

**CITY OF BATAVIA**  
100 N. Island Avenue, Batavia, IL 60510  
(630) 454-2000 <http://cityofbatavia.net>

**Committee of the Whole Agenda**  
Tuesday, February 23, 2016  
7:30 PM Council Chambers 1st Floor

1. Roll Call
2. Approve Minutes For February 9, 2016  
Documents: [COW 16-02-09M.DOC](#)
3. Items Removed/Added/Changed
4. Matters From The Public (For Items NOT On Agenda)
5. Ordinance 16-11: A Variance For A Detached Garage – Spillane & Sons Inc., Applicant 514 Main Street (DMR 2/15/16) CD  
Documents: [ORD16-11-514MAIN-VARIANCE-020416.PDF](#)
6. Ordinance 16-13: Update To 2015 Property Maintenance Code (JSA 2/15/16) CS  
Documents: [ORD 16-13 2015 IPMC PACKET-- FINAL.PDF](#)
7. Resolution 16-06-R: Authorization To Purchase One 2016 International 7400 4x2 Dump Truck Chassis From Rush Truck Centers For \$75,992.00 (Scott Haines 2/16/16) CS  
Documents: [RES. 16-06-R MEMO 2016 I7400 TRUCK RUSH.DOC.PDF](#)
8. Resolution 16-23-R: Authorization To Purchase Truck Equipment From Monroe TruckEquipment For \$63,064.00 (Scott Haines 2/16/16) CS  
Documents: [RES. 16-23-R MEMO TRUCK EQUIP. MONROE.DOC.PDF](#)
9. Resolution 16-22-R: Authorization To Purchase Truck Equipment From Henderson TruckEquipment For \$42,300.00 (Scott Haines 2/3/16) CS  
Documents: [RES. 16-22-R MEMO TRUCK EQUIP. HENDERSON.DOC.PDF](#)
10. Discussion: Homes For Changing Region Community Land Trust (Scott Buening 1/26/16) CD  
Documents: [COMMUNITY LAND TRUST COMBINED REP.PDF](#)
11. Discussion: Continued Discussion Regarding Sidewalk Requirements (SCB 2/12/16) CD  
Documents: [SIDEWALKCOMBINEDMEM2016-2.PDF](#)
12. Fox River Issues CD
13. Community Boundary Signage (WRM 2/15/16) GS  
Documents: [16-02-15 BOUNDARY SIGNAGE.PDF](#)
14. Project Status

15. Other

16. Closed Session:

- a. Purchase and Sale of Electric Power
- b. Property Acquisition-addition (WRM)

17. Adjournment

**MINUTES**  
**February 9, 2016**  
**Committee of the Whole**  
**City of Batavia**

Please **NOTE:** These minutes are not a word-for-word transcription of the statements made at the meeting, nor intended to be a comprehensive review of all discussions. They are intended to make an official record of the actions taken by the Committee/City Council, and to include some description of discussion points as understood by the minute-taker. They may not reference some of the individual attendee's comments, nor the complete comments if referenced.

Chair Brown called the meeting to order at 7:30pm.

**1. Roll Call**

**Members Present:** Ald. Brown, Russotto, Atac, Stark, Wolff, Fischer, O'Brien, Callahan, Hohmann, Mueller, Botterman, Cerone, and McFadden

**Members Absent:** Ald. Chanzit

**Also Present:** Mayor Schielke; Bill McGrath, City Administrator; Gary Holm, Director of Public Works; Wendy Bednarek, HR Director; Howard Chason, Information Systems Director; Glen Autenrieth, Batavia Police Department; and Jennifer Austin-Smith, Recording Secretary

**2. Items to be Removed/Added/Changed**

Brown stated that agenda item number nine, "Renewing Community Digital Sign Initiative and Kane County Riverboat Grant Application," would be removed. There was no objection from the Committee.

**3. Matters From The Public (For Items NOT on Agenda)**

There were no matters from the public for items not on the agenda at this time.

**4. Review City Administrator Recruitment Profile – WRB LLC (Wendy Bednarek 2/9/16)**

A summary was distributed to the Committee along with the brochure. Adriane Johnson, WRB LLC, reported on the changes to the City Administrator recruitment profile per the Committee's direction. She explained that they would be concluding Phase 1, the engagement session, of the process and entering into Phase 2, recruitment of the City Administrator.

Hohmann asked who from staff would be on the interview panel. Johnson stated that she believes it would be the HR Director and another staff member, which is yet to be decided. McGrath suggested that the department heads not be broken up as a group. To have only one of the department heads singled out for interviews (besides HR) would be inappropriate. Johnson stated that the screening team is different from the department head interview team and referenced page eleven on the brochure for the COW to review.

Johnson explained the recruitment process with the Committee and noted that a memo would be distributed with the status on the recruitment process at the end of March. The candidates would

be presented to the Mayor and the COW and should be on track to have a new City Administrator under contract by June 1<sup>st</sup>.

**5. Resolution 16-14-R: Authorizing a Representative to Sign Loan Documents (WRM 2/5/16) GS**

Atac reported that this resolution is to authorize the Finance Director, Peggy Colby, to sign the loan documents. In the past, only the City Administrator was able to sign the loan documents. Atac explained that Colby would not be able to sign anything that obligates the City to borrow money but could sign for the application process.

**Motion:** To recommend approval of Resolution 16-14-R: Authorizing a Representative to Sign Loan Documents

**Maker:** Atac

**Second:** Cerone

**Voice Vote:** 13 Ayes, 0 Nays, 1 Absent

Motion carried.

CONSENT AGENDA

**6. Approval: 6<sup>th</sup> Amendment to TriCom Intergovernmental Agreement (Chief Schira 1/28/16) GS**

Stark announced that she is the representative for TriCom from the City Council. She explained that as TriCom has taken on additional towns, the newer members have wanted voting rights. We had to amend the Intergovernmental Agreement to allow for a certain amount of voting rights to the newer members. Stark explained that the newer members do not get to sit on the board but they will have some voting rights in TriCom. Stark stated that it is important that this gets done now to make it clear that Batavia, Geneva and St. Charles are the primary members of Tri-Com.

**Motion:** To recommend approval of 6<sup>th</sup> Amendment to TriCom Intergovernmental Agreement

**Maker:** Stark

**Second:** McFadden

**Voice Vote:** 13 Ayes, 0 Nays, 1 Absent

Motion carried.

**7. Resolution 16-12-R: Authorizing Execution of the Local Agency Agreement for Federal Participation for the Wilson Street LAFO Resurfacing-Raddant Road to Kirk Road Project with the Illinois Department of Transportation (Tim Grimm 2/4/16) CS**

Holm reported that the City has received federal funding from the Kane Kendall Council of Mayors. The funding would allow us to resurface from Raddant Road to Kirk Road. Two agreements need to be executed to receive the federal funding. The first one is Resolution 16-12-R and our portion of the project cost would be \$126,500 and if the costs come in below that then our portion would proportionately be below. If the project costs come above that then we would pay whatever the addition is.

**Motion:** To recommend approval of Resolution 16-12-R: Authorizing Execution of the Local Agency Agreement for Federal Participation for the Wilson Street LAFO

Resurfacing-Raddant Road to Kirk Road Project with the Illinois Department of Transportation

**Maker:** O'Brien  
**Second:** Hohmann  
**Voice Vote:** 13 Ayes, 0 Nays, 1 Absent  
Motion carried.  
CONSENT AGENDA

**8. Resolution 16-13-R: Authorizing Execution of the Construction Engineering Services Agreement for Federal Participation for the Wilson Street LAFO Resurfacing – Raddant Road to Kirk Road with AECOM (Tim Grimm 2/4/16) CS**

Holm reported that AECOM has extensive experience in LAFO, which is why they were chosen, and they have provided the City with a scope of cost of service for \$42,909. AECOM would provide professional services for Phase 3 construction. The cost is contained within the City's participation of the cost of \$126,500 as discussed in the agenda item prior.

**Motion:** To recommend approval of Resolution 16-13-R: Authorizing Execution of the Construction Engineering Services Agreement for Federal Participation for the Wilson Street LAFO Resurfacing – Raddant Road to Kirk Road with AECOM  
**Maker:** O'Brien  
**Second:** Stark  
**Voice Vote:** 13 Ayes, 0 Nays, 1 Absent  
Motion carried.  
CONSENT AGENDA

**9. Renewing Community Digital Sign Initiative and Kane County Riverboat Grant Application (Chris Aiston 2/5/16)**

This discussion was removed from the agenda.

**10. Discussion: Communication Person (WRM 2/5/16) GS**

McGrath stated that he sent out a memo to the Committee regarding the Communication position. He explained that he has heard from several COW members that it is time to hire a Communications person and do a budget amendment to hire someone for this task. McGrath stated that he has this on the agenda for discussion.

Wolff stated that there is a need for a communications person. He noted that the school district now has a full time person doing communications and it has been a step in the right direction. Fischer stated that this is an important position and he would be in favor of hiring someone for this. Mayor Schielke stated that this is a common position being looked at for several municipalities. The question is the role of this person in regards to social media. Mayor Schielke stated that we need to have a policy on this so that there is direction. Brown commented that we are talking about hiring someone for a position that we do not have a job description for. We need to know more information on this position. Brown stated that he is not against the position but he is not sure what the position consists of. Brown stated that the new City Administrator may have some good ideas on this and should have the ability to make a recommendation for this

position. McGrath stated that he distributed a job description on this and will resend it to the Committee.

Brown stated that we were going to have a discussion on all of the positions needed within the City. Cerone agreed. Mueller stated that she would like to look at this position within the group of staffing needs so that we could prioritize them. She would like to see all the priorities first before we make a decision. Stark stated that we should look at these things sooner than the second half of the year so that we could get this done. Callahan stated that he is in support of hiring a communications person. He stated that we should talk about this more next month and consider where this position lays within the staffing priorities. At budget time, we voted on this and stated that this position could wait until next fall. We should talk about this next month in the bigger picture. Callahan added that policy decisions should be made prior to hiring someone for this position. Botterman supported having discussion on all staffing needs. Hohmann concurred. McFadden stated that the COW should have this discussion in context.

Brown stated that the Committee wants to have a good discussion on personnel so that we could prioritize the hiring and have discussion on how we could find revenue. Brown stated that the COW would like to have discussion on the status on projects as well.

McGrath stated that the COW needs a retreat to discuss where the priorities are. Afterwards, you have the department heads work on any work needed and then the COW could start working on the budget process. Brown stated that he could support a retreat for that purpose. Atac commented that she would like to consider the strategic plan and take a global approach to it. She feels that the list of priorities is micromanaging the staff. We should hand the strategic plan to staff and then have staff make the list of priorities.

McGrath will bring some more materials for the March meeting and suggest a retreat in August when the new administrator is here.

## **11. Fox River Issues CD**

McGrath reported on the past two memos sent to the Committee. He stated that the owners of the strip center are very open to working with City staff. The next step would be finishing the RFQ and bringing in engineers. He is still waiting on feedback from the Park District on what role they would like to play on the dam and the depot pond. McGrath will send out a PowerPoint on what St. Charles is working on and it might be something Council might want to do on how to approach it because it is a big project.

## **12. Project Status**

Bill reported on the following:

- Staff is visiting Chapman and Cutler regarding the bonding and how it impacts the project that we are working on at the Baptist Church. An issues memo has been sent to Chapman and Cutler from City Attorney Drendel and Aiston. We should have a good idea on whether there are certain things we could do.
- Staff will be also be meeting with the City's bond advisors as part of the C & C meeting. We should have some key information by the end of the week.

- Staff is working on land acquisition this week. Staff should know more in the next couple of weeks.
- Staff will internally take a look at the zoning ordinance and some of the building codes to see if things are too complex and review for business friendliness.
- Holm has been in touch with legal counsel downtown, there is nothing to report as of yet. Electronic and paper documentation has been sent to our legal counsel.
- Holm is going down to Prairie State for meetings for the next couple of days.
- Staff needs more information on the digital sign initiative and is working on obtaining the information needed.
- Gary Holm and Wendy Bednarek have interviews on Monday with the top two candidates for the Electric Financial Manager position. He hopes to have more information next week on how that went.

Botterman asked about the prevailing wage component. McGrath stated that prevailing wage is determined project by project. The legislature changes the definition of what public works are and the factors to pay for prevailing wage. The main factor is when public funds are used to pay someone else to do work. McGrath noted that the City's legal counsel consistently reviews the prevailing wage laws.

### **13. Other**

Callahan announced that Thursday night in the City Council Chamber, 5-6:30pm, there would be a discussion about a farm-to-table dinner on River Street. River Street would be closed down for this special event. Over three hundred people have expressed interest in attending and over sixty people have offered to volunteer for the event. Callahan stated that they are planning on having this dinner on Saturday, August 6<sup>th</sup>, which is the last weekend of National Farmer's Market Week. Discussion would be held on the procedure and process on what needs to be done to hold such an event. Callahan has spoken to the City Planner and has a background packet for this meeting.

Callahan stated that Flag Day is tomorrow.

Brown stated that there is a River Corridor discussion tomorrow night at Geneva City Hall at 6pm.

### **14. Adjournment**

There being no other business to discuss, Chair Brown asked for a motion to adjourn the meeting at 8:44pm; Made by Hohmann; Seconded by O'Brien. Motion carried.

# CITY OF BATAVIA

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**DATE:** February 15, 2016  
**TO:** Committee of the Whole  
**FROM:** Drew Rackow AICP, Planner  
**SUBJECT:** Ordinance 16-11: Grant of Approvals for Variances for a Detached Garage  
514 Main Street – Spillane and Sons, Inc., Applicant

**Summary:** The Zoning Board of Appeals (ZBA) held a Public Hearing on February 3<sup>rd</sup> to review variance requests from the Zoning Code for a proposed replacement garage for 514 Main Street. The variance requests would provide relief from Table 2.104 to allow a garage to be constructed with a two foot interior side setback rather than the required five feet and a two foot rear setback instead of the required five feet.

The applicant indicated that the variances would provide the most appropriate location for a replacement garage, balancing access and navigation concerns with the factors of the existing home and driveway. The Zoning Board noted difficulties in meeting the current setbacks, with the location of the screened porch and the driveway. The consensus of the ZBA was for a positive recommendation for the requested setback variances.

**Background:** Please see the January 29<sup>th</sup> Staff Memo to the ZBA (attached) for a full analysis of the proposal. In their review the ZBA discussed the applicant's requested setback, versus the staff recommendation to meet the existing garage setback. Mr. Spillane noted site geometry issues that would remain with an increased rear setback and the proposed garage size. An existing screened porch would also reduce maneuvering space for a garage located further east on the property.

No members of the public addressed the ZBA. The Zoning Board discussed whether alternative placements of the garage, such as rotating the structure to meet the setbacks would be feasible. The ZBA concluded that the applicant's request for a reduced setback would best resolve the existing site conditions. The ZBA found that the Findings of Approval would be met for the requested setbacks. The ZBA included a recommendation that the service door be located on the east side of the structure.

**Alternatives:** The City Council can approve the Ordinance as presented, add or modify conditions, or not approve the Ordinance.

- **Pros:** Approval of the Ordinance will allow the applicant to proceed with the proposed garage in association with other site improvements.
- **Cons:** Approval would place improvements closer to the property line than otherwise allowed by the Zoning Code.
- **Budget Impact:** None

- **Staff Impact:** None

**Timeline for Actions:** COW action on Ordinance 16-11 on February 23<sup>rd</sup> will allow the Ordinance to appear on the March 7<sup>th</sup> City Council agenda for final action.

**Recommendations:** By a vote of 4-1, the ZBA recommended approval of the requested variance for setbacks, with the condition of the service door located to the east elevation, rather than the west elevation.

Staff recommends approval of draft Ordinance 16-11 as presented.

Attachment: Zoning Board Memo  
Draft Minutes  
Draft Ordinance 16-11

C: Mike Spillane, Applicant  
Department Heads  
Media

# CITY OF BATAVIA

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**DATE:** January 29, 2016  
**TO:** Zoning Board of Appeals  
**FROM:** Drew Rackow, AICP, Planner  
**SUBJECT: PUBLIC HEARING:** Variances for a Replacement Garage at 514 Main Street  
Spillane and Sons, Mike Spillane, Applicant

## Background and Information Provided by the Applicants

Mike Spillane, who recently acquired the residence at 514 Main Street, has submitted an application for variances from the Zoning Code to allow for the replacement of an existing non-conforming detached garage. The applicant has requested two variances for rear and interior side setbacks for an accessory structure. The existing 16 foot x 18 foot garage is constructed at 2 feet from the interior side property line and 4.5 feet from the rear property line instead of the required 5 foot rear setbacks. The applicant proposes a 20 feet x 20 feet two car garage with a setback of 2 feet for both the interior and rear setback. The residence was constructed in 1925 and is zoned R1-H, Single Family Residential – High Density. Records do not indicate the date of the original construction of the garage. Mr. Spillane proposes the new garage as part of a rehabilitation of the existing home. An 8 foot x 10 foot shed located in the rear yard is not depicted on the provided survey and site plan.

In his letter to the Zoning Board, Mr. Spillane explains that the close proximity to the existing home would limit movements in and out of the garage and has noted that relocating further to the east would diminish the limited existing back yard.

## Staff Analysis

In the R1-H District, a detached garage must be setback five feet from the side and rear property line. As the existing garage is non-conforming, it cannot be reconstructed in place without a variance request. A small lean-to shed exists along the rear of the existing garage, which pushes the existing garage even closer to the property line than the 4.5 feet setback of the main structure. A screened in porch protrudes from the rear of the main house, leaving a separation of approximately 19.5 feet from the existing garage. The applicant's proposal would provide a separation from the house of approximately 20.3 feet. The existing home has nonconforming side setbacks with the existing driveway location being the only means to provide access for a garage.

Staff believes that it is reasonable to consider a 2 foot side setback rather than the required 5 feet. The existing garage has existed in this location without reported issues. Relocation of the garage to a 5 foot setback would decrease the amount of yard space, placing the garage closer to the existing shed, and requiring greater turning movements to access all portions of the garage. The proposed garage size, which is minimal for a two car garage, placed to comply with setbacks, would occupy half of the width of the rear yard. A two foot side setback would best address existing driveway. Prior to the adoption of the 2010 Zoning Code, the required setback for the garage was 3 feet.

Staff believes that the requested two foot setback at the rear would introduce conditions that don't presently exist with the rear setback. While there is an approximately two foot lean-to structure at the rear of the existing garage, it spans less than half of the structure. Given its shorter height and smaller bulk relative to the main structure, staff would not support using this as a basis for the rear setback. Instead, the existing structure itself is 4.5 feet from the property line according to the provided survey. Staff feels a more reasonable request would be to place the proposed replacement garage at 4.5 feet, reflective of the existing condition on the site. This setback would provide approximately 18.5 feet of distance from the house. This may provide sufficient access for vehicles to maneuver into the proposed garage.

The drawings show the proposed service door on the west side. This door should be installed on the east side, the opposite side of the proposed minimal setback.

