

**SYCAMORE CITY COUNCIL**  
**AGENDA**  
May 17, 2010

**CITY COUNCIL COMMITTEE MEETINGS**  
No Meetings Are Scheduled

**REGULAR CITY COUNCIL MEETING**  
7:00 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 for the Regular City Council Meeting of May 3, 2010.
  - B. Payment of the Bills for May 17, 2010.
  - C. Plan Commission Minutes for the Meeting of April 12, 2010.
  - D. Annual Report of the Sycamore Fire and Police Commission (FY10).
7. **PRESENTATION OF PETITIONS, COMMUNICATIONS, AND BILLS.**
8. **REPORTS OF OFFICERS**
9. **REPORTS OF STANDING COMMITTEES**
10. **PUBLIC HEARINGS--None**
11. **ORDINANCES**
  - A. **Ordinance No. 2010.01—An Ordinance Amending Title 3, “Business and License Regulation,” Chapter 2, “Liquor Control,” of the City Code of the City of Sycamore,**

**Illinois to Revise the Conditions for Issuance of a Class “F” Liquor License. Second Reading.**

The City Council received and filed this ordinance on first reading on April 19 and voted on May 3 to continue the discussion because of the absence of one of the aldermen. Liquor Commissioner and Mayor Ken Mundy has proposed this ordinance revision in response to local business interest. Presently, there is one Class F liquor license in the City of Sycamore. A Class F license authorizes the retail sale of beer and wine from a food and fuel establishment.

When the liquor code was thoroughly revised in April 2003, one food and fuel establishment (the Marathon station on DeKalb Avenue) was legally selling packaged beer and wine and was “grandfathered” under a new “F” license. Under the 2003 liquor code revisions, no additional “F” licenses were permitted. The proposed change would remove the restriction on the number of food and fuel establishments offering beer and wine package sales under the following conditions:

1. the sale of beer and wine shall not be the principal product offered for sale;
2. the business shall have a minimum of one thousand (1,000) square feet of interior sales area;
3. Not more than 25% of the total square footage of the interior sales area may be dedicated to the sale of beer and wine;
4. Only persons twenty-one (21) years of age or older may sell beer and wine on the premises.
5. The annual fee for a Class F license shall be \$1,500.00, as at present.

City Council approval is recommended.

**B. Ordinance No. 2010.02—An Ordinance Concerning the Recommendation of the Plan Commission With Regard to the Vacation of a Portion of Chauncey Street.**

Upstaging, Inc. has requested the vacation of a one-block section of Chauncey Street immediately west of Park Avenue, along what used to be Driv-Lok’s original factory building. This block is a “deadend” and serves no other properties than the present Upstaging complex and the former Driv-Lok building. Upstaging has purchased the former Driv-Lok property and would like to incorporate the street right-of-way into a plan for better truck access and parking. Since the street right-of-way has underground public utilities, the City would need to retain easements for servicing such utilities and would prohibit any building in this area. The plat indicates the primacy of the easements.

The Plan Commission considered the proposed vacation at its last regular meeting on May 10. By a vote of 9-0, the Commission recommended the Council’s approval of the vacation request. City Council approval of the Plan Commission recommendation is requested.

**12. RESOLUTIONS**

**A. Resolution No. 539—Authorizing the City Manager to Execute an Intergovernmental Cooperation Agreement with the Sycamore Park District for Access Purposes.**

Since the City of Sycamore transferred the title for Sycamore Lake to the Sycamore Park District in June 2003, the Park District maintenance crews have gained access to the “back” of this handsome and rejuvenated park area by a gravel path that runs across the north edge of the

Sycamore Sign property on Brickville Road (see attached exhibits). The rough pathway actually follows a platted street right-of-way created in the 1960s when the City considered the possibility of expanding its treatment facilities (see attachment).

Last winter, the City Manager was approached by District superintendent David Peek to see if the City would be willing to transfer this right-of-way to the District. Under Illinois law, the vacation of a public street right-of-way cedes one half of the property to each of the adjoining landowners. This would have effectively put the District in the unfavorable position of purchasing the necessary property from two property owners, with the possibility that the cost would rival any benefit. An alternative was discussed which involved an intergovernmental agreement extending a “license” for the District personnel to use the pathway in exchange for certain improvements and maintenance, for as long as the City had no other need for said property. The District plans to pave a 24-foot driving lane for the use of its crews as well as visitors to the park, with some limited parking and plantings (see attached sketch).

