue derived from United Aviation Fuels. Together, these sources are expected to generate about \$500,000 per year. Another \$250,000 in general revenues is budgeted in the Street Division expenditures and dedicated toward routine street maintenance each year. The combination of home rule taxes, captured aviation fuel sales, and dedicated general revenues provides less than half of the funds needed to meet average annual infrastructure priorities such as street reconstruction and operational priorities such as vehicle and equipment replacement. The City has taken steps to develop capital priorities in recent years and has developed multi-year plans to spread the cost. Nevertheless, we still fall short each year and the “catching up” from previous years of infrastructure neglect is an additional burden.

Is this another example of government living beyond its means? The question has been asked. Unfortunately, we observe enough examples of profligate government spending in other locales and at higher levels to foster a healthy cynicism. As the Administrator reported on January 7, our conservative budgeting in the past three years has allowed us to wring out duplicative and unfocused spending. Specifically, we have resisted personnel expenditures that could not be financed by natural or inflationary revenue growth, and we have budgeted with a ruthless check on non-personnel expenditures. In the past three years General Fund spending on equipment and vehicles has decreased from \$544,420 in 1998 to \$292,760 in 2001.

This fiscal constraint has established strong fund balances. In May 1998, the General Fund's reserve stood at \$437,541 or less than one month's operational costs, far below the optimal cushion for public bodies. In May 2001 the reserve had increased to \$2,772,766 or more than four months of our operating needs—in excess of the unofficial standard for public bodies. This fact bodes well for us as we consider a new bond offering. Rating agencies are particularly interested in large fund balances to conservatively cushion municipal funds against unforeseen economic challenges. This is especially the case with a municipality such as

Sycamore that relies heavily on sales tax revenues to fund departmental operations.

The Capital Needs

However, fiscal constraint has created a growing list of deferred equipment and vehicle purchases and minor capital improvements. The list below provides a very preliminary accounting of the highest priority items, and is only a short version of a longer list drafted by our City's department heads.

Projects--Operational Services	Cost
A. General	
New Phone System	\$50,000.00
Accounting Software (Finance; Water)	\$45,000.00
Remodel Council Chambers	\$50,000.00
Remodel Former Street Division Garages	\$65,000.00
New City Hall Roofs	\$85,000.00
New City Hall Window Glazing	\$65,000.00
Subtotal	\$360,000.00
B. Police Department	
2 Patrol Vehicles (equipped)	\$48,000.00
1 Detective vehicle	\$18,000.00
In-Car Video Cameras	\$25,000.00
In-Car Computers	\$80,000.00
Create Evidence Room in Former Street Garage	\$25,000.00
Architectural Plans for Municipal Building Renovation	\$10,000.00
Subtotal	\$206,000.00
C. Fire Department	
Remodel Fire Department Living Quarters	\$75,000.00
New Ambulance	\$120,000.00
New Command Vehicle	\$30,000.00
New Rescue Equipment (jaws of life; monitors)	\$45,000.00
Subtotal	\$275,000.00
D. Public Works Department	
Dump Truck w/Spreader (Replace 79 Ford)	\$66,000.00
Winged Mower (for City retention ponds & property)	\$32,000.00
Bucket Truck (to save money on traffic light repairs)	\$18,000.00
Sign Shop Equipment (Create City Signs)	\$12,000.00
Snow Blower (to Replace 58 model)	\$60,000.00
Subtotal	\$188,000.00
Total, Operational Services	\$1,029,000.00
Projects--Infrastructure Improvements	
A. Street Reconstruction (w/new Street Lights; Trees)	
North Maple, State to Exchange	\$333,000.00
South Maple, State to Elm	\$370,000.00
Somonauk, State to Elm	\$200,000.00

Somonauk, Turner Place to Becker Place	\$277,000.00
Subtotal	\$1,180,000.00
B. Replace Streetlights and Plant Trees, Main to Locust	
Subtotal	\$165,000.00
Total, Infrastructure Projects	\$1,345,000.00
Contingency (5%)	\$126,000.00
Total For All Projects	\$2,500,000.00