## Review of Findings

As indicated, staff is supportive of a request to place the garage with an interior setback of 2 feet and a rear setback of 4.5 feet. Staff has drafted Findings, based on this conclusion. As noted in the Staff Recommendation below, staff recommends that the Board evaluate the Findings if an alternate recommendation is made.

Under our Code and State Statute, the Zoning Board of Appeals (ZBA) is to consider all information submitted by the applicants and provided by staff, together with the information given at the public hearing. The ZBA must determine if the required variance Findings for Approval have been met.

Section 5.503 in Zoning Code Chapter 5.5: Variances establishes Findings the ZBA must reach before voting on a recommendation of approval or denial to the City Council's Committee of the Whole (COW). Below is each of the required findings from Section 5.503 followed by staff analysis.

**Finding A:** There are unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, where strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

The subject parcel conforms to the dimension and size requirements for the R1-H District. There are non-conforming side setbacks for the principal structure that limit locations where a driveway to access the garage may be located. Existing improvements to the home limit opportunities to locate a garage further from the parcel lines and create a practical difficulty, given existing conditions on the site, to permit a two car garage on the site.

Staff believes that this finding is met.

**Finding B:** Such unique circumstances were not created by the current or previous owners or applicant.

The placement of the existing structure and other improvements is the underlying cause for the variance. The decision to place the house and garage at these locations would have been made at the original time of construction, by a previous owner. The original placement likely conformed to the Zoning Codes at that time; however they no longer do so, and thus may have not been created by the previous owners. While staff did not find records confirming the status, it believes it was constructed in conformance with Codes at that time by previous owners. Mr. Spillane, as the current owner has not created any of the existing circumstances.

Staff believes this finding is met.

**Finding C:** The property cannot yield a reasonable return or be reasonably used for the purpose intended by the Zoning Code under the regulations in the district in which it is located.

The property currently is built with a residence, the highest and best use of the R1-H District. It is served by an existing, but deteriorated two car garage. A new two car garage would enhance the functional and value of the property. Due to the existing site constraints, a garage in a conforming location would reduce available land for yard space, or could be sized only for one vehicle.

Staff believes that this finding is met.

**Finding D:** The variance does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is located.

Other homes in the area and district do have opportunities to locate two car garages on their properties, and thus the request is not inconsistent with the allowances of the Zoning District. Other parcels seeking to rebuild non-conforming garages could also seek such a variance.

Staff believes this finding is met.

**Finding E:** The variance will not be materially detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood, or the public welfare in general.

The existing garage has not had a negative effect on the surrounding area. Detached garages at the rear of the property are consistently found in this neighborhood. The proposed setbacks, as conditioned, would provide essentially the same setbacks as existing.

Staff believes this finding is met.

Staff believes that all five of the required findings are met.

Staff Recommendation

Staff recommends the ZBA to open and conduct the public hearing. If no additional information is required, the hearing may be closed after all testimony has been received. The ZBA should discuss the required findings, and should determine if it believes all of the findings may be met with its provided recommendation.

Staff recommends that the Zoning Board recommend approval of a garage with the existing rear setback of 4.5 feet and an interior side setback of 2 feet, rather than the requested 2 feet on both setbacks with a condition requiring that the service door be located on the east elevation, rather than the west elevation.

Attachment: Variance application material

- c Mayor and City Council
- Department Heads
- Mike Spillane, Applicant
- Media



## Spillane & Sons

253 Trudy Ct.  
Batavia IL, 60510

PHONE  
1-630-688-4479

FAX  
1-630-879-6218

EMAIL  
[mickeyspillane@comcast.net](mailto:mickeyspillane@comcast.net)

December 26, 2015

City of Batavia

Joel Strassman  
100 N. Island Avenue  
Batavia IL, 60510-1931

Dear Joel,

I would like to request a zoning variance for the property located at 514 Main Street in Batavia. We would like to replace an existing garage at this location. The garage is in poor condition and the foundation is crumbling causing the garage to fail. The garage now sits on the property line and we are requesting a setback of two feet from the side and rear of the property to allow the overhangs not to extend off our property line.

The current code requirement of a 5 foot set back would cause a hardship by causing us to replace additional concrete on the driveway that is shared by the property to the west. A 5 foot set back would also cause an unsafe driving condition while backing out of the garage due to the limited driveway space and the clearance needed between the garage and house.

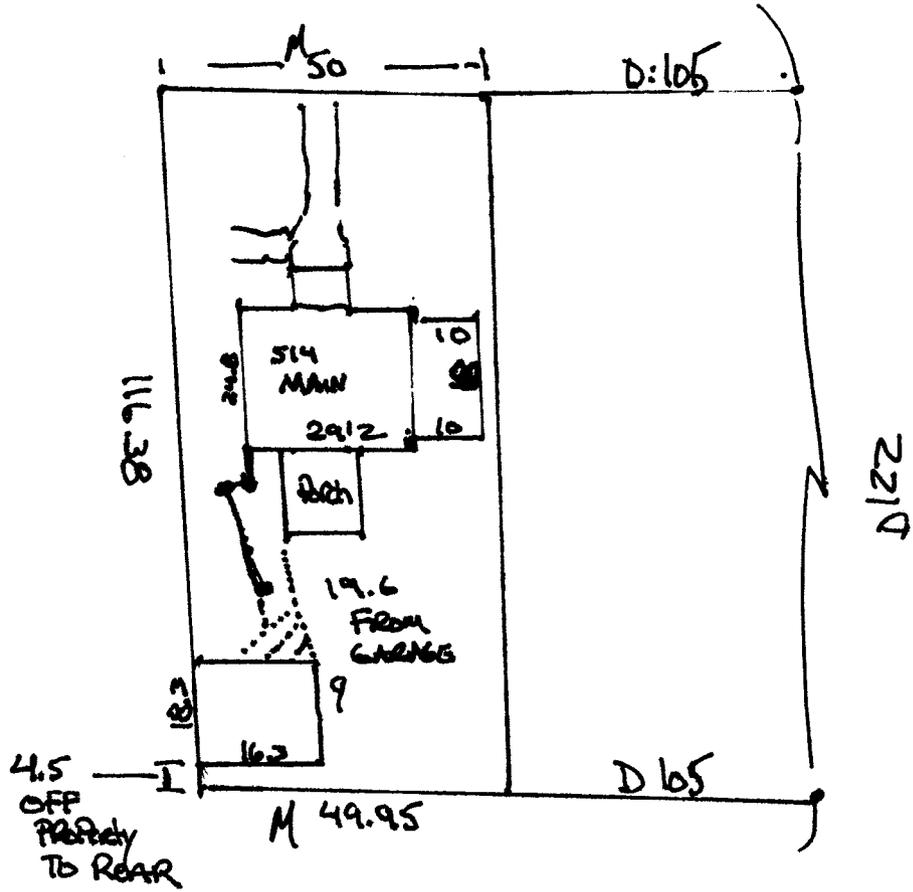
Sincerely yours,

Mike Spillane

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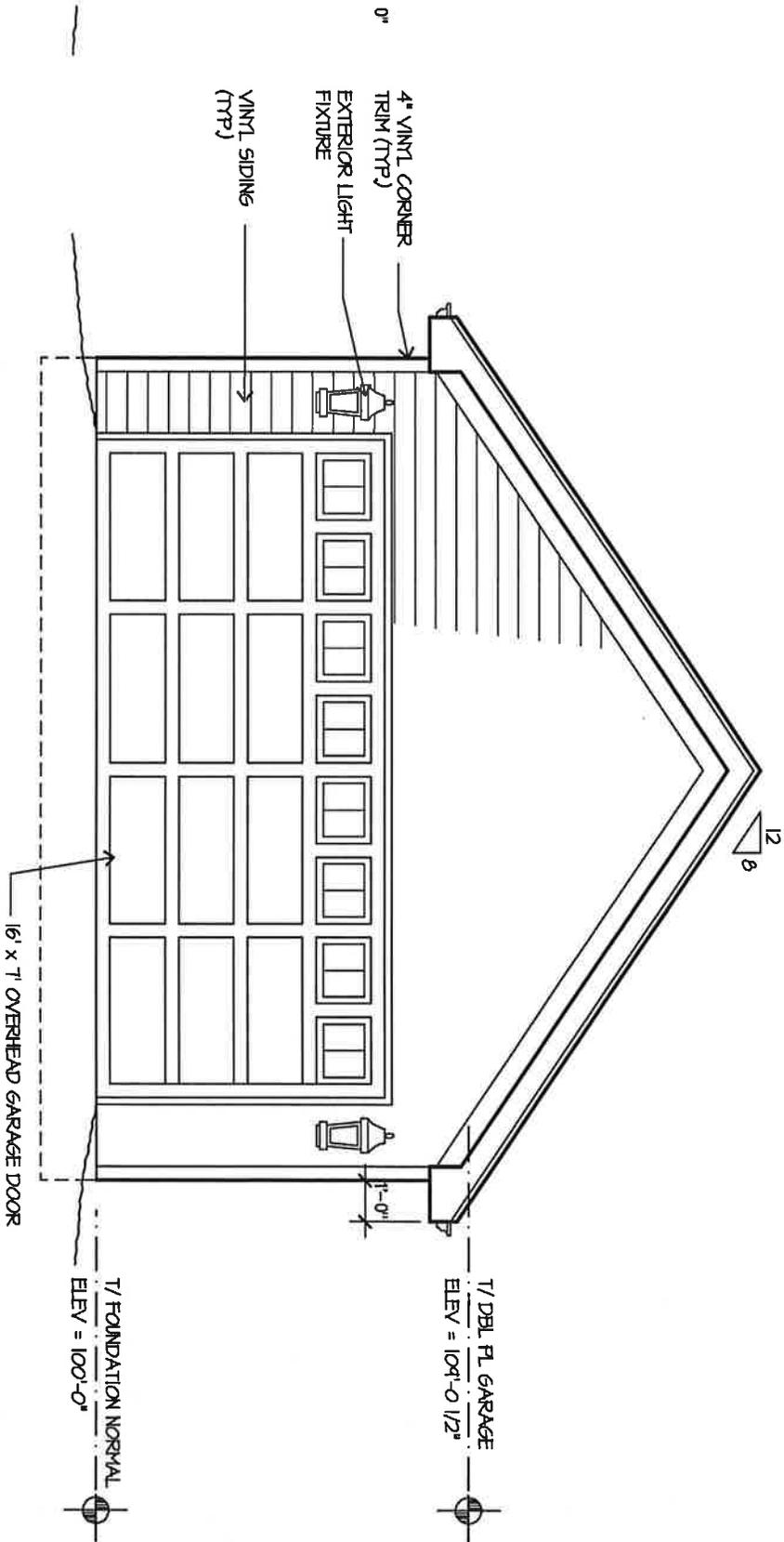


514 MAIN ST.



GARAGE  
SITE RIGHT ON  
PROPERTY TO THE WEST

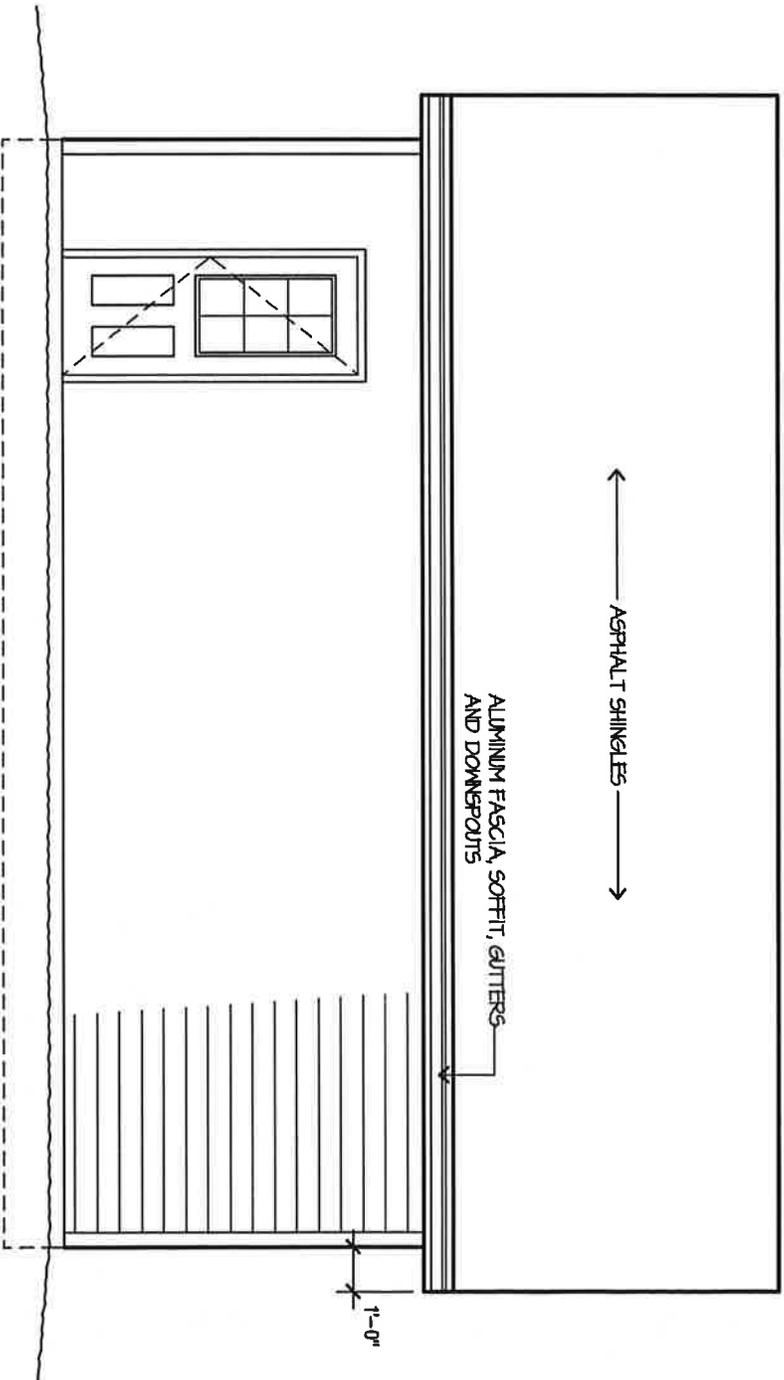




4  
A4

# FRONT ELEVATION

SCALE: 1/4" = 1'-0"



NOTE: LEFT SIDE ELEVATION SIMILAR

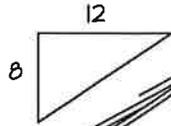
**5 RIGHT SIDE ELEVATION**

SCALE: 1/4" = 1'-0"

A4

**TYPICAL ROOF SYSTEM**

SEE NOTES ON WALL SECTION 5/A3



2x8 ROOF RAFTERS AT 16" O.C.  
UNLESS NOTED OTHERWISE - SEE  
FLOOR PLANS FOR SIZE, SPACING,  
& DIRECTION.

2x10 CEILING JOISTS AT 12" O.C.  
UNLESS NOTED OTHERWISE - SEE  
FLOOR PLANS FOR SIZE, SPACING,  
& DIRECTION

T/ DOUBLE PLATE  
ELEV = 109'- 0 1/2"

SEE WALL SECTION 5/A3  
FOR TYPICAL EAVE NOTES

1'-0"

**TYP. EXT. WALL CONSTR.**

VINYL SIDING w/ EXPOSURE  
AS SELECTED BY OWNER  
TYVEK BUILDING WRAP OR EQUAL

1/2" THICK EXT. GRADE  
WOOD SHEATHING

2 x 4 WOOD STUDS AT 16" O.C.

4"

9'-0 1/2"

2x4 PRESERVATIVE TREATED WOOD SILL  
ON SILL SEALER w/ 1/2" x 1'-0" LONG  
ANCHOR BOLTS AT 48" O.C. (MAX 1'-0"  
FROM EACH CORNER EACH WAY)

(4) CONT. #5 BARS

T/ CONC. SLAB  
ELEV = 100'-0"

1'-6"

1'-0"

6"

1'-2"

1'-6"

1'-0"

1'-2"

4" POURED CONCRETE SLAB w/ 6 x 6 x W1.4 x W1.4 WAF  
AT MID-DEPTH OF SLAB ON 4" COMPACTED GRANULAR  
FILL ON 6 MIL POLY VAPOR BARRIER

**From:** William James Griffing  
**Date:** January 26, 2016 at 9:20:14 PM CST  
**To:** Mike Spillane  
**Subject:** 514 Main Street

Mike,

We appreciate your efforts to communicate with us and others in the neighborhood regarding your plans for rehabbing the property next door to us. As you can imagine, we are deeply interested in the project as this adjoining property probably affects our property value more than any other. We were pleased that you purchased the property and we have confidence that you will do a quality job in restoring the home to its former glory.

Regarding your petition for a variance on the setback provisions, we support your petition. Please let us know if you think you will have any difficulty getting the city to approve your variance. Constructing the new garage on the footprint you propose is the only logical way to make use of the site without destroying what is otherwise a relatively small back yard to begin with.

Good luck with your project.

Sincerely, — William & Rosemary Griffing, 504 Main Street

**From:** Barbara Moore  
**Date:** January 22, 2016 at 1:55:17 PM CST  
**To:** Mike Spillane  
**Subject:** Changes to the property on Main Street

Hi Mike,

My name is Barbara Moore and my husband's name is Gregory Moore. We live at 222 South Jefferson St and received your letter outlining your proposed changes to the house and garage. We have always admired all of your home renovations and have absolutely no issue with any changes/updates you are going to make to the home on Main Street.

The house was really starting to look run down and we were concerned about its future. But when we saw your business sign in the front yard we knew it would receive a beautiful and much needed renovation.

Please feel free to use this letter as a show of support when you present your case before the Zoning Board.

Sincerely,

Barbara & Gregory Moore





**DRAFT**  
**MINUTES**  
**February 3, 2016**  
**ZONING BOARD OF APPEALS**  
**City of Batavia**

PLEASE NOTE: These minutes are not a word-for-word transcription of the statements made at the meeting, nor intended to be a comprehensive review of all discussions. They are intended to make an official record of the actions taken by the Committee/City Council, and to include some description of discussion points as understood by the minute-taker. They may not reference some of the individual attendee's comments, nor the complete comments if referenced.

**1. Meeting Called to Order of the Zoning Board of Appeals**

Chair LaLonde called the meeting to order at 7:00pm.

**2. Roll Call:**

**Members Present:** Chair LaLonde; Vice-Chair Schneider; Commissioners Harms, Joseph, Peterson and Gosselin

**Members Absent:**

**Also Present:** Drew Rackow, Planner; Joel Strassman, Planning and Zoning Officer; and Jennifer Austin-Smith, Recording Secretary

**3. Items to be Removed, Added or Changed**

There were no items to be removed, added or changed.