The City Manager believes this arrangement is in the mutual interest of the parties and recommends the Council’s approval of the intergovernmental agreement. The Park Board considered this matter at its last regular meeting and unanimously approved it. City Council approval is recommended.

### 13. CONSIDERATIONS

#### **A. Consideration of a Recommendation from the Public Works and Building and Engineering Departments Regarding the 2010 Summer Street Maintenance Program.**

Consulting engineer John Brady, Ebe Smith, Assistant Public Works Director, Fred Busse, Public Works Director, and City Engineer John Laskowski have closely collaborated on a prioritized list of street maintenance improvements for the summer of 2010 (FY2011). The attached list takes the following factors into account:

- The FY2011 program will be primarily funded by the new sources of revenue established in FY2009 (i.e. a 2 cent per gallon local gasoline tax and an additional ½% in the home rule sales tax rate).
- The FY2011 program will be partially funded by motor fuel tax monies. These monies will be used to repair Fair and Longwood Streets.
- **The core of the FY2011 program (excepting the possibility of State Street re-surfacing) will involve an allocation of \$1,275,000 in capital funding, including \$375,000 from Fund 7 (the Motor Fuel Tax Fund); and \$900,000 from the new sources in Fund 30 (the Street Maintenance Fund).**
- Four alleys are slated for reconstruction to address severe deterioration that hampers resident access to garages and other off-street parking.
- Some curb and gutter replacement would be desirable on most streets, but the principal objective in the near term is to improve the driving condition of many street surfaces. Where absolutely critical to storm water management or public safety, City crews may perform some curb and gutter repairs as part of a street improvement project, such as in the case of severely deteriorated curb and gutter at catch basins or at handicap ramps. In 2008 and 2009, a substantial amount of curb and gutter work was performed by city crews on Somonauk Street.

- A variety of different paving techniques will be used to stretch the durability of the repairs, especially where a thorough reconstruction might be the best course but cannot be pursued because of revenue limitations. The variety of techniques is detailed in the legend on the last page of the attachment.
- The FY11 program will include a contingency to cover the City's share of a State Street re-surfacing project that is slated to receive \$150,000 from IDOT. The possibility of state funding is the result of the consistent advocacy of State Representative Robert Pritchard and State Senator Bradley Burzynski. The project involves the milling and re-surfacing of State Street from Main Street to Sacramento Street, including new striping. It is estimated that the local share will be about \$125,000, and the total cost will be about \$275,000. The local share would be funded by the Street Maintenance Fund (Fund 30). This project will not go forward without the state share of the funding.

The attached list has two colors. The streets painted in yellow are identified for improvements in the summer of 2010. The streets painted in green are identified for improvement sometime in the period 2011 through 2013. Because of the deterioration that occurs each winter, the prioritized list is revised each spring, then further refined to fit the City's budget parameters.

In 2009, the completion of the resurfacing of Somonauk Street (from Waterman Street to Turner Place) that was begun in 2008 was the principal project with a contract price of \$157,262. The contract for the re-surfacing and repair of the balance of the 2009 street list was \$920,713.

In the summer of 2010, the resurfacing of S. Main Street along with substantial curb repair will be the principal project with an estimated cost of \$371,294. The Council could opt to fund only a few large projects in any given year, but such an approach would defer a dozen or so small but urgent street projects at scattered locations around the city because of annual budget limitations. These are not easy decisions to make. The list of potential repairs is still long and each project affects residents with a keen interest in the improvements. The city staff have tried to compile a thoughtful and objective list of high priority repairs for the summer of 2010 and several years into the future.

City Council direction is requested. With the Council's support, the City will advertise for bids on May 18, open bids on June 4, and present a contract recommendation to the City Council at the regular meeting of June 7.

**14. OTHER NEW BUSINESS**

**15. APPOINTMENTS**

**16. ADJOURNMENT**