The Revenue Options

After reviewing a number of options with the City's department heads, the City Administrator has concluded that it is prudent to borrow money in 2002 to pay for capital and equipment rather than to pay "out of pocket" to trim the list of big-ticket needs. We could not afford to "pay as we go" for such capital items unless we cut back on the current level of services or enlarge the property tax burden on local taxpayers. Although the interest incurred through such borrowing would be an additional cost, an annual debt service consistent with annual revenue projections would spread that cost over many years and allow our municipality to maintain services and enhance the tools we need to do so.

Now is the best time in about ten years to go into the municipal bond market in terms of interest rates. This circumstance is likely to change later in the first quarter according to most financial prognosticators. How would we pay for such debt service? The alternatives are detailed below in no certain order:

- 1) We could assume that we will "grow" our dedicated capital revenues over the near term. This assumption is insupportable in terms of any obvious or identifiable circumstances that will dramatically increase our general revenues in the near term. We are publicly committed to reducing the City's portion of the composite local property tax rate, so future substantial property tax increases are out of the question. Of the three largest general revenue flows (property tax, sales tax, and income tax), the income tax revenues will likely fall substantially this year because of a state budget shortfall. Instead of \$79 per capita the latest state reports predict state income tax sharing in the range of \$73 per capita. This amounts to a shortfall of about \$80,000 in the current fiscal year. Finally, the combined 1.75% local sales taxes will bear the burden of any contractual wage increases. So, it does not appear that current general revenues will be available for the deferred list of capital projects and equipment.
2. We can impose a utility tax. A utility tax is regressive in the sense that it falls on all businesses and households without regard to disposable income. More important, a utility tax would place a further burden on local industry and would be a disincentive to new industrial prospects. Presently, in terms of the regional competition for new industry, the lack of a utility tax in Sycamore offsets our relatively higher property tax rate when we make our pitch to industrial prospects.

3. We can raise the home rule sales tax to 1%. This would raise our rate above that of any home rule communities in the county and most communities in the state. This would place the City at a competitive disadvantage. Another consideration is that the United Aviation Fuel agreement is tied to a constant home rule sales tax rate. The company has an “escape clause” that permits it to walk away from the agreement if the City increases its home rule rate. The result would be a loss of a guaranteed \$300,000 per year for capital expenses.
4. We could impose a restaurant/bar tax. A restaurant/bar tax was considered in 1996 as the City debated the pros and cons of home rule status. The Council then in office resisted the imposition of such a tax until the impact of the new home rule sales tax could be measured in terms of municipal needs. Adequate time has elapsed since the mid-1990s to fairly assess the benefit of the home rule tax, and its limitations in terms of operational and capital needs. Based on the foregoing analysis, a restaurant/bar tax that only touches discretionary spending and falls more progressively on consumers according to their spending capacity may be the fairest and least intrusive option. The City Administrator estimates that \$160,000 could be raised in FY2002-2003 if a **one percent (1%) restaurant/bar tax** was imposed. This level of new revenue would be adequate to finance the General Fund's portion of the debt service obligation on a \$2.5 million bond. Based on our preliminary review, the overall debt service on a \$2.5 million general obligation bond would be slightly less than \$220,000 a year. One-half of this debt service would need to come from the General Fund whose departments would directly benefit from the purchase of new equipment and vehicles. The other half would presumably come from the Capital Assistance Fund (Fund 6) which would finance the infrastructure improvements. As noted above, the Capital Fund currently has a dedicated general revenue source (one-third of the monthly home rule tax proceeds) that generates about \$225,000 per year.

The Committee's direction is requested.

7:00 P.M. Sewer and Water Committee.