**4. Public Hearing: Variances for a Replacement Garage at 514 Main Street; Spillane and Sons, Mike Spillane, Applicant  
514 Main Street**

**Motion:** To open the Public Hearing

**Maker:** Gosselin

**Second:** Joseph

**Voice Vote:** 6 Ayes, 0 Nays, 0 Absent  
All in favor. Motion carried

Tom Gosselin recused himself from this Public Hearing due to being the applicant's attorney.

Rackow reported that tonight's hearing is for a replacement garage at 514 Main Street. Mike Spillane, applicant, would like a variance for a 2 ft rear variance and a 2 ft setback to the interior side property line versus the required 5 ft for both. The existing 16 x 18 garage is proposed to be replaced with a 20 x 20 garage. The shed on the property would remain at the current location. The close proximity to the existing home would limit the movements out of the proposed garage and moving the garage further to the east would diminish the amount of backyard on the property. The property was built in 1925 and is zoned R1H. Staff concurs with the request for a 2 ft side setback but recommends a 4.5 ft setback for the rear, reflective of the existing condition on the site.

Joseph asked if they are required to have a utility easement. Rackow stated that there is no easement on the plat of survey and there are not easements on either side. LaLonde asked if the applicant replaced the garage in the exact footprint would they still need a variance. Rackow answered they would still need a variance due to the nonconforming status of the structure.

Chair LaLonde swore in the applicant. Mike Spillane, Spillane and Sons, shared that he lives around the corner and owns this building in question. He pointed out that the letters of support from the neighborhood were unsolicited and he does not know the people who wrote them. The suggested 4.5 ft would make it difficult to get in and out of the garage because of the existing screened porch. There is no problem with the proposed condition for the service door location. To make it easier for the cars to exit and enter the garage they plan on removing the existing fence. The whole home will be rehabbed and brought down to the studs. There will be a whole new home inside the building. The driveway is in relatively good shape and they would like to leave as much as they can. He shared that no one has lived in that home for nine years. The driveway is shared with the neighbors and that is another reason for the variance request, to increase the safety and maneuverability of the vehicles.

LaLonde stated that he appreciates what Spillane's company has done in town with the older homes. LaLonde asked if the applicant considered turning the garage slightly. Spillane answered that it would create space in the backyard that would be unusable. There would be a pie shape in one corner of the lot and another pie in the back. Joseph stated that the garage would be 2.5 ft closer to the house and asked if it would be a small garage. Spillane stated that there is a not a lot of room in that location to work with and it is a small two car garage.

**Motion:** To close the Public Hearing  
**Maker:** Peterson  
**Second:** Harms  
**Voice Vote:** 6 Ayes, 0 Nays, 0 Absent  
All in favor. Motion carried.

LaLonde stated that, due to maneuverability, he could see the validity of having a variance of 2 ft for both property lines. Rackow stated that the Commission could consider if the 2 ft setback is enough and could recommend approval of the variances. LaLonde stated that he is in support of the applicant's request. Strassman noted that the Findings of Fact were written with the four-foot setback and the approval of the Findings of Fact would have to be adjusted to the applicant's requested two-foot setback.

**Motion:** To approve the Findings of Fact in the affirmative, with the setbacks requested by the applicant  
**Maker:** Peterson  
**Second:** Harms

Discussion was held on the motion. Joseph commented that she is not comfortable approving the adjusted Findings of Fact at this time. She explained that she does not have enough time to review each finding in regards to the two-foot setback.

**Roll Call Vote:**      **Aye:** Harms, LaLonde, Peterson, Schneider  
                          **Nay:** Joseph  
                          4-1 Vote, 0 Absent, 1 Recusal, Motion carried.

**Motion:**            To approve the variances for the garage with a two-foot setback and a two-foot side-yard setback with the condition that the service door be located on the east elevation

**Maker:**            Peterson

**Second:**          Schneider

**Roll Call Vote:**      **Aye:** Harms, LaLonde, Peterson, Schneider  
                          **Nay:** Joseph  
                          4-1 Vote, 0 Absent, 1 Recusal, Motion carried.

Tom Gosselin returned to the meeting 7:25 pm.

## **5. Other Business**

Strassman reported that the Dunkin Donuts discussion would be at the Historic Preservation Commission (HPC) meeting on Monday, February 8, 2016. The HPC would be reviewing the proposed signs and changes to the building. The Committee of the Whole (COW) should discuss the zoning issues at the first COW meeting in March.

## **6. Adjournment**

There being no other business to discuss, Chair LaLonde asked for a motion to adjourn the Zoning Board of Appeals meeting. Harms moved to adjourn the meeting, Gosselin seconded. All were in favor. The motion carried. The meeting was adjourned at 7:26 pm.

Minutes respectfully submitted by Jennifer Austin-Smith

**CITY OF BATAVIA, ILLINOIS  
ORDINANCE 16-11**

**GRANT OF VARIANCE FOR A DETACHED GARAGE  
Spillane and Sons Inc., Applicant  
(514 Main Street)**

**ADOPTED BY THE  
MAYOR AND CITY COUNCIL  
THIS 7<sup>th</sup> DAY OF MARCH, 2016**

Published in pamphlet form  
by authority of the Mayor  
and City Council of the City of Batavia,  
Kane & DuPage Counties, Illinois,  
This 8<sup>th</sup> day of March, 2016

Prepared by:  
City of Batavia  
100 N. Island Ave.  
Batavia, IL 60510

**CITY OF BATAVIA, ILLINOIS  
ORDINANCE 16-11**

**GRANT OF VARIANCE FOR A DETACHED GARAGE  
Spillane and Sons Inc., Applicant  
(514 Main Street)**

**WHEREAS**, Spillane and Sons Inc., owner of 514 Main Street and legally described as:

LOT 1 (EXCEPT THE EAST 105 FEET) IN BLOCK 2 OF INSTITUTE ADDITION  
TO BATAVIA, IN CITY OF BATAVIA, KANE COUNTY, ILLINOIS (PIN 12-22-  
304-004)

have filed an application for a Zoning Variance from Table 2.104 in the Batavia Zoning Code (City Code Title 10), to allow construction of a replacement detached garage for a single family residence in the R1-H Zoning District to have an interior side setback of 2 feet instead of the required 5 feet and a rear setback of 2 feet rather than the required 5 feet; and

**WHEREAS**, notice was duly executed and a public hearing held by the Zoning Board of Appeals on February 3, 2016; and

**WHEREAS**, following said hearing, the Zoning Board of Appeals made the following findings:

1. There are unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district;
2. Such unique circumstances were not created by the current or previous owners or applicant;
3. The property cannot yield a reasonable return or be reasonably used for the purpose intended by the Zoning Code under the regulations in the district in which it is located;
4. The variance does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is located;
5. The variance will not be materially detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood, or the public welfare in general; and

**WHEREAS**, following said hearing, the Zoning Board of Appeals recommended approval of the requested variances from the City of Batavia Zoning Code, subject to the condition of the garage service door being located on the east side, facing the interior of the lot; and

**WHEREAS**, the Batavia City Council's Committee of the Whole has reviewed the application, the record of the public hearing, and the actions and findings of the Zoning Board of Appeals; and

CITY OF BATAVIA, ILLINOIS ORDINANCE 16-11

---

**WHEREAS**, the Committee of the Whole has recommended approval of the requested variances in accordance with the recommendations of the Zoning Board of Appeals.

**NOW, THEREFORE, BE IT HEREBY ORDAINED** by the City Council of the City of Batavia, Kane and DuPage Counties, Illinois as follows:

**SECTION 1:** That the application by Mike Spillane on behalf of Spillane and Sons Inc., owner of 514 Main Street for a Zoning Variance from Table 2.104 in the Batavia Zoning Code (City Code Title 10), to allow construction of a replacement detached garage for a single family residence in the R1-H Zoning District to have an interior side setback of 2 feet instead of the required 5 feet and a rear setback of 2 feet rather than the required 5 feet, in accordance with the Exhibits attached hereto, is approved, subject to the condition of the garage service door being located on the east side, facing the interior of the lot.

<b>Exhibit</b>	<b>Plan</b>	<b>Dated</b>	<b>Prepared by</b>
<b>A</b>	Plat of Survey	August 22, 1989	Schlaf – Seding & Associates
<b>B</b>	Garage Building Plans	Undated	Mike Spillane

**SECTION 2:** That this Ordinance 16-11 shall be in full force and effect upon its presentation, passage and publication according to law.

**PRESENTED** to and **PASSED** by the City Council of the City of Batavia, Illinois, this 7<sup>th</sup> day of March, 2016.

**APPROVED** by me as Mayor of said City of Batavia, Illinois, this 7<sup>th</sup> day of March, 2016.

\_\_\_\_\_  
Jeffery D. Schielke, Mayor

Ward	Aldermen	Ayes	Nays	Absent	Abstain	Aldermen	Ayes	Nays	Absent	Abstain
1	O'Brien					Fischer				
2	Callahan					Wolff				
3	Hohmann					Chanzit				
4	Mueller					Stark				
5	Botterman					Atac				
6	Cerone					Clark				
7	McFadden					Brown				
Mayor Schielke										
<b>VOTE:</b>		Ayes	Nays	Absent	Abstention(s)					
Total holding office: Mayor and 14 aldermen										

CITY OF BATAVIA, ILLINOIS ORDINANCE 16-11

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ATTEST:

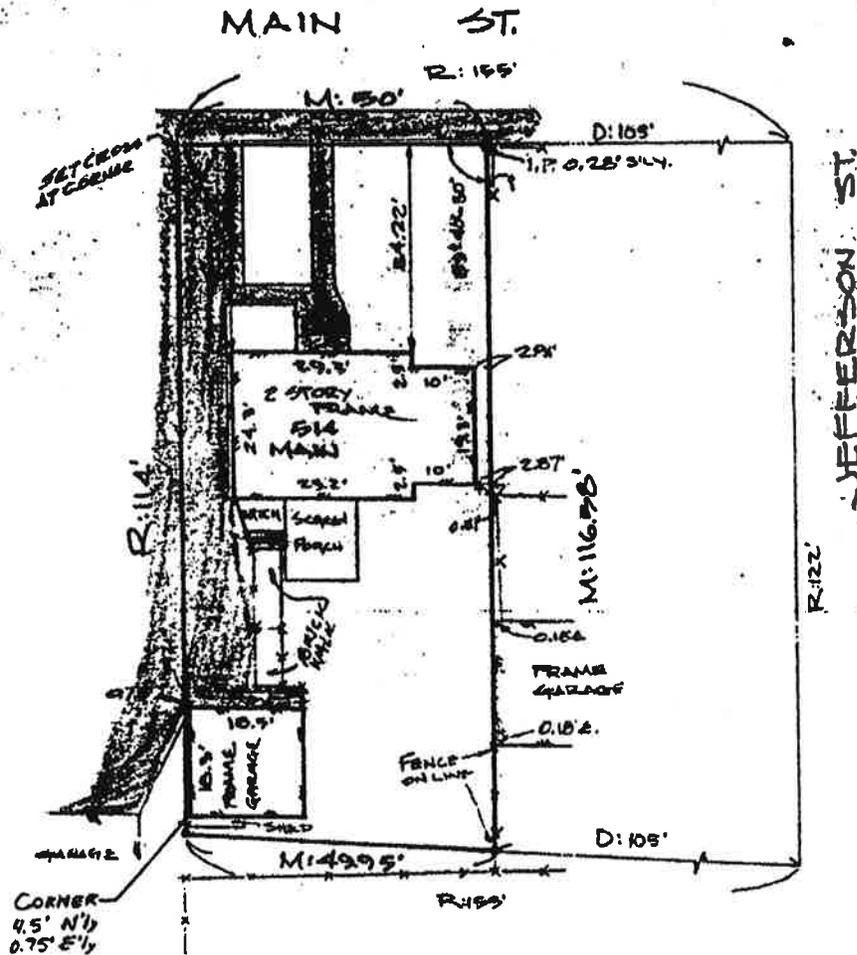
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Heidi Wetzel, City Clerk

# PLAT OF SURVEY

OF LOT 1 (EXCEPT THE EAST 105 FEET) IN BLOCK 2 OF INSTITUTE ADDITION TO BATAVIA, IN THE CITY OF BATAVIA, KANE COUNTY, ILLINOIS.

Office Copy



Legend	
R = record distance	CH = chert
M = measured distance	● = Found iron
D = deed	○ = Set iron
Concrete shown shaded	
— — — — —	Fence line
— — — — —	Units of building
Scale 1" = 20 feet	

**SCHLAF-SEIDG & ASSOCIATES, INC.**  
 410 W. Irving Park Road  
 Itasca, Illinois 60143  
 (312) 773-1761

Date of Survey AUG. 25, 1959

State of Illinois

County of Du Page



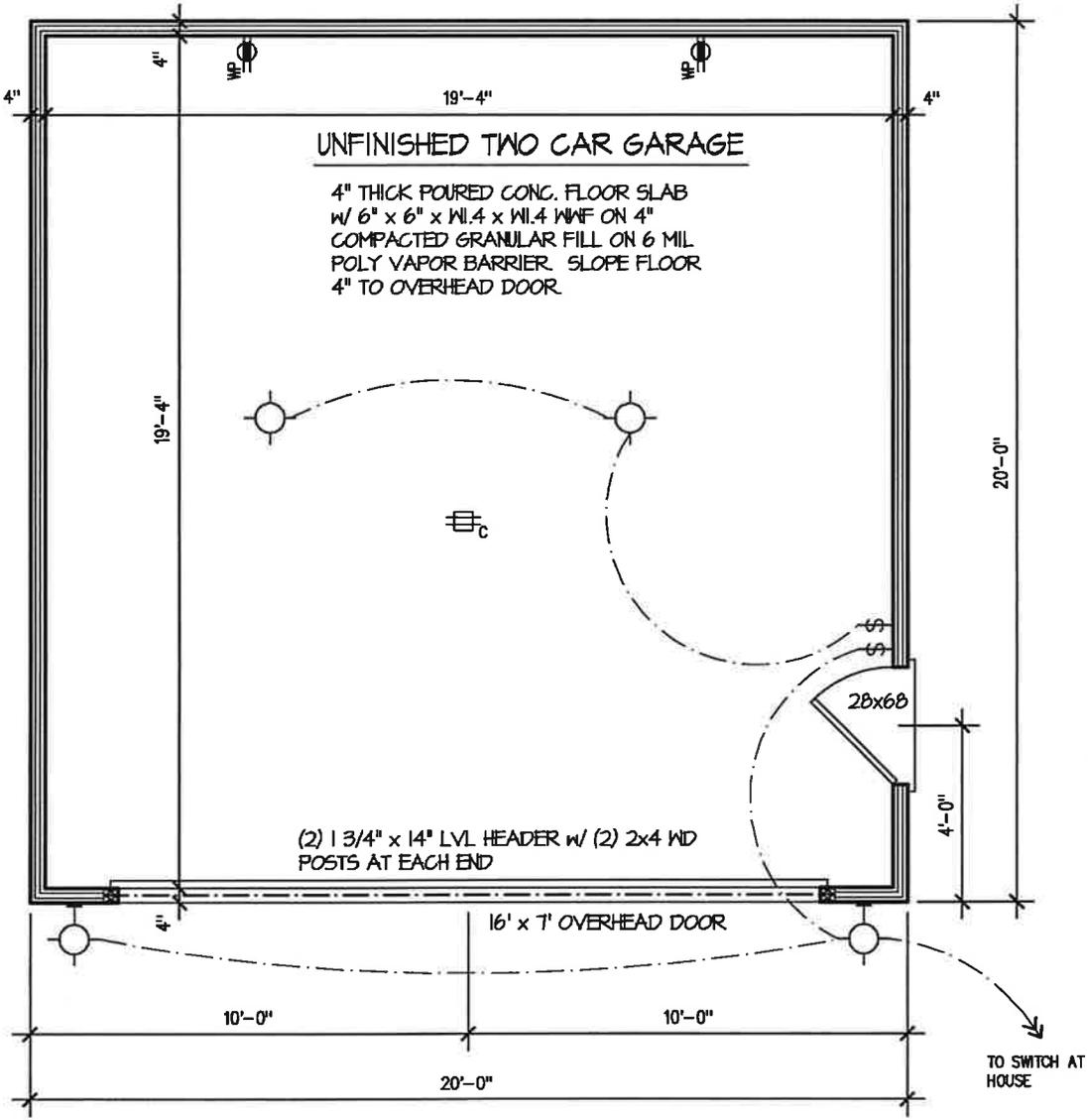
I hereby certify that the above described property has been surveyed, under my supervision, according to the official record and that the above plat correctly represents said survey. All distances are in feet and decimals thereof.

I hereby further certify that unless otherwise shown, the buildings on the parcel are within property lines and the adjoining improvements do not encroach on the above described property.

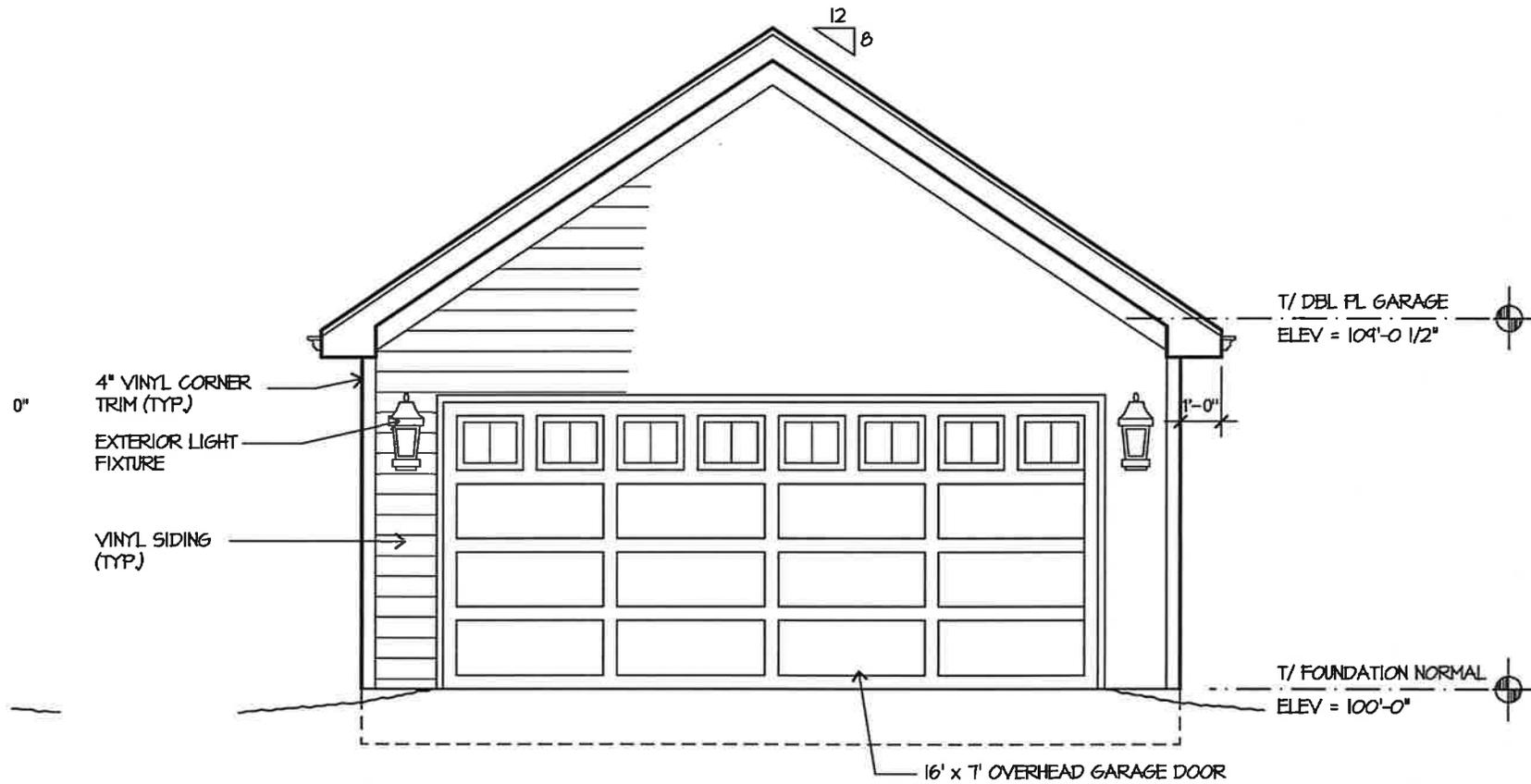
*Timothy J. Murphy*

Compare the description of this plat with deed. Refer to title policy for names of record not shown above.