1. **G.I.S.** The Committee will get a first-hand view of Sycamore's embrace of the digital revolution: the digital mapping of utilities linked to a geographic location. Our new geographic information system (G.I.S.) has its origins in the Council's commitment in 2000 to fund the necessary software and hardware as well as the fieldwork which linked important utility locations to a geographic grid. The Council will see that the first products of the new system—the mapping of water and sanitary sewer piping and appurtenances—are layered over recent aerial photos to provide better orientation. DeKalb County officials worked with the cities of Sycamore and DeKalb in 2001 by providing tax parcel information and ortho (aerial) photos. The aerial photos will be updated this spring at a cost of about \$1,100.

U.S. Filter has provided the contractual assistance in this project and has been assisted by Chester Engineering out of Pittsburgh, Pennsylvania. A representative from U.S. Filter should be on hand to answer any questions.

The first products of the new G.I.S. system provide a taste of things to come. Future uses will include the mapping of the storm sewer system, land use mapping, redistricting, the creation of the annual zoning map, demographic portrayals, etc. The limited technology currently in place will need to be augmented to accommodate some of these uses, but the present base layer of data will be useful for most applications.

2. Water Fees. The Sewer and Water Committee met on December 17 to begin its review of the City's water and sewer user fees, following a general workshop about City fees on November 5. The water and sewer fee system was last revised in December 1998 (Ordinance 98.60). At that time, the Council approved a three-year package that included the following:

- a) a 35% increase in annual water revenues in FY1999-2000. This required an increase in the average monthly residential water bill from about \$8.50 to \$11.30 (\$2.80), effective January 1, 1999.
- b) a 35% increase in annual water revenues in FY2000-2001. This required an increase in the average monthly residential water bill from about \$11.30 to \$15.02 (\$3.72), effective January 1, 2000.
- c) a 10% increase in annual sewer revenues in FY1999-2000. This required an increase in the average monthly sewer bill from about \$19.00 to \$20.90 (\$1.90), effective January 1, 1999.
- d) a 10% increase in annual sewer revenues in FY2000-2001. This required an increase in the average monthly sewer bill from about \$20.90 to \$22.99 (\$2.09), effective January 1, 2000.
- e) a 5% increase in annual sewer revenues in FY2001-2002. This required an increase in the average monthly sewer bill from about \$22.99 to \$23.44 (\$.45), effective January 1, 2001.

The 1998 increases are summarized in the table below:

	Monthly Water Bill	Monthly Sewer Bill	Monthly Garbage Bill	Monthly Total	Percent Increase	Two Month Total
FY98-99	\$8.50	\$19.00	\$7.00	\$34.50	---	\$69.00
FY99-00	\$11.30	\$20.90	\$7.00	\$39.20	+\$4.70 +13%	\$78.40
FY00-01	\$15.02	\$22.99	\$7.00	\$45.01	+\$5.81 +14%	\$90.02
FY01-02	\$15.02	\$23.44	\$7.00	\$45.46	+\$.45 +1%	\$90.92

These increases were prompted by an operating deficit that had existed on the Water side for several years, and an impending deficit on the Sewer side by the end of the FY99 fiscal year. The extent to which expenses had surpassed revenues had been disguised by the mixing of water connection fees and water user fees, and the commingling of water

and sewer user fees. In addition to the fee increases, the Council acted to establish separate water and sewer funds, and to end the commingling of enterprise fund monies and impact fee revenues.

In addition to providing balanced fund accounts, the new fee structure created an annual allowance for system improvements for the first time in many years. Evidence of these improvements in the past three years can be seen in the City's investment in a GIS system to better map the existing and new water and sewer infrastructure; the purchase of an in-line camera system to identify infrastructure repairs; a Vactor vehicle to more rapidly and thoroughly remedy certain types of sewer problems; sewer lining to provide lower cost remedies for sewer main deficiencies; and the repair of water and sewer mains in the downtown area and along the Rt. 23/Rt. 64 corridors.

At the time that new fees were considered in the fall of 1998, the Council also considered the impact of the imposition of a flat water rate for all users. A flat rate has the advantage of establishing a less complicated system of fees and could generate more income. However, in terms of economic development, a move to a flat rate was likely to be detrimental. In 1998, local businesses were already looking at combined sewer and water rate increases totaling 28 percent over three years. To remove the declining rate scale for heavy users would result in potentially higher costs.

The table below shows what the impact of the 1998 water fee increases would have been with the imposition of a flat water rate on certain anonymous Sycamore industrial and commercial users. From January 1999 to January 2000, a model water fee would have been around \$1.06 per 100 cubic feet, which was an average cost for usage over the then-existing billing base. A model rate in 2001 would be closer to \$1.35 per 100 cubic feet, based on the division of actual revenue by gallons used.

Water User	Two-Month Water Bill in the Fall, 1998	Two-Month Bill after 1999 Increase	Two-Month Bill After 2000 Increase	Two-Month Bill in January 2000 if Flat Rate (\$1.06) was used	Two Month Bill in 2001 if Flat Rate (\$1.35) was used
Industrial Park	\$1,773.34	\$2,358.54	\$3,136.86	\$6,126.80	\$7,803
Mobile Home Park	1,164.34	1,548.57	2,059.60	3,975.00	\$5,063
Food Processor	1,119.34	1,488.72	1,980.00	3,816.00	\$4,860
Machine Tool Maker	774.34	1,029.87	1,369.73	2,597.00	\$3,308
Electrical Parts Mfr.	414.34	551.07	732.92	1,325.00	\$1,688
Car Wash	249.34	331.62	441.05	742.00	\$945
High School	114.34	152.07	202.25	265.00	\$338

The Council determined in December 1998 that, depending on the intensity of the water use and the level of the new rates, a flat fee for local businesses would have resulted in an unacceptable increase. The staff still support that conclusion.

As an alternative, a flat fee for residences only has been investigated by the Water Superintendent. The average usage per household over a two-month billing period in

2001 was about 1700 cu. ft. of water. The average household water bill for a two-month billing period in 2001 was about \$30.00 or \$1.76 per \$100 cu. ft. of water used. Very high users that continually water their lawns or use more than an average amount of water for cooking and bathing would benefit from declining rates for high volume use. As in the case of industrial or commercial users, the move to a flat rate might mean a slight increase in their monthly bill. Low-end users might pay more as well. The average user might pay a little less.

At a minimum, a flat rate would have to accomplish the following: (1) it would have to sustain the current level of service and outstanding debt service, (2) it would have to provide for inflationary operational increases, and (3) it would have to provide at least an additional \$100,000 a year to cover debt service on the new well (estimated to be \$83,000 in 2002) plus minor repairs to our wells and mains each year. The precise number of users who currently pay less than the optimal flat rate is not yet known because, as noted in the December meeting, such analysis would require additional hand tabulations of monthly charges, given the limitations of our rudimentary utility billing software. Based on the sampling done since the December 17 meeting, the Water Superintendent recommends no change in the current rate structure for the following reasons:

- a) it is possible that a flat rate pegged at the average household bill would generate less annual revenue. Whatever benefit this might have for a portion of the users, the current level of revenue is just sufficient to cover operating expenses and debt service. At the end of the eighth month of this fiscal year, the total water revenues were within one percent of the budgeted target. To reduce revenue at this point might undo the financial balancing accomplished by the rate increases of 1998.
- b) All household water bills will go up due to the change in the refuse fees during the next billing cycle. Before proposing a new fee system, we might see what effect, if any, that increase has on water consumption and overall revenues.

Committee direction is requested.

**Regular City Council Meeting
7:30 P.M.**

- 1. CALL TO ORDER**
- 2. INVOCATION**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF AGENDA**
- 5. AUDIENCE TO VISITORS**

6. **CONSENT AGENDA**
 - A. Approval of the Minutes of the City Council Workshop Meeting of January 7, 2002;
 - B. Approval of the Minutes of the Regular City Council Meeting of January 7, 2002;
 - C. Payment of the Bills for January 21, 2002;
 - D. Plan Commission Minutes for December, 2001.