6K



**3** GARAGE PLAN  
A4 SCALE: 1/4" = 1'-0"

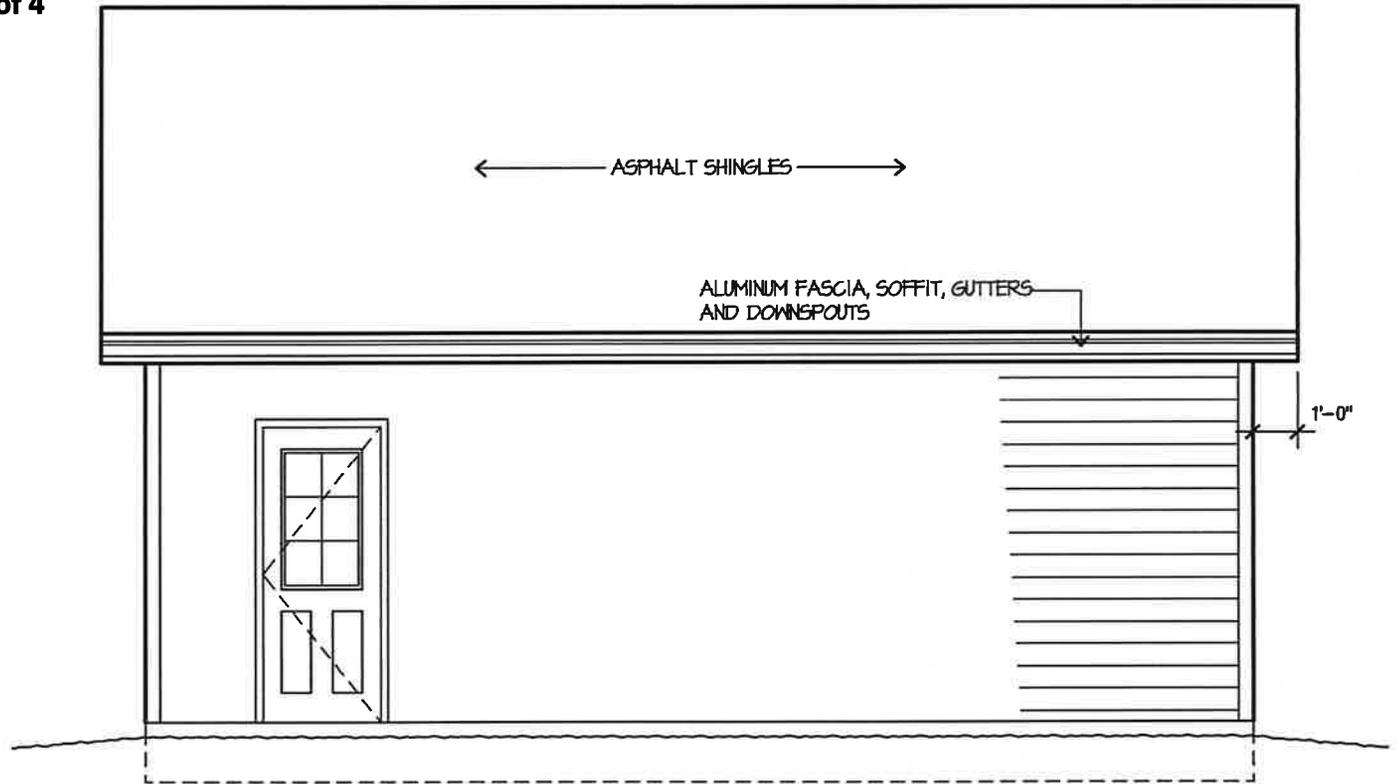


NOTE: REAR ELEVATION SIMILAR

4  
A4

# FRONT ELEVATION

SCALE: 1/4" = 1'-0"



NOTE: LEFT SIDE ELEVATION SIMILAR

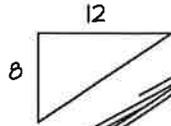
**5** **RIGHT SIDE ELEVATION**

A4

SCALE: 1/4" = 1'-0"

**TYPICAL ROOF SYSTEM**

SEE NOTES ON WALL SECTION 5/A3



2x8 ROOF RAFTERS AT 16" O.C.  
UNLESS NOTED OTHERWISE - SEE  
FLOOR PLANS FOR SIZE, SPACING,  
& DIRECTION.

2x10 CEILING JOISTS AT 12" O.C.  
UNLESS NOTED OTHERWISE - SEE  
FLOOR PLANS FOR SIZE, SPACING,  
& DIRECTION

T/ DOUBLE PLATE  
ELEV = 109'- 0 1/2"

SEE WALL SECTION 5/A3  
FOR TYPICAL EAVE NOTES

1'-0"

**TYP. EXT. WALL CONSTR.**

VINYL SIDING w/ EXPOSURE  
AS SELECTED BY OWNER  
TYVEK BUILDING WRAP OR EQUAL

1/2" THICK EXT. GRADE  
WOOD SHEATHING

2 x 4 WOOD STUDS AT 16" O.C.

4"

9'-0 1/2"

2x4 PRESERVATIVE TREATED WOOD SILL  
ON SILL SEALER w/ 1/2" x 1'-0" LONG  
ANCHOR BOLTS AT 48" O.C. (MAX 1'-0"  
FROM EACH CORNER EACH WAY)

(4) CONT. #5 BARS

T/ CONC. SLAB  
ELEV = 100'-0"

1'-6"

1'-0"

6"

1'-2"

1'-6"

1'-0"

1'-2"

4" POURED CONCRETE SLAB w/ 6 x 6 x W1.4 x W1.4 WAF  
AT MID-DEPTH OF SLAB ON 4" COMPACTED GRANULAR  
FILL ON 6 MIL POLY VAPOR BARRIER

# CITY OF BATAVIA

---

**DATE:** February 15, 2016  
**TO:** Committee of the Whole-CS  
**FROM:** Jeff Albertson, Building Commissioner  
**SUBJECT:** Ordinance 16-13: Adoption of 2015 International Property Maintenance Code

**Summary:** Staff is proposing to update the 2006 edition of the International Property Maintenance Code (IPMC) to the 2015 edition.

**Background:** Staff has been working on updates to our adopted code series, the International Codes. These include the codes that regulate all aspects of construction and systems. The last time these codes were updated was 2007, so we are overdue for an update. The first code we have ready to bring forward is the 2015 International Property Maintenance Code.

The IPMC would regulate the maintenance and repair of all properties within the city. This includes painting, building deterioration, paving, weeds, junk storage and similar items. Our existing adopted code is the 2006 edition of the IPMC. The format and requirements of the 2015 IPMC are similar to previous editions. Following are the significant changes in this edition of the code.

1. Dangerous structures or premises- This is a new section to the code that establishes a baseline of conditions to determine if its present condition is dangerous. It allows the code official to cite specific conditions under which he or she finds a structure to be dangerous. It focuses on the adequacy of the means of egress, structural, fire protection, plumbing and ventilation systems.
2. Unsafe conditions for exterior of structure- This is a new section that establishes specific exterior conditions of an unsafe structure. This will allow the code official to cite these conditions to declare the exterior portion of the structure unsafe and require repair or replacement.
3. Unsafe conditions for interior of structure- This is a new section that establishes specific interior conditions of an unsafe structure. This will allow the code official to cite these conditions to declare the interior portion of the structure unsafe and require repair or replacement.
4. Overcrowding- This section has been revised to apply square footage requirements to be able to determine an overcrowding situation. Previous editions of the code had a somewhat arbitrary statement about leaving it up to the opinion of the code official. This language was subjective and difficult if not impossible to enforce.

## **Alternatives:**

- Adopt the 2015 International Property Maintenance Code as proposed in Ordinance 16-13 above
- Keep the current 2006 Property Maintenance Code in place.

- a. **Pros-** The adoption and enforcement of the property maintenance code helps to improve property values, the health and safety of the community. Updates the requirements to keep the City with the most current requirements.
- b. **Cons-** No enforcement causes blight, lower property values, safety concerns and makes Batavia less desirable to residents and businesses. Without fairly regular updates the standards become outdated and are less likely to hold up to any required legal enforcement action.
- c. **Budget Impact-** Should have little impact on the budget. We have to purchase a couple of additional copies of code books. Those books have been included in the 2016 Budget.
- d. **Staffing Impact-** No staffing impact at this time.

**Timeline for actions:** There is no specific timeline for action.

**Staff recommendation:** Staff recommends adoption of Ordinance 16-13: Adoption of the 2015 edition of the International Property Maintenance Code.

**Attachments:**

1. Draft Ordinance 16-13

Cc: Mayor & City Council  
File

**CITY OF BATAVIA, ILLINOIS  
ORDINANCE 16-13**

**AN ORDINANCE AMENDING TITLE 9 OF  
THE MUNICIPAL CODE OF THE CITY OF BATAVIA FOR PROPERTY  
MAINTENANCE REGULATIONS FOR EXISTING STRUCTURES**

**ADOPTED BY THE  
MAYOR AND CITY COUNCIL  
THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2016**

Published in pamphlet form  
by authority of the Mayor  
and City Council of the City of Batavia,  
Kane & DuPage Counties, Illinois,  
This \_\_\_\_\_ day of \_\_\_\_\_, 2016

Prepared by:  
  
City of Batavia  
100 N. Island Ave.  
Batavia, IL 60510

**CITY OF BATAVIA, ILLINOIS  
ORDINANCE 16-13**

**AN ORDINANCE AMENDING TITLE 9 OF  
THE MUNICIPAL CODE OF THE CITY OF BATAVIA FOR PROPERTY  
MAINTENANCE REGULATIONS FOR EXISTING STRUCTURES**

**WHEREAS**, The International Property Maintenance Code, 2015 Edition establishes minimum standards governing all matters concerning the maintenance, and control of all existing property, buildings and structures; and

**WHEREAS**, adoption of the International Property Maintenance Code would be in the best interest of the City of Batavia as well as the health and safety of its citizens;

**NOW THEREFORE, BE IT ORDAINED** by the Mayor and City Council of the City of Batavia, Kane and DuPage Counties, Illinois, as follows:

**SECTION 1:** That Title 9, Chapter 12 of the Batavia Municipal Code shall be deleted in its entirety, and replace with the text as attached in Exhibit A:

CITY OF BATAVIA, ILLINOIS ORDINANCE 16-13

---

**SECTION 2:** This Ordinance 16-13 shall be in full force and effect upon its presentation, passage and publication according to law.

**PRESENTED** to and **PASSED** by the City Council of the City of Batavia, Illinois, this \_\_\_\_\_ day of \_\_\_\_\_, 2016 **APPROVED** by me as Mayor of said City of Batavia, Illinois, this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Jeffery D. Schielke, Mayor

Ward	Aldermen	Ayes	Nays	Absent	Abstain	Aldermen	Ayes	Nays	Absent	Abstain
1	O'Brien					Fischer				
2	Callahan					Wolff				
3	Hohmann					Chanzit				
4	Mueller					Stark				
5	Botterman					Atac				
6	Cerone					Russotto				
7	McFadden					Brown				
Mayor Schielke										
<b>VOTE:</b> Ayes                  Nays                  Absent                  Abstention(s) counted as _____										
<b>Total holding office: Mayor and 14 aldermen</b>										

ATTEST:

\_\_\_\_\_  
Heidi Wetzel, City Clerk

## **Chapter 12**

# **PROPERTY MAINTENANCE**

### **9-12-1: SCOPE OF REGULATIONS:**

### **9-12-2: PERMITS AND GENERAL REQUIREMENTS:**

### **9-12-3: PROPERTY MAINTENANCE CODE ADOPTION:**

### **9-12-4: SPECIFIC AMENDMENTS TO THE CODE:**

#### **9-12-1: SCOPE OF REGULATIONS:**

The provisions of this chapter shall be applicable to all property, buildings, and structures within the city of Batavia.

#### **9-12-2: PERMITS AND GENERAL REQUIREMENTS:**

See [Chapter 1](#) of this title.

#### **9-12-3: PROPERTY MAINTENANCE CODE ADOPTION:**

The provisions of the 2015 edition of the International Property Maintenance code published by the International Code Council, 4051 Flossmoor Road, Country Club Hills, IL 60478, not less than three (3) copies of which have been and now are on file in the office of the city clerk of the city of Batavia, Illinois, are hereby adopted together with the special regulations listed herein modifying said International Property Maintenance code as the regulations governing maintenance and control of all property, buildings, and structures in the City of Batavia, Kane County, Illinois.

#### **9-12-4: SPECIFIC AMENDMENTS TO THE CODE:**

The International Property Maintenance code, as herein above adopted by reference, is specifically amended as follows:

### **CHAPTER 1**

#### **ADMINISTRATION CITY OF BATAVIA**

**Section 101.1 Title:** Revise to read as follows:

**101.1 Title.** These regulations shall be known as the Property Maintenance Code of the City of Batavia, hereinafter referred to as "this code."

**Section 102.3 Application of Other Codes:** Revise to read as follows:

**102.3 Application of Other Codes.** Repairs, additions, or alterations to a structure, or changes of occupancy shall be done in accordance with [title 9](#) of the Batavia Municipal Code.

**Section 102.3.1 Plumbing Code:** Add a new section to read as follows:

**102.3.1 Plumbing Code.** All references to the International Plumbing Code shall be deemed to mean the Illinois Plumbing Code as adopted in section [9-6-3](#) of the Batavia Municipal Code.

**Section 102.3.2 Electrical Code:** Add a new section to read as follows:

**102.3.2 Electric Code.** All references to the ICC Electrical Code shall be deemed to mean the National

Exhibit A to Ordinance 16-13  
Electric Code as adopted in section [9-5-3](#) of the Batavia Municipal Code.

**Section 102.3.3 Mechanical Code:** Add a new section to read as follows:

**102.3.3 Mechanical Code.** All references to the ICC Mechanical Code shall be deemed to mean the Mechanical Code of the City of Batavia as adopted in section [9-14-3](#) of the Batavia Municipal Code.

**Section 102.3.4 Fire Code:** Add a new section to read as follows:

**102.3.4 Fire Code.** All references to the ICC Fire Code shall be deemed to mean the International Fire Code as adopted in section [9-11-1](#) of the Batavia Municipal Code.

**Section 102.3.5 Fuel Gas Code:** Add a new section to read as follows:

**102.3.5 Fuel Gas Code.** All references to the ICC Fuel Gas code shall be deemed to mean the International Fuel Gas Code as adopted in section [9-15-3](#) of the Batavia Municipal Code.

**Section 102.3.6 Energy Code:** Add a new section to read as follows:

**102.3.6 Energy Code.** All references to the ICC Energy Code shall be deemed to mean the Energy Conservation Code as adopted in section [9-16-4](#) of the Batavia Municipal Code.

**Section 102.6 Historic Buildings.** Delete in its entirety

**Section 102.7 Exception:** Revise to read as follows:

**Section 102.7 Exception.** Where enforcement of the code provision would violate the conditions of the listing of the equipment or appliance, the conditions of the listing and manufacturer's instructions shall apply.

**Section 103.1 General:** Revise to read as follows:

**103.1 General.** There is a Building and Inspection Department for the city, created under section 1-8C of the Batavia Municipal Code. The Community Development Director, Building and Inspection Commissioner, Building Inspector, and the Planning and Zoning Officer and Code Compliance Officer designated under [title 10](#) of the Batavia Municipal Code shall collectively be known as the "Code Official" as herein used.

**103.5 Fees:** Delete in its entirety

**Section 106.4 Violation Penalties:** Revise to read as follows:

**106.4 Violation Penalties.** Any person who shall violate a provision of this code, or fail to comply therewith, or with any of the requirements thereof, shall be guilty of an offense punishable as follows:

- (1)The fine for the first violation shall be one hundred (100) dollars.
- (2)The fine for the second violation shall be two hundred and fifty (250) dollars.
- (3)The fine for the third violation shall be five hundred (500) dollars.
- (4)The fine for the fourth and all subsequent violations shall be seven hundred and fifty (750) dollars.

Unless the fine for violation is listed in the Batavia Municipal Code, the above fine structure shall be used. Should the provisions of any referenced material be in conflict with the referenced material of any other, the more stringent requirements shall be applicable. Each day that a violation continues after due notice has been served shall be deemed a separate and distinct offense.

**Section 107.2 Form:** Delete item number 6.

**Section 108.2.1.1 Boarding Standard:** Add a new section to read as follows:

**108.2.1.1 Boarding Standard.** When the Building Official causes a premises to be closed or secured, it is intended to be a temporary safeguard preventing access to the premises or structure of from being a nuisance. All doors, windows, or openings shall be covered with solid materials that are fastened or connected to prevent free access to the structure by persons and shall be painted to correspond to the color of the existing structure. To consider the structure or premises closed, secure, and not readily accessible, all openings shall be boarded or secured in an approved manner.

**Section 110.1 General:** Revise to read as follows:

**110.1 General.** The City may demolish, repair, or enclose, or cause the demolition, repair, or enclosure of dangerous and unsafe buildings or uncompleted and abandoned buildings within the territory of the city and further recover its costs in connection therewith pursuant to the provisions of applicable Illinois State Statute. (65 ILCS 5/11-31-1, et. seq.)

**Sections 110.2, 110.3, 110.4 Demolition:** Delete these sections.

**Section 111 Means of Appeals:** Revise to read as follows:

**Section 111 Means Of Appeal.**

1. Any person aggrieved by a decision of the Code Official may appeal said decision. Application for appeal may be made when the party asserts that the intent of the code has been met by the party's submitted plans or construction or that the code has been incorrectly interpreted or that substitute construction and protective assemblies and systems will provide as good as or better structure or building when completed. Any appeal shall be in writing as set forth below.
2. The Committee of the City Council as designated by the City Administrator from time to time shall receive and review any written application for appeal of any such decision of the Code Official. Such appeal must be filed with the Code Official within ten (10) days of the Code Official's written decision.
3. Within forty-five (45) days of the date of filing the written appeal, the designated Committee shall meet in public session and take evidence from the party filing the appeal and the Code Official with respect to the subject of the appeal.
4. At the conclusion of the taking of the evidence, the Committee shall make written findings of fact together with its recommendation and forward same to the full Batavia City Council.
5. The final decision as to whether the appeal shall be granted shall be made by the City Council. In making this decision, the City Council shall review only the record of the evidence taken by the designated Committee, which shall include the Committee's findings of fact and recommendation. No further evidence may be presented to the City Council. The granting of an appeal not constituting a variation to the Batavia Municipal Code shall be accomplished by a majority vote upon an appropriate motion. Any variation to the Batavia Municipal Code shall be by duly adopted ordinance.

**Section 112.4 Failure to Comply: Revised to read as follows**

**112.4 Failure to comply.** Any person who shall continue any work after having been served with a stop work order, except such work as that person is directed to perform to remove a violation or unsafe condition, shall be liable to a fine of not less than fifty dollars or more than seven hundred and fifty dollars.

**Chapter 2**

**General Definitions: Revised to read as follows:**

**Section 202 General Definitions:**

**INFESTATION.** The presence, within or contiguous to a structure or premises, of insects, including cockroaches, bedbugs and termites; pest rodents including rats and mice; vermin; or other pests. Visible pest residue or debris constitutes an infestation unless there is clear evidence that the pest is no longer present.

**CHAPTER 3**

**Section 302.1 Sanitation: Revised to read as follows**

**302.1 Sanitation.** All exterior property and premises shall be maintained clean, safe, sanitary and free from any accumulation of rubbish or garbage. Rubbish and /or garbage shall not be allowed to accumulate on the property and, unless it can be properly disposed of, all rubbish/garbage must be contained so as not to be scattered by winds or marauding animals.

**Section 302.4 Weeds: Revise to read as follows:**

**302.4 Weeds.** The control of weeds shall be regulated by section [4-4-2](#) of the Batavia Municipal Code.

**Section 302.8 Motor Vehicles: Revise to read as follows:**

**302.8 Motor Vehicles.** The control of motor vehicles shall be regulated by section [4-4-1](#) of the Batavia Municipal Code.

**Section 302.9 Defacement of Property: Revise to read as follows:**

**302.9 Defacement of Property.** No person shall willfully or wantonly damage, mutilate, or deface any exterior surface of any structure or building on any private or public property by placing thereon any marking, carving, or graffiti. It shall be the responsibility of the owner to restore said surface to an approved state of maintenance and repair immediately upon defacement.

**Section 303.2 Enclosures: Revise to read as follows:**

**303.2 Enclosures.** Private swimming pools, hot tubs, and spas containing water more than 24 inches (610 mm) in depth shall be completely surrounded by a fence or barrier at least 48 inches (1219 mm) in height above the finished ground level measured on the side of the barrier away from the pool. Gates and doors in such barriers shall be self-closing and self-latching and open outward away from the pool. The gate and barrier shall have no opening greater than  $\frac{1}{2}$  inch within eighteen (18) inches of the release mechanism. Openings in the fence or barrier shall not allow a passage of a four (4) inch sphere at any location, or a two (2) inch sphere at the bottom. Where the self-latching device is less than 54 inches (1372 mm) above the bottom of the gate, the release mechanism shall be located on the pool side of the gate at least three (3) inches below the top of the gate.

Exhibit A to Ordinance 16-13

Self closing and self-latching gates shall be maintained such that the gate will positively close and latch when released from an open position of 6 inches (152 mm) from the gatepost. No existing pool enclosure shall be removed, replaced, or changed in a manner that reduces its effectiveness as a safety barrier.

**Section 304.6 Exterior Walls:** Revise to add the following:

304.6 Exterior Walls. Exterior walls shall be free from holes, breaks, loose or rotting materials, broken or missing mortar and bricks, and shall be maintained by brick replacement, masonry repair, pointing, repointing, and tuck pointing to maintain surface integrity and weatherproofing.

**Section 304.7 Roofs and drainage:** Revise to read as follows;

**304.7 Roofs and drainage.** The roof and flashing shall be sound, tight and not have defects that admit rain. Roof drainage shall be adequate to prevent dampness or deterioration in the walls or interior portion of the structure. Roof drains, gutters and downspouts shall be maintained in good repair and free from obstructions, including, but not limited to, leaves and vegetative growth. Roof water shall not be discharged in a manner that creates a public nuisance.

**Section 304.14 Insect Screens:** Revise to read as follows:

**304.14 Insect Screens.** Every door, window and other outside opening required for ventilation of habitable rooms, food preparation areas, food service areas or any areas where products to be included or utilized in food for human consumption are processed, manufactured, packaged or stored shall be supplied with approved tightly fitting screens of minimum 16 mesh per inch (16 mesh per 25 mm), and every screen door used for insect control shall have a self-closing device in good working condition.

**Section 304.14 Insect Screens:** Delete the exception.

**Section 305.3 Interior Surfaces:** Revise to read as follows:

**Section 305.3** Interior surfaces, including windows and doors, shall be maintained in good, clean and sanitary condition. Peeling, chipping, flaking or abraded paint shall be repaired, removed or covered. Cracked or loose plaster, decayed wood and other defective surface conditions shall be corrected. Surfaces shall have not signs of chronic or persistent excessive moisture. Materials discolored or deteriorated by water damage shall be cleaned, dried or otherwise repaired and the underlying cause shall be corrected.

**Section 307.1 General:** Revise to read as follows:

**307.1 General.** Every exterior and interior flight of stairs having more than three risers shall have a handrail on one side of the stair, continuous the full length of the stairs. Ends shall return, or terminate in a newel post or safety terminals. Every open portion of a stair, landing, balcony, porch, deck, ramp, or other walking surface, which is more than 30 inches (762 mm) above the floor or grade below, shall have guards. Handrails shall not be less than 34 inches high or more than 38 inches high measured vertically above the nosing of the tread or above the finished floor of the landing or walking surfaces. Guards shall not be less than 36 inches high above the floor of the landing, balcony, porch, deck, ramp, or other walking surface.

**Section 308.2 Disposal of rubbish.** Revise to read as follows:

**308.2 Disposal of rubbish and garbage.** Every occupant of a structure shall dispose of all rubbish and garbage in a clean and sanitary manner by placing such rubbish and garbage in approved containers. The owner/occupant of the premises shall be responsible for the removal of the rubbish and garbage.

**Section 308.2 .1 Rubbish storage facilities.** Revise to read as follows:

**Section 308.2.1 Rubbish and storage facilities.** The owner/operator of every occupied premises shall supply, and at all times cause to be utilized, approved leak proof containers provided with close-fitting covers for the storage of such materials until removed from the premises for disposal and shall be responsible for the removal of the rubbish and garbage.

**Section 309.1 Infestation:** Revise to read as follows:

**309.1 Infestation.** All premises and structures shall be kept free from insect and rodent infestation and harborages. All premises and structures in which insects or rodents are found shall be promptly exterminated by approved processes that will not be injurious to human health. After extermination, proper precautions shall be taken to prevent reinfestation. It shall be the owner's responsibility to abate all infestations or harborages by extermination.

**Section 309.4 Multiple Occupancy:** Revise to read as follows:

**Section 309.4 Multifamily Occupancy.** The owner of a structure containing two or more dwelling units, a multiple occupancy, a rooming house or a nonresidential structure shall be responsible for pest elimination. If infestation is caused by failure of an occupant to prevent such infestation in the area occupied, the occupant and owner shall be responsible for pest elimination.

## **CHAPTER 6 MECHANICAL AND ELECTRICAL REQUIREMENTS**

**Section 602.2 Residential Occupancies:** Revise to read as follows:

**602.2 Residential Occupancies.** Dwellings shall be provided with heating facilities capable of maintaining a minimum room temperature of 68 degrees Fahrenheit in all habitable rooms, bathrooms, and toilet rooms based on the winter design temperature indicated in table 301.2(1) of the International Residential Code. Cooking appliances shall not be used to provide space heating to meet the requirements of this section.

**Section 602.3 Heat Supply:** Revise to read as follows:

**602.3 Heat Supply.** Every owner and operator of any building who rents, leases, or lets one or more dwelling unit, rooming unit, dormitory, or guestroom on terms, either expressed or implied, to furnish heat to the occupants thereof shall supply heat during the period from October 15 to May 15 to maintain a temperature of not less than 68 degrees Fahrenheit in all habitable rooms, bathrooms, and toilet rooms.

**Section 602.3 Exception 1:** Revise to read as follows:

1. When the outdoor temperature is below the winter outdoor design temperature for the locality, maintenance of the minimum room temperature shall not be required provided that the heating system is operating at its full design capacity. The winter outdoor design temperature for the locality shall be as indicated in table 301.2 (1) of the International Residential Code.

**Section 602.4 Occupiable Workspaces:** Revise to read as follows:

**602.4 Occupiable Workspaces.** Indoor occupiable workspaces shall be supplied with heat during the period from October 15 to May 15 to maintain a temperature of not less than 65 degrees Fahrenheit during the period the spaces are occupied.

**Section 602.6 When Failure To Furnish Heat Is Not An Offense:** Add a new section to read as follows:

**602.6 When Failure To Furnish Heat Is Not An Offense.** Failure to furnish the heat required by this section shall not constitute an offense where it is due to a breakdown of the heating plant, if diligence is used to have such plant repaired, or where it is due to a strike, to a general shortage of fuel, to any act of the tenant who makes the complaint, or to any cause beyond the owner's control; or unless notice of such failure to furnish the heat required shall first have been given to the owner or agent of the building.

# **CITY OF BATAVIA**

---

**DATE:** February 16, 2016  
**TO:** Committee of the Whole – City Services  
**FROM:** Scott A. Haines, Street Superintendent  
**SUBJECT:** Resolution 16-06-R: Authorization to Purchase One 2016 International 7400 4x2 Dump Truck Chassis from Rush Truck Centers for \$75,992.00

## **Summary**

The Street Division is recommending the purchase of one 2016 International 7400 4x2 Single-Axle dump truck chassis through the State of Illinois Joint Purchasing Program.

## **Background**

The truck will replace a 1997 large dump truck with plow and salt spreader. Cost for the 2016 International 7400 4x2 Dump Truck chassis is \$75,992.00. The build-out of this truck including hydraulic system, dump body, plow, salt spreader, and emergency lighting will be included in a separate memo. Staff budgeted \$150,000.00. When the new truck/equipment is received, the old truck/equipment will be surplus.

## **Staff Recommendation**

Staff recommends the purchase of the one 2016 International 7400 4x2 dump truck chassis through the State of Illinois Joint Purchasing Program from Rush Truck Centers.

## **Recommended Committee/Council Action**

Approve Resolution 16-06-R, authorizing the purchase of one 2016 International truck from Rush Truck Centers of Springfield, Illinois, in the amount of \$75,992.00

**CITY OF BATAVIA, ILLINOIS  
RESOLUTION 16-06-R**

**AUTHORIZING THE PURCHASE OF  
ONE 2016 INTERNATIONAL 7400 4X2 DUMP TRUCK CHASSIS  
FROM RUSH TRUCK CENTERS OF SPRINGFIELD, ILLINOIS  
FOR AN AMOUNT NOT TO EXCEED \$75,992.00**

**WHEREAS**, the City of Batavia has determined that it has the need for one replacement truck chassis for the Street Division; and

**WHEREAS**, it is in the best interest of the City of Batavia to purchase the truck chassis through the State of Illinois Joint Purchasing Program; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and City Council of the City of Batavia, Kane and DuPage Counties, Illinois, as follows:

**SECTION 1.** That the Mayor and City Clerk are hereby authorized to purchase one International 7400 4x2 dump truck chassis from Rush Truck Centers of Springfield, Illinois, for an amount not to exceed \$75,992.00.

**PRESENTED** to and **PASSED** by the City Council of the City of Batavia, Illinois, this 7<sup>th</sup> day of March, 2016.

**APPROVED** by me as Mayor of said City of Batavia, Illinois, this 7<sup>th</sup> day of March, 2016.

\_\_\_\_\_  
Jeffery D. Schielke, Mayor

Ward	Aldermen	Ayes	Nays	Absent	Abstain	Aldermen	Ayes	Nays	Absent	Abstain
1	O'Brien					Fischer				
2	Callahan					Wolff				
3	Hohmann					Chanzit				
4	Mueller					Stark				
5	Botterman					Thelin Atac				
6	Cerone					Russotto				
7	McFadden					Brown				
Mayor Schielke										
VOTE:		0 Ayes	0 Nays	0 Absent	Abstentions					
Total holding office: Mayor and 14 aldermen										

ATTEST:

\_\_\_\_\_  
Heidi Wetzel, City Clerk



**New Truck Proposal**  
**Single Axle Dump Truck Specifications**  
**State of Illinois Solicitation # 227888 - Contract # PSD4018132**

CONTACT NAME	Scott Haines	DATE:	01/29/16
BUYER INFORMATION	City of Batavia	Contact:	Kevin Burdell
ADDRESS	100 N. Island Ave.	Municipal Fleet Sales	
CITY/ STATE/ ZIP	Batavia, IL 60510	401 South Dirksen Pkwy	Springfield, IL 62703
PHONE/ FAX/ EMAIL	630-454-2421 shaines@cityofbatavia.net	Ofc:	217-718-2312
FEIN # / TAX EXEMPT # / COUNTY		Email:	BurdellK@rushenterprises.com

Please Circle Cab Color:  
 Red-2303 / IDOT Orange / Omaha Orange  
School Bus Yellow / Blue / Blue Met-6E12  
 Green-6047 / White / Black

**2016 INTERNATIONAL 7400 SFA 4X2 / 160" WHEELBASE/ 85" CAB TO AXLE**  
 120,000 PSI/ 2,654,000 RBM single frame rail w/ 20" front frame extension  
**N9 275HP/ 860# TORQUE w/ GRID HEATER**  
**3000RDS Allison Six (6) speed trans. w/ T-Handle & External Trans. Cooler**  
 Extended Life Oil Pan/ Transmission TCM mounted inside cab  
 Transmission temp. gauge/ Hour meter/ Plow light Switch  
 Warning Lights & Alarm for Low Coolant, Low Oil PSI, Engine Temp.  
 "Winter/Summer" Air Cleaner w/ In-Dash Filter Minder  
 Horton Two-Speed Fan Drive/ Front Engine PTO/ Block Heater  
**16,000# Front Axle & Suspension w/ 2000# aux. overloads & HD shocks**  
**21,000# Rear axle with 23,500# susp. & 4500# Multi-leaf aux / SPL type drivelines**  
 Air Brakes w/ 13.2 compressor/ Bendix air dryer/ DV2 Heated drain valve  
 Automatic slack adjusters/ Oil bath wheel seals/ Stationary front grille  
 Trailer brake package w/ 7-way ABS trailer plug/ Bodybuilder wires @ BOC  
 Tilt & Telescoping steering / Leece-Neville 190 amp alternator/ Delco starter  
 100 gallon 26" diameter alum fuel tank (driver side) w/ fuel water seperator  
 9.5 gallon DEF tank mounted driver side  
 Three (3) Batteries @ 1950 CCA w/ battery box mounted right side BOC  
 Horizontal muffler mounted under cab w/ vert. exhaust pipe & 36" turn out  
 Air horn/ Jump start stud/ L.E.D. cab marker lights/ Air ride cab  
 AM/FM/WB radio / Air conditioning / Cigar lighter  
 Black heated mirrors w/ Black heated fender-mounted convex mirrors  
 Air ride driver seat with armrest/ Fixed passenger seat/ Daytime lights  
 315/80R22.5 Continental (20PLY) STEER TIRES w/ Gray Powder coat wheels  
 11R22.5 Continental (14PLY) DRIVE TIRES w/ Gray Powder Coat Wheels

Sales price \$73,010.00  
 Options \$2,529.00  
 Body price \_\_\_\_\_  
 Freight \$350.00  
 Sub-total \$75,889.00  
 Trade \_\_\_\_\_  
 License/ Title \$103.00  
 Total \$75,992.00

SET-BACK AXLE 169" WB / 102" CA	\$	-
Omit Front PTO Adaptor Plate	\$	(141)
Trans Dipstick - move to rt side	\$	49
23K Rear Axle	\$	925
Heated Windshield	\$	505
70 Gallon Fuel Tank	\$	(98)
S. S. Fuel Tank Straps	\$	209
AM/FM/Weatherband with Bluetooth	\$	92
Windshield Wiper Speed Control		standard
2 way wiring accomodation	\$	68
12 pack upfitter switches	\$	920
White Powder Coat Wheels	\$	-

PLEASE CIRCLE DESIRED GEAR RATIO:

6.14 (67 mph) 6.43 (64 mph) / 6.83 (60 mph) / 7.17 (57 mph)

Please include copy of tax exempt form w/ your order.  
 All prices are F.O.B. 401 S. Dirksen Pkwy. Springfield, Illinois  
 Payment in full is due at time of delivery.

  
 \_\_\_\_\_  
 Kevin Burdell- Municipal Fleet Sales Representative

Signature of Buyer \_\_\_\_\_ Purchase Order Number (if applicable) \_\_\_\_\_

# CITY OF BATAVIA

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**DATE:** February 16, 2016  
**TO:** Committee of the Whole – City Services  
**FROM:** Scott A. Haines, Street Superintendent  
**SUBJECT:** Resolution 16-23-R: Authorization to Purchase Truck Equipment from Monroe Truck Equipment for a Total of \$63,064.00

## Summary

The Street Division is recommending the purchase/installation of truck equipment for a 2016 International Chassis, which will be purchased through the State of Illinois Purchasing Program and is presented on a separate memo. This truck will replace a 1997 International with 40,000 miles and 4,200 hours.

## Background

The equipment is needed to complete the build-out for the dump truck with plow. The equipment includes hydraulic system, dump body, plow, salt spreader, and emergency lighting. The truck will be utilized for daily operations within Public Works including plowing.

The equipment cost is \$63,064.00 and the chassis is \$75,992.00 for a total truck cost of \$139,056.00. We budgeted \$150,000.00 for this expense. Lead time for the equipment and installation is several months. The old truck/equipment is planned to be surplussed when the new truck/equipment is received.

## Proposals

We have received three proposals to outfit the truck with equipment, which would include hydraulics, plow, dump body, salt spreader, and emergency lighting. The truck would be equipped similarly to other trucks in our fleet. Below are the proposals submitted by each vendor.