7. **PRESENTATION OF PETITIONS, COMMUNICATIONS, AND BILLS.**
 - A. Swearing-in of Explorer Post Officers.

8. **REPORTS OF OFFICERS**

9. **REPORTS OF STANDING COMMITTEES**

10. **PUBLIC HEARINGS--None**

11. **ORDINANCES**

- A. **Ordinance No. 2001.57—An Ordinance Amending Title 6, “Motor Vehicles and Traffic,” Chapter 2, “Parking Regulations,” Section 7, “Parking After Snowfall,” Subsection A, Parking Restricted, of the City Code of the City of Sycamore, Illinois. Second Reading.**

At the City Council meeting on January 7 the Council reviewed an ordinance draft that took a new approach to the removal of parked cars from the public ways during snowstorms. The present system outlined in the City Code makes it unlawful to park any vehicle on any street eight hours after a snowfall of two or more inches, unless the snow has been plowed from the street. Chief Thomas, Superintendent Busse, and the Ordinance Committee agreed that this system was ineffective on December 17, since most City streets have been plowed within eight hours after a snowfall of two or more inches has been experienced.

As an alternative, the attached proposition was brought to the full Council on January 7. It identifies two categories of streets with differing classification in terms of the frequency of their use as emergency routes. Generally speaking, all arterials and collectors would be considered emergency snow routes that had to be cleared of vehicles after a two-inch snowfall, and the balance of City streets—the minor residential streets--would need to be cleared of vehicles four hours after an accumulation of two or more inches of snow. The ticketing and, if necessary, towing of vehicles would be authorized as these different thresholds were reached.

The Council discussion on January 7 raised several questions: (a) how many signs would have to be posted to warn residents and visitors of the ticketing and towing risks? and (b) could some of the narrower streets be limited to parking on one side only, sparing any towing and ticketing except for extraordinary circumstances?

The attached ordinance was read and received on first reading only, to allow the staff an opportunity to consider the Council's concerns.

Upon further review, the Police Chief and Public Works Superintendent recommend no change in the current system. As an alternative, they recommend a careful and detailed review of the street signage and the selection of emergency streets as time permits over the next few months, with an eye to a recommendation well before next year's snow season.

B. Ordinance No. 2001.59—An Ordinance Amending Title 6, “Motor Vehicles and Traffic,” Chapter 4, “Traffic Schedules,” Section 8, “Speed Limits,” to Create a 45 Mile Per Hour Speed Zone on Mercantile Drive From DeKalb Avenue to Peace Road. First and Second Reading.

Based on a speed study completed in December that recorded the speeds of 429 vehicles during the 2:00 p.m. to 6:00 p.m. time period, the average speed on Mercantile Drive is presently 43.41 miles per hour, and the 85th percentile is 44 miles per hour. East bound and west bound traffic were roughly even in their speeds and numbers.

Based on this data, the Police Chief and the City Engineer recommend the posting of a 45 mph speed zone on Mercantile Drive from DeKalb Avenue to Peace Road. The attached ordinance would codify such a speed. Both the Police Chief and the City Engineer recommend the monitoring of speeds on this collector, particularly as new businesses develop and traffic patterns generated by those uses can be estimated.

City Council approval is recommended.

C. Ordinance No. 2001.60—An Ordinance Regarding the Recommendation of the Plan Commission with Regard to the Petition of Klein Properties, LLC for Approval of a Plat of Easement Vacation on Part of Lot 9 in the Midlands Professional Campus in the City of Sycamore, Illinois. First and Second Reading.

As Thomas Klein's petition notes, a small triangular area at the southeast corner of Lot 9 of the Midlands Professional Campus was once reserved for water main purposes. Now that the path of the main has been relocated, the small area can be released for the exclusive use of the lot owner.

The Plan Commission considered this petition on January 14 and recommended the Council's approval by a vote of 12-0. City Council approval of the Plan Commission recommendation is requested.

D. Ordinance No. 2001.61—An Ordinance Regarding the Recommendation of the Plan Commission with Regard to the Petition of Milan Krpan for Approval of a Final Plat for Phase One of the Parkside Estates Subdivision in the City of Sycamore, Illinois. First and Second Reading.

On July 16, 2001 the City Council approved the annexation and zoning of a planned residential development of 265 single-family home sites. The development, known as Krpan's Parkside Estates, covers about 179 acres within the Bethany Road Regional Planning Area. It is Mr. Krpan's intention to develop 15 lots at the northeast corner of the subdivision in a first phase. Fourteen of the lots would be developed for single-family homes and one lot—Lot 101—would remain open space. The attached plat depicts the lot layouts for that proposed phase.

The final plat conforms to the preliminary plat that was approved in July and satisfies the City's codes and ordinances. However, at the Plan Commission meeting on January 14 it was noted that designating the cul-de-sac "Fairway Court" might create confusion. The Commission unanimously recommended the approval of the plat so long as the name "Fairway Court" is dropped for the simple extension of Fairway Lane.

City Council approval of the Plan Commission recommendation with the one condition is requested.

E. Ordinance No. 2001.62—An Ordinance Regarding the Recommendation of the Plan Commission with Regard to the Petition of National Bank & Trust Co. Trust No. 40-387400 to Rezone Certain Property Located at the Southwest Corner of Somonauk Street and Borden Avenue to "R-3" Multiple Family Residence District with a Special Use for a Planned Unit Development in the City of Sycamore, Illinois. First and Second Reading.

At the regular Plan Commission meeting of November 12 the Commission reviewed a concept plan presented by Bill Olsen and Jim Yagen for a townhouse development on a 3.01 acre parcel at the southwest corner of Somonauk Street and Borden Avenue. The concept plan proposed a 24-unit development consisting of six, four-unit buildings. In the course of the workshop discussion, the petitioners showed a revised concept plan that included five, four-unit buildings and the retention of the existing home on the parcel for a sales office. The Plan Commission's suggestions included the possibility of installing brick facades on the building walls facing Somonauk Street, a commitment to save as many of the mature trees as possible, and the location of the access points on Somonauk and Borden as far from the intersection as possible.

The revised Somonauk Garden Townhomes planned unit development (see attached preliminary plat) that the Plan Commission reviewed on January 14 retains the existing residence which occupies about 15,800 square feet of the land area. The developers propose to add five buildings with four townhomes each constituting a total of 33,660 square feet in gross building area. The proposed gross density would be 6.65 units per acre, excluding the existing home, which falls within the high density classification of the Sycamore Zoning Code (Section 13.10, Paragraph 10,d) and would not be inconsistent with "'R-3" zoning. If the existing home is remodeled for eventual occupancy, the gross density would be

6.97 units per acre. High-density developments require an open space of 30 percent of the gross land area. The proposed open area would constitute 81,656 square feet or 1.875 acres or 62 percent of the gross land area.

Landscape berms have been added to the south and west to shield the dwelling units from adjacent uses. Most of the large mature trees would be retained except for those portions that extend over the public way or adjacent properties. Dry detention areas are shown in the rear and side yards to detain overland stormwater flows during periods of intense rain. The building elevations depict varied rooflines as recommended in the City's new Urban Design Standards and will have brick facades on the street sides. The separation between the buildings will be no less than 24 feet. With respect to parking, each townhouse features a two-car garage which complies with the City's zoning requirement. Additionally, 14 off-street spaces have been added along the private drive for guest parking.

During the Plan Commission discussion on January 14, some nearby neighbors expressed concern that the new development would exacerbate some stormwater runoff problems they have experienced over the years. The City Engineer pointed out that the present undeveloped site and adjacent properties have no storm water controls in place, and that the new development would have to retain runoff created by roofs and driveways and release such runoff in a controlled fashion. In other words, the development might remedy some of the runoff problems previously experienced, and would not exacerbate the problems identified by the neighboring property owners. The Commission was satisfied that this would be the case, and voted 12-0 to recommend the Council's approval of the plat and plan.