<b>Vendor:</b>	<b>Amount:</b>
Monroe Truck Equipment	\$63,064.00
Henderson Truck Equipment	\$65,400.00
Bonnell Industries, Inc.	\$67,312.00

## Staff Recommendation

Staff has worked with Monroe Truck Equipment before and recommends the purchase of truck equipment and installation from them.

## Recommended Committee Action

Approve Resolution 16-23-R to authorize the purchase of truck equipment from Monroe Truck Equipment of Monroe, Wisconsin, for a total of \$63,064.00

Memo to Committee of the Whole – City Services

February 16, 2016

Page 2

**Recommended Council Action**

Motion 1: Waive formal bidding for equipment

Motion 2: Approve Resolution 16-23-R to authorize the purchase of truck equipment and installation from Monroe Truck Equipment of Monroe, Wisconsin, for a total of \$63,064.00

**CITY OF BATAVIA, ILLINOIS  
RESOLUTION 16-23-R**

**AUTHORIZING THE PURCHASE OF TRUCK EQUIPMENT FROM  
MONROE TRUCK EQUIPMENT OF MONROE, WISCONSIN  
FOR AN AMOUNT NOT TO EXCEED \$63,064.00**

**WHEREAS**, the City of Batavia has determined that it has the need for truck equipment for a 2016 International Chassis; and

**WHEREAS**, the proposal submitted by Monroe Truck Equipment was the least cost option;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Batavia, Kane and DuPage Counties, Illinois, as follows:

**SECTION 1:** That the Mayor and City Clerk are authorized to purchase truck equipment from Monroe Truck Equipment for an amount not to exceed \$63,064.00.

**PRESENTED** to and **PASSED** by the City Council of the City of Batavia, Illinois, on the 7<sup>th</sup> day of March, 2016.

**APPROVED** by me as Mayor of said City of Batavia, Illinois, on the 7<sup>th</sup> day of March, 2016.

\_\_\_\_\_  
Jeffery D. Schielke, Mayor

Ward	Aldermen	Ayes	Nays	Absent	Abstain	Aldermen	Ayes	Nays	Absent	Abstain
1	O'Brien					Fischer				
2	Callahan					Wolff				
3	Hohmann					Chanzit				
4	Vacant					Stark				
5	Botterman					Theлин Atac				
6	Cerone					Russotto				
7	McFadden					Brown				
Mayor Schielke										
<b>VOTE:</b>		Ayes	0 Nays	Absent	0 Abstention(s) counted as _____					
Total holding office: Mayor and 14 aldermen										

ATTEST:

\_\_\_\_\_  
Heidi Wetzell, City Clerk

## City of Batavia Specification Sheet – 2016 International 7400 4x2 Dump Truck

Please review the attached specifications and quote the equivalent or better. These specifications are to be used as the minimum and provide details with quote highlighting deviations below each section. The quote must include a 2-year warranty on all parts and labor. This specification is for the purchase of equipment fully installed and operational for one current model year International 7400 4x2 truck with 84" CA. Components include stainless steel dump body, hydraulics, plow, salt spreader and prewet system.

### **10' 7 Yard 201 Stainless Steel Dump Body with Hoist**

- 36" Tall 7 Gauge Sides
- 44" Tall 7 Gauge Tailgate
- Crossmemberless Understructure
- Folding Ladder
- Recessed LED Body lights and Combos
- Rubber Flaps in Front and Behind Drive Tires
- 22" x 86" 10 Gauge Cab Shield fully welded
- ¼" AR400 Floor
- 1" Stainless Steel Grip Strut Walk Rails on Both Sides
- Conspicuity Tape on Both Sides and Tailgate
- Stainless Steel Tailgate Chains
- Two Stainless Steel Lift Loops near the top of the Tailgate
- Air Type Tailgate Latch
- All Grease Points on the Dump Body and must be Plumbed to one Central Point Under the Dump Body on the Driver's Side
- 10" Hardwood Side Boards

#### Exceptions

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### **Subframe Hoist**

- 17.2 Ton Capacity (Minimum)
- 2000 P.S.I.
- Fully Greasable Everywhere
- Double Acting

#### Exceptions

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### **Pintle Hook W/Mounting 50 Ton**

- Premier 2200
- 6-Pin Round Trailer Connector
- Mounting must include, Rings, Combo Lights, Trailer Connector, License Plate and Pintle Hook
- Pintle Hook Mounted at 16" off Floor to the Saddle

## City of Batavia Specification Sheet – 2016 International 7400 4x2 Dump Truck

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Exceptions *Truck will sit too high to meet the 16" height requirement.*

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### Lighting - Whelen

- Whelen ILL DOT State Spec 72" Justice LED Light Bar Mounted on Roof
- LED Combos in Post, Cab Shield, and on Hitch
- LED Back Up Lights in Post
- 2 LED Amber and 1 LED Clear Strobes Installed Outside the Corner Post on Each Side
- 2-Year Warranty

### Exceptions

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### Hydraulic System

- Central Hydraulic System with Pump to Supply Hydraulic Fluid power to operate hoist, snow plow lifting cylinder, snow plow reversing cylinders, and salt spreader
- 3 Section Cirrus Valve with 12 Volt Auger/Spinner Section with option for Prewet PVG-32
- Stainless Steel Enclosure for Valves
- Stainless Steel 30 Gallon Hydraulic Reservoir
- Stainless Steel Hydraulic Line to the Front and Rear
- In Tank Filter Condition Gauge
- Morse Controls on Custom in Cab Console
- Plow Control Dual Axis W/Blast and Pass Push Buttons
- Constant Mesh PTO with Direct Mount Piston Pump with Wet Spline
- Consistent operation 4.8 Cubic Inch Displacement (Minimum)
- 38 Gallons Per Minute at 1800 RPM (Minimum)
- 3000 PSI Operating Pressure (Minimum)
- Spread Smart RX Cirrus Controller with Prewet Option
- All Closed Loop Capabilities with M12 Connector

### Exceptions

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### Salt Spreader –201 or 304 Stainless Steel Unpainted

- 96" Wide, 201 or 304SS, Direct Drive, Left Center Discharge Spreader installed
- Hydraulic Connections for Spinner and Auger Must be Easily Accessible Located at the Base of Each Corner Post
- 7 Gauge Trough
- ¼" End Plates
- Full Opening Top and Bottom Pans
- 6" Diameter Auger Reverse Flight
- Motor is Directly Coupled to the Auger, Driven by High Torque, Low Speed 18.7 C.I.R. Char-Lynn Hydraulic Motor with Integral Speed Control Sensor

## City of Batavia Specification Sheet – 2016 International 7400 4x2 Dump Truck

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- Quick Detach Mounting Hardware
- Tailgate Shields
- 3 – 12" LED Bar Lights Mounted on Spreader
- Left Center Spinner, 18" - 24" from Left Drop, Self Leveling Assembly, Stainless Steel
- 18" Diameter Polyurethane Spinner Disk

### Exceptions

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### 11' Full Moldboard Trip Reversible Plow

- 10 Gauge Rolled or Broke formed Straight Moldboard
- 7 – Precisely Cut Ribs  $\frac{1}{2}$ " x 4"
- $\frac{1}{2}$ " x 3" Flat Top Brace
- 4" x 4" x  $\frac{3}{8}$ " Bottom Angle
- Horizontal Moldboard Braces
- Dual Compression Trip Spring Assemblies
- 4" x 4" x  $\frac{3}{8}$ " Cross Tube Support
- 2 – 3" x 10" Double Acting Power Reverse Cylinders with Cushion Valve
- $\frac{3}{4}$ " x 8" One-Piece Top Punch Carbide Cutting Edge with 2 Wrap Around Curb Guards
- 3  $\frac{1}{2}$ " x 3  $\frac{1}{2}$ " x  $\frac{1}{2}$ " Semi-Circle
- Moldboard and Push Frame 100% Continuously Welded
- 30" Orange Plow Marker on Each Corner
- Level Lifting Device
- Sand Blasted and Painted Orange
- Full Length 12" Rubber Snow Deflector
- Mailbox Cut-Out on Curb Side
- Screw Adjustable Parking Jack
- Type Quick Hitch with Fold Flat Lift Arm, 4" x 10" Ram, Quick Hitch Swivel Plate, Positive 2 Pont Latch System,  $\frac{1}{2}$ " Steel Plate Side Plates from Hitch to Front Axle or beyond

Exceptions Our plow will have 6 ribs not 7. Our plow will be powder coated orange not sand blasted and spray painted orange. Our plow will have a 6" cutting edge not an 8" edge.

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### Pre-Wetting System

- On-Board Pre-Wetting System Fully Operational for Dispensing Measured Amounts of Chemicals Used In Snow and Ice Control
- Application of Five to Ten Gallons per Ton
- Closed Loop with M12 Connector
- Electric Type Pressure Pump to Supply Feed Nozzles
- Components used shall be Non-Ferrous and/or 100% Corrosion Resistant
- System shall be Installed Complete with Pump, Nozzles, Hoses, Check Valves, Fittings, Wiring and Mounting Hardware.

## City of Batavia Specification Sheet – 2016 International 7400 4x2 Dump Truck

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- Spray bar should be installed in the spreader hopper with a consistent 1/2" Stainless Steel Pipe. Pipe shall have (3) 3/32" holes, (2) holes 7" in each direction from the discharge opening and (1) hole 14" to the long side.
- System shall have easy flush and back wash capabilities
- Minimum 200 Gallon Capacity 3/8" Thick Poly Tank with Stainless Steel Saddle and Mounting Hardware (Minimum) Mounted behind the cab

### Exceptions

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### **Miscellaneous**

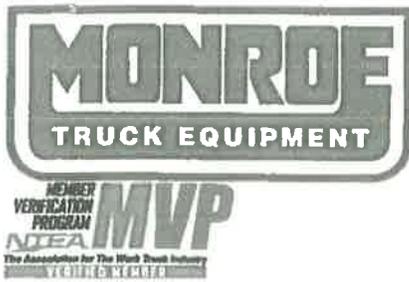
- Stainless Steel Light Brackets Mounted on to the Chassis Supplied Convex Mirrors for Plow Lights W/Signals
- Road Watch Temperature System installed on Dash or in Spreader Control
- All Wiring Enclosed in Stainless Steel or Plastic Conduits with Water Tight Junction Boxes
- Cirrus Datashark GPS Integrated with the Spreadsmart RX

### Exceptions

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**QUOTATION**  
 Monroe Truck Equipment  
 1051 W 7th Street  
 Monroe, WI 53566  
 Phone: 608-329-8103  
 Fax: 608-329-8521  
 Email: bsmith@monroetruck.com  
[www.monroetruck.com](http://www.monroetruck.com)

Quote Number: 9BES001994  
 Job Order Number:  
 Quote Date: 1/19/2016  
 Quote valid until: 2/18/2016  
 Terms: NET 30  
 Salesperson: PETRIZZO, PETE  
 Quoted By: Bob Smith

**Customer:** BATAVIA, CITY OF, (1658800)  
 100 NORTH ISLAND AVE  
 BATAVIA, IL 60510

**Contact:**  
 Phone: 630-454-2000 Fax: 630-454-2001  
 Email:

**Dealer Code:** \_\_\_\_\_

**P.O. Number:** \_\_\_\_\_

REASSIGN (Required for pool units):  Fleet  Retail

MSO/MCO (ONLY check if legally required):  MSO  MCO

**Accepted by:** \_\_\_\_\_  
*Customer must fill out the information above before the order can be processed.*

**Date:** \_\_\_\_\_

**Chassis Information**

<b>Year:</b> 2016	<b>Make:</b> INTERNATIONAL	<b>Model:</b> WORK STAR	<b>Chassis Color:</b>	<b>Cab Type:</b> REGULAR
<b>Single/Dual:</b> DRW	<b>Cab-to-Axle:</b> 102.0	<b>Wheelbase:</b> 169.0	<b>F.O. Number #:</b>	<b>Vin:</b>

**Comments:**

**Monroe Truck Equipment, Inc. is pleased to offer the following quote for your review:**

DESCRIPTION	AMOUNT
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- 10' 9YD 2015S GLADIATOR DUMP BODY
- 201 STAINLESS STEEL CONSTRUCTION
- SIDES: 36", 7GA
- FRONT: 48", 7GA
- REAR : 44", 7GA
- FLOOR: 1/4" AR400 9" RADIUS
- WESTERN UNDERSTRUCTURE
- 2015S CAB SHIELD, SINGLE, 100% WELDED
- AIR TAILGATE
- 1" STAINLESS STEEL GRIP STRUT WALK RAIL BOTH SIDES
- STAINLESS STEEL FOLDING LADDER AND GRAB HANDLE RIGHT SIDE OF BODY
- 2-STAINLESS STEEL LIFT LOOPS AT TOP OF TAILGATE
- STAINLESS STEEL TAILGATE CHAINS
- ONE PAIR 10' UNPAINTED ROUGH SAWN OAK SIDE BOARDS; INCLUDES CENTER SUPPORT
- GREASE LINES EXTENSIONS FOR ALL DUMP BODY GREASE POINTS
- REFLECTIVE TAPE ACROSS THE BACK OF THE TAILGATE AND SIDES OF BODY
- SELF ADJUSTABLE 87-307 DB BACKUP ALARM
- RECESSED LED S/T/T AND BACKUP LIGHTS WITH SEALED WIRE HARNESS
- RUBBER FLAPS AT REAR & FRONT OF DRIVE TIRES
- BARE STAINLESS STEEL FINISH
  
- CRYSTEEL RC750 SUBFRAME HOIST
- 17 TON CAPACITY
- 2000 P.S.I.
- FULLY GREASABLE HINGE AND ROLLERS
- DOUBLE ACTING
  
- WHELEN ILL DOT 2008 STATE SPEC 72"
- 72" JUSTICE LED LIGHT BAR MOUNTED ON ROOF
- REAR BODY LED STROBES MOUNTED IN CORNER POST
- LED S/T/T MOUNTED IN REAR POST, PINTLE PLATE AND ON TOP OF CAB SHIELD
- LED BACK UP LIGHT MOUNTED IN REAR CORNER POST
- 2 AMBER AND 1 CLEAR STROBE INSTALLED OUTSIDE THE CORNER POST ON EACH SIDE
- 2-YEAR WARRANTY
  
- PINTLE HOOK W/MOUNTING, 50 TON, SINGLE AXLE
- 1" PINTLE PLATE

**DESCRIPTION****AMOUNT**

- PREMIER 2200 PINTLE HOOK
- 6-WAY CONNECTOR, ROUND SOCKET, ROUND PIN

**MONROE MS966RF REV FLIGHT SPREADER, 96" WIDE, 201 SS, DIRECT DRIVE, LEFT DISCHARGE**

- 201 STAINLESS STEEL CONSTRUCTION
- 7 GA. TROUGH
- 1/4" END PLATES
- FULL OPENING TOP AND BOTTOM CLEAN-OUT DOORS
- 6" AUGER DIAMETER
- QUICK DETACH MOUNTING BRACKETS
- TAILGATE SHIELDS
- 3 LIGHT L.E. D. BAR ASSEMBLY FOR TAILGATE SPREADER; STAINLESS STEEL
- SPINNER; LH STAINLESS STEEL FRAME W/ POLY DISC
- BARE 201 SS (NOT PAINTED)
- INSTALLED

**240 GALLON ELECTRIC PRE-WET SYSTEM**

- (2) 120 GAL POLY TANK WITH STAINLESS STEEL MOUNTING HARDWARE; BEHIND TRUCK CAB
- CLOSED LOOP ELECTRIC PLUMBING KIT; 3 GPM PUMP; NO VALVE; CIRUS FLOW METER
- BULK FILL, CROSS-OVER, FLUSHER & SPINNER QUICK DISCONNECT KITS
- SPRAY BAR KIT; 3/4" STAINLESS STEEL TUBE INSIDE AUGER TROUGH

**CIRUS HYDRAULIC PACKAGE;**

- CIRUS SPREADSMART RX M 7" COLOR KP-SA SPREADER CONTROL
- CIRUS SSRX MINI - DRIVE BY TRANSMITTER
- PTO, CONSTANT MESH, WITH WET SPLINE
- 420 PUMP/BOCC/CW/RP/15SP/B2
- 3-SECTION CIRUS VALVE WITH SPREADER MANIFOLD
- TANK/ENCLOSURE, 35 GAL. COMBO, FRAME MOUNT, W/FILTR., STAINLESS STEEL
- LEVER, SINGLE AXIS, CENTER-LOCK - HOIST
- LEVER, DUAL AXIS, W/BLAST & PASS BUTTONS - PLOW
- CONTROL STAND, 3-BANK
- ROADWATCH
- STAINLESS STEEL HYDRAULIC LINES
- MANIFOLD, INSIDE REAR CORNER POSTS
- ALL WIRING ENCLOSED IN STEEL OR PLASTIC CONDUIT W/WEATHER TIGHT JCT BOXES

**MONROE MC7092 QUICK HITCH WITH FOLD-FLAT LIFT ARM; TRUCK PORTION**

- POSITIVE TWO POINT LATCH SYSTEM
- ADJUSTABLE FOLD-FLAT LIFT ARM
- POWDER COAT BLACK
- CYLINDER; 4X10 DA; NITRIDED ROD
- UNIVERSAL 1/2: CHEEK PLATES; MOUNTING SYSTEM FOR TRUCKS WITH FRAME EXTENTIONS
- FACTORY MIRROR BRACKET ON FENDER; STAINLESS STEEL
- PLOW LIGHTS; TRUCK-LITE; BLACK PLASTIC HOUSING

**MONROE MP41R11-ISCT; FULL MOLDBOARD TRIP REVERSIBLE PLOW; 1650#**

- 10 GAUGE ROLL FORMED STRAIGHT MOLDBOARD
- (6) 1/2" X 4" TAPERED, ONE-PIECE FLAME CUT RIBS
- 2" X 3" X 3/8" TOP MOLDBOARD ANGLE
- 4" X 4" X 3/4" BOTTOM MOLDBOARD ANGLE
- HORIZONTAL MOLDBOARD BRACE ANGLES
- 3/4" X 6" ONE-PIECE TOP PUNCH CARBIDE CUTTING EDGE
- DUAL COMPRESSION TRIP SPRING ASSEMBLIES
- 4" X 4" X 3/8" CROSS-TUBE SUPPORT
- 3-1/2" X 3-1/2" X 1/2" SEMI-CIRCLE
- (2) 3" X 10" DOUBLE ACTING POWER REVERSE CYLINDERS WITH CUSHION VALVE
- BUILT-IN MONROE LEVEL LIFT ASSEMBLY
- MOLDBOARD AND PUSHFRAME 100% CONTINUOUSLY WELDED
- MOLDBOARD POWDER COATED ORANGE
- PUSH FRAME POWDER COATED BLACK
- MAIL BOX CUT-OUT ON CURB SIDE ONLY
- 36" FLUORESCENT ORANGE FLEXIBLE PLASTIC MARKERS, INSTALLED
- 11' RUBBER SNOW DEFLECTOR, 12", 5/1 INSTALLED
- SCREW ADJUSTABLE PARK JACK; S&I INSTALLED; 30#
- PAIR OF WRAP AROUND CURB GUARDS
- MONROE MC6000 QUICK HITCH; PLOW PORTION; 175#

\*\*\*\*\* 2-YEAR WARRANTY ON ALL PARTS AND LABOR \*\*\*\*\*

DESCRIPTION

AMOUNT

Quote Total: \$62,141.00

Additional Options:

DESCRIPTION

AMOUNT  
\$923.00

ADD TO QUOTE  
Yes/No

UPCHARGE FOR HYDRAULIC PREWET SYSTEM ILO ELECTRIC PREWET SYSTEM

Notes:

- ◆ Terms are Due Upon Receipt unless prior credit arrangements are made at the time of order.
- ◆ Please note if chassis is furnished, it is as a convenience and terms are Net Due on Receipt of Chassis.
- ◆ State and Federal taxes will be added where applicable.