City Council approval of the Plan Commission recommendation is requested.

F. Ordinance No. 2001.63—An Ordinance Regarding the Recommendation of the Plan Commission with Regard to the Petition of Keven Dahl to Amend the Landahl Annexation Agreement in the City of Sycamore, Illinois. First and Second Reading.

During the past nine months the City has been involved in a series of conversations with the developer of the Landahl subdivision, Keven Dahl, and IDOT officials concerning the design and timing of the intersection improvements at the corner of Maplewood Drive and IL Rt. 23. The original Landahl annexation agreement was silent on the improvements to be made at the intersection. The principal purpose of the proposed amendments is to update the agreement so the obligations of the developer regarding the intersection improvements are specifically stated and compatible with the development of the Townsend Wood P.U.D., as outlined in the Townsend Wood annexation agreement (see next agenda item below).

As the Council will note in the proposed revisions, the developer has an indisputable obligation to complete the installation of traffic signals and any related turn lanes, road widening, curb and gutter, resurfacing or other

appurtenances at his sole expense, subject to the intersection design approved by the Dixon office of the Illinois Department of Transportation. The developer also has the obligation to install temporary flashing amber lights, which were installed during the first week of January and were in service on January 7.

The Council will also note that the Maplewood improvements shall be completed no later than six months after IDOT approves the engineering plans. It is expected that the six-month deadline will arrive this fall. A letter of credit, as required by the proposed amendments, has already been posted with the City in the appropriate amount.

The Plan Commission considered the amended agreement on January 14 and unanimously (12-0) recommended its approval. City Council approval of the Plan Commission recommendation is requested.

G. Ordinance No. 2001.64—An Ordinance Regarding the Recommendation of the Plan Commission with Regard to the Petition of Keven Dahl to Amend the Townsend Wood P.U.D. Annexation Agreement in the City of Sycamore, Illinois. First and Second Reading.

Just as the terms of the Landahl annexation agreement have needed revision to reflect new obligations concerning the intersection improvements at Maplewood and Il Rt. 23, so the Townsend Wood annexation agreement needs revision to clearly reflect the results of detailed negotiations with IDOT, the City, and the developer regarding Maplewood Drive as well as Mt. Hunger Road. Regarding the required improvements at the intersection of Maplewood and IL Rt. 23, the developer has agreed to install traffic signals and any related turn lanes, road widening, curb and gutter, resurfacing or other appurtenances at his sole expense, subject to the intersection design approved by the Dixon office of the Illinois Department of Transportation. The developer also has the obligation to install flashing yellow lights until the full signals have been completed. Such lights were operational on January 7.

The Council will note that the City assumes responsibility for the cost of the extraordinary realignment of Maplewood Drive, west of the intersection right-of-way, to better conform to the alignment of Maplewood east of the intersection with IL. Rt. 23. According to the amendments, such financial assistance would be worked out in a separate developer agreement with the City. It is anticipated that the City's portion of the financing would be drawn from revenue-sharing agreements with commercial retail outlets that might open in the commercially zoned frontage of the Townsend Wood development along Rt. 23. This would obviate the need for any out-of-pocket expenses by the City, and the rate of accumulation would be governed by the performance of the commercial uses. The cost of the West Maplewood realignment is believed to be about \$60,000. Presumably, the City would not agree to share more than 50% of the proceeds from the commercial uses in any year, which would extend the term of the City's reimbursement to the developer and would also assure the City a significant share

of the benefit of such commercial investment. Why should the City offer any assistance? First, the realignment is a safety project to provide better vision at the intersection for southbound and eastbound traffic. Second, recapture terms are typically included in annexation agreements to help finance portions of intersection improvements that might arguably be assigned to adjacent propertyowners that will share in the benefit. At the time of the approval of the original annexation agreement neither the single-family homeowner at the northwest corner, the School District at the southwest corner, or IDOT agreed to participate in any of the infrastructure improvements. The developer is asking for some relief tied to the new sales tax that might be derived from new commercial investment in his subdivision.

Regarding the improvements to be made at the intersection of Mt. Hunger Road and IL Rt. 23, and additional improvements to Mt. Hunger Road east of the intersection, the proposed amendments provide necessary detail that was absent from the original annexation agreement. Specifically, the amendments prescribe the following:

1. Mt. Hunger Road will be widened and reconstructed in 2002 from a point about 500 feet east of the RT. 23 intersection to the east end of the existing park and detention site. This requirement addresses the present traffic load resulting from vehicles moving in and out of the approved phases of the Townsend Wood development as well as traffic that will move in and out of the next phase (Phase One Unit Three; see below). The reconstruction would have been extended to the intersection with Rt. 23 but the trigger for the design of the intersection will be IDOT's determination that full signals are merited. The reconstruction of Mt. Hunger Road will include sidewalks but the Council, with the advice of the Plan Commission, will have flexibility to require a bikepath in lieu of a sidewalk on the south side if the further development of the Townsend Wood subdivision would benefit from such a potential connection with points to the south.
2. Widening and reconstruction of the remainder of the east leg of Mt. Hunger Road will commence as soon as a final plat for any portion of the adjoining subdivision is approved, and will be completed within 120 days of the approval of such plat or no later than November 1, 2004, whichever is sooner.
3. The intersection of Mt. Hunger and IL. Rt. 23 will be widened and reconstructed with the installation of traffic signals as soon as one of the following occurs:
 - a) A total of 275 dwelling units from any or all phases are permitted. It is expected that at the end of 2002 about 75 units will have been permitted or occupied;
 - b) A total of 200 dwelling units from any or all phases are permitted and 10 or more acres of commercial property are approved for development;

- c) Any IDOT-sponsored resurfacing project on Rt. 23 that includes the intersection with Mt. Hunger Road is begun

The Plan Commission took up these amendments on January 14 and unanimously recommended their approval. On one point, the Commission had no special purview: namely, the consent to share sales tax revenues from the future development of the commercially-zoned areas to offset the developer's costs associated with the realignment of Maplewood Drive west of the Rt. 23 right-of-way. The Council's attention to this matter is requested.

City Council approval of the Plan Commission recommendation is requested.

H. Ordinance No. 2001.65—An Ordinance Regarding the Recommendation of the Plan Commission with Regard to the Petition of Keven Dahl to Approve a Final Plat for Phase One, Unit Three of the Townsend Wood Development in the City of Sycamore, Illinois. First and Second Reading.

The attached plat depicts the development of twenty-seven (27) single-family lots on the west edge of the storm water detention facility in the Townsend Wood subdivision. The adjacent portion of Mt. Hunger Road will be widened and reconstructed in 2002 as described in the previous agenda item. The plat conforms to the subdivision's preliminary plan and subsequent amendments, as well as relevant City codes and ordinances.

The processing of this plat has been administratively delayed until the staff could work out agreements with the developer concerning Mt. Hunger and Maplewood road improvements. The Plan Commission reviewed the plat on January 14 and recommended its approval by a vote of 12-0. If the Council approves the amendments to the Landahl and Townsend Wood annexation agreements, the staff will recommend the Council's approval of this plat. If the amendments to the annexation agreements are not approved, the Administrator will recommend that the Council table any action on this plat.

12. RESOLUTIONS--None

13. CONSIDERATIONS

A. Consideration of an Administration Report on the Status of the City's Geographic Information System (G.I.S.).

The Council's Sewer and Warer Committee will hear a report from Ebe Smith and Fred Busse regarding the City's investment in G.I.S. mapping over the past year. If additional time is needed, the presentation will continue at the end of the regular agenda.

14. APPOINTMENTS

15. ADJOURNMENT