\$63,064.00

# CITY OF BATAVIA

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**DATE:** February 3, 2016  
**TO:** Committee of the Whole – City Services  
**FROM:** Scott A. Haines, Street Superintendent  
**SUBJECT:** Resolution 16-22-R: Authorization to Purchase Truck Equipment from Henderson Truck Equipment for a Total of \$42,300.00

## **Summary**

The Street Division is recommending the purchase of truck equipment for a 2016 Ford F-550 Chassis, which is being purchased through the State of Illinois Joint Purchasing Program and was approved by the City Council on January 19, 2016.

## **Background**

This equipment is needed to complete the build-out for the dump truck with plow. The equipment includes hydraulic system, dump body, plow, salt spreader, and emergency lighting. This truck will be utilized for daily operations within Public Works including plowing.

The equipment cost is \$42,300.00 and the chassis for this equipment was \$44,284.00 for a total truck cost of \$86,584.00. We budgeted \$90,000.00 for this expense. Lead time for the equipment and installation will be several months. The old truck/equipment is planned to be surplussed when the new truck/equipment is received.

## **Proposals**

We have received three proposals to outfit the truck with equipment, which would include hydraulics, plow, dump body, salt spreader, and emergency lighting. The truck would be equipped similarly to other trucks in our fleet. Below are the proposals submitted by each vendor.

<b>Vendor:</b>	<b>Amount:</b>
Henderson Truck Equipment	\$42,300.00
Bonnell Industries Inc.	\$42,975.00
Monroe Truck Equipment	\$47,791.00

## **Staff Recommendation**

Staff has worked with Henderson Truck Equipment before and recommends the purchase of truck equipment from them.

## **Recommended Committee Action**

Approve Resolution 16-22-R to authorize the purchase of truck equipment from Henderson Truck Equipment of Gilberts, Illinois, for a total of \$42,300.00

Memo to Committee of the Whole – City Services  
February 3, 2016  
Page 2

**Recommended Council Action**

Motion 1: Waive formal bidding for equipment

Motion 2: Approve Resolution 16-22-R to authorize the purchase of truck equipment from Henderson Truck Equipment of Gilberts, Illinois, for a total of \$42,300.00

**CITY OF BATAVIA, ILLINOIS  
RESOLUTION 16-22-R**

**AUTHORIZING THE PURCHASE OF TRUCK EQUIPMENT FROM  
HENDERSON TRUCK EQUIPMENT OF GILBERTS, ILLINOIS FOR AN  
AMOUNT NOT TO EXCEED \$42,300.00**

**WHEREAS**, the City of Batavia has determined that it has the need for truck equipment for a 2016 Ford F-550 chassis for the Street Division; and

**WHEREAS**, the proposal submitted by Henderson Truck Equipment was the least cost option;

**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and City Council of the City of Batavia, Kane and DuPage Counties, Illinois, as follows:

**SECTION 1.** That the Mayor and City Clerk are hereby authorized to purchase truck equipment from Henderson Truck Equipment of Gilberts, Illinois, for an amount not to exceed \$42,300.00.

**PRESENTED** to and **PASSED** by the City Council of the City of Batavia, Illinois, this 7<sup>th</sup> day of March, 2016.

**APPROVED** by me as Mayor of said City of Batavia, Illinois, this 7<sup>th</sup> day of March, 2016.

\_\_\_\_\_  
Jeffery D. Schielke, Mayor

Ward	Aldermen	Ayes	Nays	Absent	Abstain	Aldermen	Ayes	Nays	Absent	Abstain
1	O'Brien					Fischer				
2	Callahan					Wolff				
3	Hohmann					Chanzit				
4	Mueller					Stark				
5	Botterman					Theilin Atac				
6	Cerone					Russotto				
7	McFadden					Brown				
Mayor Schielke										
<b>VOTE:</b>		0 Ayes	0 Nays	0 Absent	Abstentions					
Total holding office: Mayor and 14 aldermen										

ATTEST:

\_\_\_\_\_  
Heidi Wetzal, City Clerk

# City of Batavia Spec Sheet – 2015 Ford F550 Truck

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Please review these specifications and quote the equivalent or better. These specifications are to be used as the minimum and provide details with quote highlighting deviations below each section. The quote must include a 2-year warranty on all parts and labor. This specification is for the purchase of equipment fully installed and operational for one (1) 2015 Ford F550 4x4 truck. Chassis CA is 84" with mid ship fuel tank. Components include stainless steel dump body, hydraulics system, salt spreader with control, and plow.

## 10' 2.5- 3 Yard 201 Stainless Steel Dump Body with Hoist

- Inside length of 10', with the outside width up to 95",
- Side height of 13" and tailgate height of 19"
- Crossmemberless Understructure
- One piece 3/16" AR400 steel floor formed 2" up the side radius
- One-piece 8"x13 #I-beam long sills
- Recessed LED Body lights and Combos in corner posts and cab shield
- Single wall 10 gauge drop down sides with boxed top rail
- 12 gauge straight headsheet with integral cab shield and two windows pre-punched at the factory, Cab Shield to be fully welded, both top corners of the cab shield shall angled.
- 12 gauge 4 3/4" x 8" full depth rear corner post at tied to a 5" formed channel rear apron
- Conspicuity Tape on Both Sides and Tailgate
- Stainless Steel Tailgate Chains
- All Grease Points on the Dump Body and must be Plumbed to one Central Point Under the Dump Body on the Driver's Side
- 6" Hardwood Side Boards installed
- 4"x 3" x 1/4" structural angle rear hinge assembly with 1-1/4" CR pins with zerks plumbed to a central point with the other zerks
- Quick attach spreader mounting brackets attached.

Body Make	Henderson Products	Body Model	Mark 3
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Exceptions	None
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## Tailgate

- Full perimeter boxing with all horizontal edges sloped outward
- Flush mount, off-set tailgate hinge plates with easy-release pins
- 1-1/4" stainless pins and 1" upper stainless pins
- 1/2" latch hooks with 3/8" latch plates
- Single handle for quick release tailgate
- 3/8" x 1-1/2" handle, located in the center of tailgate, is spring loaded with vinyl grip clear of any pinch points
- 10 gauge tailgate sheet
- Two 1" release pins w/ grease zerks, attached to 1/4" x 1-1/4" 1045 CR pins

## City of Batavia Spec Sheet – 2015 Ford F550 Truck

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- Manual over-center release mechanism for effortless operation. Pivot points include stainless steel bushings to reduce seizing, Rubber covered handle.

Exceptions    None

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### Hoist

- Scissors-type under body hoist, with subframe incorporating rear hinge assembly.
- NTEA class 40, single acting, rated at 12 tons
- Zerks plumbed to central location

Exceptions    None

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### Salt Spreader – 201 or 304 Stainless Steel Unpainted

- 96" Wide, 201 or 304SS, Direct Drive, Left Center Discharge Spreader, Installed
- Hydraulic Connections for Spinner and Auger Must be Easily Accessible Located at the Base of Each Corner Post
- 7 Gauge Trough
- ¼" End Plates
- Full Opening Top and Bottom Pans
- 6" Diameter Auger Reverse Flight
- Motor is Directly Coupled to the Auger, Driven by High Torque, Low Speed 18.7 C.I.R. Char-Lynn Hydraulic Motor with Integral Speed Control Sensor
- Quick Detach Mounting Hardware
- Tailgate Shields
- Left Center Spinner, 18"-24" from Left Drop, Self Leveling Assembly, Stainless Steel
- 18" Diameter Polyurethane Spinner Disk

Exceptions    None

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### Pump PTO Driven

- The hydraulic pump shall be fixed displacement gear pump type. The pump shall have a minimum displacement of 2.50 cubic inches per revolution.
- PTO shall be a Parker for Ford Torqshift transmission 249 Series

Exceptions    None

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# City of Batavia Spec Sheet – 2015 Ford F550 Truck

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## Hydraulic System (Hydraulic Reservoir/ Valve Enclosure Combination)

- Central Hydraulic System with Pump to Supply Hydraulic Fluid power to operate hoist and snow plow cylinders
- Combination Enclosure for Valves and 20-gallon tank with internally baffled shall be constructed with 304 - 10 gauge stainless steel, in-tank filter, and shall be mounted to allow 1" frame clearance from frame obstructions. There shall be a basket type filler breather cap, magnetic drain plug, 2" NPT suction 100 mesh screen type strainer with a 3 psi bypass and a sight temperature gauge externally mounted. The enclosure must be constructed in such a manner that any required maintenance or repair of the valve can be accomplished without obstruction.
- An in-tank return line shall be provided. The filter shall be sized for 80 GPM and have a 25 PSI bypass and a filter condition gauge. Inline filter is not acceptable.
- The tank shall be supplied with NPT ports on the reservoirs top for the case drain, low level/temperature sender.
- Spread Smart RX Cirrus Controller with Prewet Option
- All Closed Loop Capabilities with M12 Connector
- Hydraulic control valve assembly shall be a closed center load sensing type. The stack valve shall be capable of 30 GPM and be rated at 300 psi. All work ports shall be SAE "O" ring. The work sections shall be arranged as follows:
  1. Dump body hoist. Single acting, 20 GPM, spring return to neutral, center detent RVC cable actuation.
  2. Plow lift. Single acting, 10 GPM, spring to neutral RVC cable actuated.
  3. Plow angle. Double acting, 10 GPM, spring returning to neutral RVC cable actuated.
  4. Spreader. Integral hybrid manifold.

Exceptions 16 Gallon Valve Tank Combo ILO 20 Gallon

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## Cab Controls

- The snow plows raise and lower, dump body raise and lower shall be controlled by RVC style of cables and controls.
- The plow control shall be a dual axis control. As part of the control lever there shall be a momentary pass and blast buttons for use with the spreader control. The plow control lever shall be placed within comfortable reach of the operator.
- Dump body control shall be a single axis control with mechanical interlock for the neutral position located to not interfere with the plow lever.
- Exact placement shall be determined at the pre-build meeting. The Cables shall be run as straight as possible to the control valve avoiding multiple bends and must be routed away from heat sources.

Exceptions None

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# City of Batavia Spec Sheet – 2015 Ford F550 Truck

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## Towing

- 15 ton pintle hook fixed
- 6-Pin round trailer connector
- Minimum 1/2" Mounting plate must include, rings, combo lights, trailer connector, license plate holder and light and pintle hook

Exceptions     None

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## Lighting Package

- Rubber mounted, shock resistant LED Combos in post, cab shield, and remount factory lights away from hitch. High visible, yet recessed for protection.
- Two (2) rubber mounted, shock resistant LED Amber forward facing strobes recessed in cab shield.
- Two (2) rubber mounted, shock resistant LED white rear facing strobes recessed in cab shield.
- Install strobe lights in the front factory lights. **Choice of Amber or Clear**
- All strobe lights controlled by factory switch in dash.
- LED Back Up Light
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Exceptions     None

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## Plow

- 10' Heavyweight Western Plow for Central Hydraulics Installed
- Joystick controlled
- Rubber deflector and corner plow markers must be included and installed

Exceptions     None

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## Miscellaneous

- Back up alarm
- Fleet engineered poly full fenders w/stainless steel mounts
- Wash & clean truck inside and out
- All Wiring Enclosed in Stainless Steel or Plastic Conduits with Water Tight Junction Boxes
- Cirrus Datashark GPS Integrated with the Spreadsmart RX
- Pick up and deliver truck once completed to the City of Batavia Public Works, 200 N. Raddant Road.

Exceptions     None

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Henderson Products  
124 Industrial Drive  
Gilberts, IL 60136  
Norm LaValla, 815-503-2004



Henderson Truck Equipment-Illinois  
124 Industrial Drive  
Gilberts, IL. 60136

Toll Free: 888-360-7483  
Office: 847-836-4996  
Cell: 815-503-2004

## Quote

Date: 1/27/2016  
To: City of Batavia  
By: Norm LaValla  
Re: 2016 Ford F550

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Henderson Truck Equipment-Illinois is pleased to quote the following equipment:

### **Henderson MK3 10' Dump Body**

201 SS  
13" Sides, 19" Rear  
Crossmemberless Understructure  
3/16 AR4000 Floor  
10ga Drop Down Sides, center handle  
Integral cab Shield with Tapered sides and Windows  
Stainless Steel Tailgate Chains  
Quick Drop Tailgate, Center handle  
Greaseable rear hinge  
Central grease point

### **Hoist, Henderson Underbody**

Scissors type  
Class 40 Double acting  
Greaseable

### **Spreader, TGS**

96" 201 SS Spreader, 7 gauge trough, 1/4" end plates  
Reverse flight, 6" Direct Drive Auger  
Speed Sensor

### **Central Hydraulics, Cirus**

249 series pto with Direct mount pump  
304 SS Valve Tank Combination / Intank Return Line Filter, Suction Strainer, Sight Level Temp Gauge, Low oil hot oil Temperature Sender  
3 spool V20 Hybrid valve  
Cirrus SpreadSmart Rx spreader control  
Wescon Cables

### **Towing**

3/4" Thick Pintle Plate w/ D rings, Combo Lights, Trailer Connector, LP holder  
15 ton non receiver style hitch

### **Lighting**

LED S/T/T Combo B/U in Rear Corner Posts  
Remount Factory Lighting  
(2) LED Amber Front Facing in Cab Shield  
(2) LED S/T/T Rear Facing in Cab Shield  
(2) LED White/Clear Rear Facing  
LED S/T/T Combo in Rear Corner Post  
(1)ea Corner strobe in head light (Clear or Amber)

### **Plow, Western**

10' Heavyweight Plow for Central Hydraulics  
Rubber Deflector  
Guide Markers

**Miscellaneous**

Henderson Truck Equipment - Illinois

B/U Alarm

Fleet Engineering Full Poly Fenders w/full SS Mounts

Wash & Clean Truck Inside and Out

Deliver Truck to Batavia



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Price per Unit:	\$42,300.00
Number of Units	1
Extended Price	\$42,300.00
Tax	
Total Quote Price	\$42,300.00

FOB Gilberts, IL

**Please note the following regarding installation quotes:**

A clean truck frame without obstruction is assumed in the pricing of our quote. Re-positioning of air tanks, fuel tanks or other obstacles to the ease of installation may require additional charges. Henderson will notify you before modification if this occurs.

# CITY OF BATAVIA

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**DATE:** January 26, 2016  
**TO:** Committee of the Whole-CD  
**FROM:** Scott Buening, Community Development Director  
**SUBJECT:** Discussion and Direction Regarding Home for a Changing Region Project-Community Land Trust

1. **Summary:** Discussion and direction on whether to further study creating a subregional Community Land Trust.
2. **Background:** In 2015 the City approved of a Housing Study that was done jointly with the Cities of St. Charles and Geneva, the Village of North Aurora and CMAP. As part of this study there were a series of recommendations for future actions to take in regards to housing needs in the region. The *Regional Priorities* were reviewed with the Committee on April 14, 2015. The first priority was to *Encourage Employer Assisted Housing*. We have had a jointly hosted seminar to promote this idea and will be returning with other activities to support this goal.

The second priority was to *Create a Community Land Trust*. A meeting was facilitated by the City of St. Charles to further discuss this goal and to determine next steps. A presentation was made by Betsy Lassar of Business and Professional People for the Public Interest (BPI), who helped work on the Highland Park Land Trust (Community Partners for Affordable Housing), which is the oldest and most successful Community Land Trust in our region, serving several adjoining communities. During this presentation, she went over some of the ideas and issues that can come up as part of a Land Trust, many of which involved how to handle future resale of property and how to own land held in the Trust.

In considering whether a Community Land Trust should be created, a detailed study would need to be done to determine whether it is feasible, what parameters it would follow if created and establishing the goals and objectives of such a Land Trust. This would follow a two step analysis that is outlined in more detail on the attached memorandum. The first step, Phase 1, would involve studying the concept and determining if the project is feasible. Phase 2 would only come later which would be to implement the Community Land Trust.

Phase 1 is anticipated to cost \$12,000 and would be split between all four (4) of the Homes for a Changing region communities. However, we would also contact Kane County to see if there are any grant funds that could offset some of the costs of this study such as Riverboat Funds or CDBG funds. The study would take several months to complete.

Before we proceed further, the group wanted to gauge the support of each municipality to further consider this concept. While the Committee of the Whole seemed to support this in April 2015, we will probably need to provide some funding for the further analysis. We are presenting this to you now for consideration, with a desire to report back to the housing group by April.

It should be noted that if we find that this program does not fit the goals and needs of the community, we can opt out at any time. Doing the Phase 1 study does not commit Batavia,

or any of the other partner communities, to participating in a Community Land Trust. Staff does feel that the idea has merit, and that we should participate in this study at this time.

One thing that will need to be considered is if we wish to proceed, how this will potentially affect remaining developable parcels of land. While a Community Land Trust can encompass new housing, it can also include rehabbed existing housing or redevelopment of properties. We have been getting more inquiries about development of many of the remaining vacant parcels, so we will need to keep this in mind as development proposals come forward.

**3. Alternatives, including no action if viable:**

- **Direct staff to proceed with the further study of the Community Land Trust with funding up to \$3,000 (to come back for budget amendment)**

- **Direct staff to proceed with the further study of the Community Land Trust with no funding support**

- **Do not support the further study of the Community Land Trust**

- **Pros:** The study would determine the feasibility of creating a Community Land Trust, and what parameters and limitations should be considered as part of the program. Creating a Community Land Trust would allow for the creation of additional attainable/affordable housing units, but only under the parameters established by the City.
- **Cons:** The initial study could cost up to \$12,000, less if grant funds are secured for the study.
- **Budget Impact:** Up to \$3,000 in finding may be required, which has not been budgeted this year.
- **Staffing Impact:** City staff will participate in the data collection and assist with coordination of this project.

**4. Timeline for actions:** The housing committee has asked for responses from the communities by April 2016.

**5. Staff recommendation:** Staff recommends proceeding with the Phase 1 study with a funding participation level not to exceed \$3,000.00.

**Attachments:**

1. Memorandum on Creating a Central Fox Valley Community Land Trust.
2. Memo to Committee of the Whole dated April 9, 2015.

## MEMORANDUM

To: Bob Dean and Berenice Vallecillos  
From: Betsy Lassar, BPI  
Date: January 14, 2016  
Re: **Proposal for creating a Central Fox Valley Community Land Trust**

In the summer of 2014, the communities of Batavia, Geneva, North Aurora, and St. Charles adopted the Central Fox Valley *Homes for a Changing Region* housing policy plan. One of the key recommendations in the plan is for the communities to consider collaborating on the creation of a community land trust (CLT).

We propose pursuing this recommendation in a two-phase process, as outlined below. In Phase 1, the participating communities would convene a steering committee to consider big-picture issues that would allow the communities to develop a deeper understanding of how a CLT would help them address their affordable housing needs and determine what parameters should guide the formation of a CLT. Participating communities could then make an educated decision whether to proceed to establish a CLT. A decision to embark on Phase 2 would require specific, meaningful actions by the participating communities to create a CLT. The thrust of Phase 2 would be to undertake the work necessary to establish a CLT. A detailed proposal for Phase 2 would await the outcome of Phase 1.

### **Phase 1: Exploring the creation of a Central Fox Valley CLT**

#### Goal

Determine the organizational framework for initiating the creation of a CLT and identify the next steps for the participating local governments.

#### Key Focus

The Phase 1 exploration would be designed to answer the following key questions:

- What should be the mission/purpose of the CLT?
- What population should the CLT serve?
- What geographic area should it serve?
- What program activities should the CLT be empowered to undertake?
- Should the CLT be established as an independent 501(c)(3), as a program or subsidiary that would be operated by an existing not-for-profit, or as a quasi-governmental entity or program of the local governments?
- Should it be a membership organization?
- How should the CLT be governed?
  - Who should be represented on the Board of Directors? Should it be structured to meet CHDO requirements?
  - What role should participating local governments have?
- How will the start-up of the CLT be funded?

#### Participants and Responsibilities

*Steering Committee.* The Steering Committee will develop a set of recommendations that would guide the creation of CLT. The Steering Committee could consist of the representatives of the four municipalities responsible for implementing the central Fox Valley *Homes for a Changing*

*Region* plan, a representative from each of the existing not-for-profits that provide housing-related services in central Fox Valley, and a representative from Kane County's Office of Community Reinvestment.

*CMAP, Metropolitan Mayors Caucus (MMC) and Metropolitan Planning Council (MPC).* CMAP and MMC will facilitate the Phase 1 process – e.g., coordinate meeting logistics and arrangements, provide recaps of steering committee meetings, and conduct or assist with community-related research that may be necessary. MPC will assist as a resource and adviser.

*BPI.* BPI will serve as the primary consultant for Phase 1. It will

- Jointly with CMAP and MMC, determine what housing related work is already being done by existing organizations and agencies serving the central Fox Valley.
- Conduct research relating to CLTs. The research will include reviewing publications and reports, interviewing national experts, and interviewing appropriate representatives of existing CLTs. Through the CLT Network and others, BPI will identify 6-10 CLTs to learn about in greater depth. The CLTs to be studied in depth will offer good examples of different approaches in relation to the key questions the group will consider and will include examples of independent not-for-profits, a program of existing not-for-profits, CLTs initiated by multiple communities, and ones that are active in high cost areas.
- Prepare a report for the Steering Committee based on the research, including case studies of other CLTs, that will be used to help it develop a set of framework recommendations around the key questions.
- Facilitate a meeting of the Steering Committee to discuss the research and develop a set of framework recommendations for consideration by the governing bodies of the participating municipalities. BPI would write up the final recommendations and next steps that emerge from the discussion.
- Plan an educational workshop on CLTs, if desired. (See below.)

### Meetings

Phase 1 would require approximately 4 meetings with the Steering Committee, including an optional workshop, as well as a meeting or presentation in each of the four communities.

- An initial meeting. The purpose of the meeting would be (i) for BPI and the Steering Committee to meet each other, (ii) for BPI to hear from each of the participating communities what their interest is in exploring the creation of a CLT and learn about the capacity of the local governments and the not-for-profit housing sector in relation to affordable housing in the initiating communities, and (iii) to discuss the proposed process and get feedback and buy-in from the group.
- One to two meetings to review the report, develop recommendations around the key questions, and identify next steps.
- If the group thinks it would be worthwhile, BPI would plan a workshop involving one or more CLT experts to educate elected and appointed officials and staff from the initiating municipalities about the CLT model and answer questions. This type of workshop could occur at the beginning of the Phase 1 process or at the end, as a bridge to Phase 2.
- A meeting or presentation in each of the municipalities to review the recommendations of the Steering Committee.

## Outcome

At the end of Phase 1, the initiating local governments could adopt a resolution that would:

- Approve the organizational framework for the CLT
- Commit the local governments to work together to establish a CLT within the parameters of the approved organizational framework by moving to Phase 2.
- Commit the local governments to support the Phase 2 process in specific ways. While the specifics would be guided by the framework recommendations, the following represent examples of the kinds of commitments that would be needed:
  - Establish a CLT organizing committee charged with establishing a CLT
  - Provide seed money for the CLT to hire a consultant and other needed professional expertise
  - Provide staff support to manage and coordinate the Phase 2 process
  - Commit to provide funding for the CLT's operating expenses during a 3-year start-up period

## **Phase 2: Establishing a Central Fox Valley CLT**

### Goal

The goal of Phase 2 would be to launch a Central Fox Valley CLT. Although a detailed plan for proceeding with Phase 2 would depend to a large extent on the recommendation for organizational structure that emerges from Phase 1, assuming the recommendation is to create a new not-for-profit entity (the most common outcome based on experience), a possible roadmap for proceeding with Phase 2 is briefly outlined below.

### Key Focus

Phase 2 would be designed to make the CLT operational within the parameters of the framework recommendations in Phase 1. The process would focus on preparing the requisite organizational documents (e.g., articles of incorporation, bylaws, application for tax exempt status, ground lease); a plan for initial program, staffing and funding, including a budget and job description for an executive director; and a plan for educating and building support for the CLT among key constituencies and the larger community.

### Participants and Responsibilities

*CLT Organizing Committee.* The initiating communities would convene an organizing committee whose members would be broadly representative of the relevant stakeholders and committed to the creation of a CLT. Members could include some or all of the members of the Steering Committee, other not-for-profit housing providers, Kane County and other public agencies, employers, lenders, foundations, social service agencies, potential CLT homebuyers, etc. The CLT Organizing Committee would be responsible for making the CLT operational.

*Local Staff.* Staff from one or more of the initiating communities, possibly in conjunction with CMAP, would staff the CLT Organizing Committee. This would entail working closely with other consultants and professionals. [Note: This is a key opportunity to develop deeper capacity within the local governments that would be important to continued local government support for the CLT and its long-term success.]

*CMAP, MMC, MPC.* CMAP and MMC, possibly in conjunction with staff from one or more of the initiating communities, could staff the CLT Organizing Committee.

*CLT Consultant.* The CLT consultant would be responsible for framing the key decisions that the CLT Organizing Committee would need to make and providing the relevant background information to enable it to make knowledgeable, thoughtful decisions tailored to local conditions. The division of labor between the CLT Consultant and local staff and the specific outputs desired from the consultant would be determined during the proposal development process. The lead consultant for this phase should be an individual with extensive CLT experience. Burlington Associates is the leading national CLT consultant.

*Legal Counsel and/or Accountant.* Professionals would provide advice related to incorporation and legal requirements relating to not-for-profits and assistance in preparing an application for tax-exempt status.

*BPI.* What role, if any, BPI might play could be explored at the conclusion of Phase 1.

#### Outcome

At the end of Phase 2, the Central Fox Valley CLT would be ready to launch. The CLT Organizing Committee would report to the initiating local governments which in turn could adopt appropriate resolutions of support. An initial board of directors would then begin to operate the CLT – e.g , adopt by-laws, authorize the filing of the necessary legal documents, engage an executive director and begin its work.

#### **Project Timing and Cost**

BPI estimates that Phase 1 will require 4 to 6 months and cost \$12,500.

# CITY OF BATAVIA

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**DATE:** April 9, 2015  
**TO:** Committee of the Whole  
**FROM:** Scott Buening, Community Development Director  
Drew Rackow AICP, Planner  
**SUBJECT:** Discussion of Implementation Priorities of the Homes for a Changing Region Housing Policy Plan

**Summary:** The Homes for a Changing Region Housing Policy Plan for the Central Fox Valley was approved by the Batavia City Council on October 5, 2014. Participants for the Central Fox Valley Region Plan are Batavia, Geneva, North Aurora and St. Charles. It was subsequently approved by our partner communities and printed by the Chicago Metropolitan Agency for Planning (CMAP) in December. The Plan is available on the [city's website](#) and published copies are available in the Community Development Department office. The Plan includes both regional and local implementation strategies. Staff is seeking direction from the Committee of the Whole on priorities for local implementation.

**Background:** ***Regional Priorities:*** The Plan's Regional Strategies identified a number of items that the four communities could work collaboratively on addressing. Steering Committee meetings occurred in December 2014 and February 2015 to discuss shared priorities of our communities. While plan implementation will progress over the next two years, two immediate priorities were selected through consensus. These two are addressed in detail, below. Other priorities may require budgeting for additional studies or acquisition of funding (ex. proactively address resident desires to age in place). While others require additional work amongst the partners before implementing (ex. Increase Transit Supportive Land Uses along Specific Corridors will require completion of the Primary Transportation Network Study (PTN) as part of the Long Range Transportation Plan).

***PRIORITY ONE: Encourage Employer Assisted Housing:*** Batavia hosted a Steering Committee meeting in February to discuss Employer Assisted Housing. The Metropolitan Mayor's Caucus presented an information session explaining the typical operation of Employer Assisted Housing programs, outreach methods, and state and other agency financing programs. For additional information regarding Employer Assisted Housing, please see the Metropolitan Planning Council's [informational website](#).

Generally, interested employers will work with a local non-profit coordinator who is funded through participating employer contributions. The coordinator assists in processing program paperwork and accessing state program funds. Employers define the terms for their own programs. Employers benefit through retaining employees (employees commit to a minimum time frame through participation in these programs) reducing their training and recruiting costs.

Employees benefit through reduced housing costs, shorter commutes, and living in the community where they work. The coordinator also directs employees to other programs they may be eligible for, such as those for first time home buyers.

This particular program was selected as a priority due to the number of large employers in the communities that could benefit. As noted in the Plan, it also can be implemented swiftly without a significant amount of additional resources.

Batavia and the other municipal participants, along with our local Chambers of Commerce, will organize an informational event for large employers that may benefit from such a program. Information will also be sent to employers with more than 100 employees that may not be part of the local Chambers.

**PRIORITY TWO:** *Consider Creating a Community Land Trust:* This particular strategy was cited as a priority due to the significant amount of work that will be required to investigate whether it is the appropriate fit for our four communities. It also could have significant long term benefits if successful. Early action steps are focused on data collection and evaluation. The Plan notes that this particular strategy would be difficult for any one City to implement on its own. A Community Land Trust would acquire and sell properties to eligible persons, but would retain ownership in the land. As the land ownership is not included in a mortgage, the price of the home is lower. Covenants on the property require that when a Land Trust resident moves, the home is either bought back by the trust or sold to another eligible person. This model has been implemented successfully in the region in Lake County.

**Local Priorities:** Staff has evaluated and ranked the Local Priorities within the Plan. Below is a proposed ranking by staff along with commentary for each. Each Local Priority again will have individual steps that will be implemented regardless of their overall priority.

1. *Meet forecasted increases in housing demand through a combination of targeted redevelopment and annexation.*

Staff views this as an ongoing implementation strategy. Residential projects presented by applicants will continually need to be evaluated within the context of this Plan and the Housing Element of the Comprehensive Plan. As part of meeting this strategy staff will have a priority task item of analyzing remaining undeveloped parcels and key redevelopment (ex. downtown and infill) parcels within the context of housing availability. Annexation agreements will provide opportunities to meet targeted goals in some instances. Additionally, staff will present our evaluation of incorporation of existing unincorporated parcels. Overall, this strategy may also facilitate achieving goals for other priorities of the Plan.

2. *Create a downtown arts and culture overlay zone to promote affordable live/work units.*

This particular strategy is consistent with existing elements of the Comprehensive and Strategic Plans to facilitate commerce and redevelopment of the downtown. Staff believes that elements of this priority may be achieved through evaluation and modification of the DMU – Downtown Mixed Use Zoning District. This effort can be accomplished by staff. Recommendations included in the CMAP Downtown Arts and Culture Toolkit are cited in the Homes Plan. Staff

will review the recommended changes for consistency with our overall goals for the downtown area and suggest revisions based on the Toolkit. Revisions could include expansion of zoning allowances for live work units on the first floor as an example.

3. *Create affordability incentives in key areas of the city.*

This strategy addresses incentives on several fronts. In the immediate term goals would be to inform developers of Kane County Transportation Impact Fee discounts that may be applicable for certain types of development (ex. residential uses proximate to bus routes). The Plan also advises review of the CMAP Parking Strategies to Support Livable Communities Report, which outlines strategies for downtown areas. Strategies generally recommend assuring that parking is not overbuilt in the downtown and centralized to reduce onsite parking requirements.

It would also be appropriate to conduct a review of policies for instances where the City Council would be receptive to provide discounts or waivers from City fees when affordability goals would be met. Creating a policy prior to any prospective development would enable staff to effectively use the incentive in early agreement negotiation, or they could be adopted as part of the City Code.

4. *The City should adopt optional form-based code overlays for the Downtown Mixed Use and Mixed-Use Districts.*

While our Zoning Code does include regulation to encourage more traditional downtown building types, a form based code can be parcel specific, outlining desired structure types and forms. A form based Code typically will define particular building envelopes, but may be even more specific, such as required entrance locations on a prominent corner. Form based Code may be written to allow code relief through the full zoning process. CMAP has developed a guide for Form Based Codes that explain approaches that could be taken. A benefit of a Form Code, particularly for Downtown residential would be added certainty for approval of Multi-Family projects and/or shortened zoning processes. Due to the design oriented nature of Form-Based Codes, outside assistance by an architectural or urban design consultant may be sought to prepare design standards, describing the building forms, design patterns and other documentation of a Form Based Code. Staff would use these documents in reviewing projects.

5. *Expand the existing rental property licensing program.*

The Plan recommends an expansion of the Residential Property Licensing Program, potentially broadening the program to single family rental units. The Plan recommends adoption of a program consistent with the Metropolitan Planning Council's White Paper on Single Family Residential Housing Inspection programs. Staff believes that such an expansion would be worthwhile and consistent with the Comprehensive Plan's goals to improve our rental housing stock. However, staff recognizes that such an expansion of the program will require additional inspection and administrative staffing. For this reason, program expansion is a lower priority. In the interim, staff will continue to review the ability to gradually expand the licensing program on an annual basis in cooperation with the Police Department with existing staffing levels.

6. *Reaffirm the City's commitment to be an open community.*

This Priority encourages the City to address people of all backgrounds and levels of mobility in its online housing information and to adopting the design standards of the Fair Housing Act for new multifamily development. Portions of this strategy can be achieved quickly. The Plan recommends including information on how to file housing discrimination complaints along with language noting that the community is open to people of all backgrounds. This information may be added with the implementation of the new website.

The Priority also encourages broader improvements to accessibility standards. Discussion is underway regarding the ADA Coordinator role among staff, as raised at a previous COW meeting. The staff review of 2015 International Building Code series is also in progress, which will include a review of the proposed Codes with required Accessibility Codes. Overall, staff views this as an ongoing strategy that should shape decision making at all levels.

7. *Adopt a Kirk Road transit overlay zone.*

As noted in the review of regional strategies, parts of this particular local strategy are subject to completion of the County's Long Range Transportation Plan. Once completed, this priority calls for the presentation of the Primary Transportation Network strategy to the Plan Commission and City Council. Portions of this action item, include potential modification of Zoning Districts along Kirk Road will need to consider overall development goals with increasing housing availability along transit corridors. Development of key parcels along Kirk Road will need to consider these goals in the interim.

8. *Consider partnering with a non-profit to provide or refer a range of social services through a location near existing affordable housing.*

This particular priority ranked lower due to the potential requirement to oversee and manage such a program, along with the need to locate the appropriate local not-for-profit. Staff envisions that this strategy may require additional staff time to implement successfully. As noted in the Plan there is opportunity to work with the Townships to direct residents to existing services.

- **Pros:** Providing a prioritization of the strategies of the Homes for a Changing Region Plan will provide staff with clearer direction of the Council's priorities for implementing this Plan. Prioritization of the strategies recommendations will increase the overall likelihood of success in fully implementing the Homes for a Changing Region Plan locally. Prioritization is a logical method of addressing the number of recommendations of the Plan.
- **Cons:** Prioritization may cause some observers to believe that certain goals of the Plan are not being pursued or accomplished.
- **Budget Impact:** Prioritization will not have an immediate impact. By placing certain priorities higher, it may require more immediate budget activity.

- **Staff Impact:** Implementation of certain priorities may require the need for future additions of staff as part of the budgeting process.

**Recommendation:** Staff recommends the Council consider the regional and local prioritizations as described in this memo. We would request consensus for the priorities as presented by staff, or in the alternative provide direction as to the desired strategy prioritization.

- c Department Heads  
Media

# CITY OF BATAVIA

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**DATE:** February 12, 2016  
**TO:** Committee of the Whole-CD  
**FROM:** Scott Buening, Community Development Director  
**SUBJECT:** Discussion: Continued Discussion Regarding Sidewalk Requirements

**Summary:** Continued discussion regarding requirement of sidewalks on new developments.

**Background:** The Committee of the Whole (COW) originally discussed this at a meeting on October 27, 2015 and November 24, 2015. At the second meeting, staff proposed and the Committee by consensus gave direction for staff to proceed with the option that was contained in draft Ordinance 16-06. This option was to allow a “waiver” of a sidewalk in certain areas that are at least 500 feet from an existing sidewalk and greater than 1,000 feet from parks, schools or bus routes. A copy of the minutes from these meetings is attached.

Based on the direction from the Committee, staff sent this to the Plan Commission which heard the item at their meeting on January 6, 2016. They approved of the changes as staff presented without amendment. This was then drafted into Ordinance form and sent to the COW on January 26, 2016 where the approval of the Ordinance failed on a vote of 6-7. This was forwarded to the City Council for approval on February 1, 2016. After substantial discussion, this matter was referred back to the COW for further review.

At the City Council meeting, there was direction to provide some additional options for the Council to consider in relation to sidewalk waivers. Staff has taken a look at the various options, and has tried to narrow these down to a manageable level. Obviously there are many options that could be considered, but felt that the seven presented here allow for ample consideration without getting too bogged down in the discussion.

The options staff presents are as follows:

1. Keep the Ordinance as is, require sidewalks to be constructed on all infill lots.
2. Follow the draft Ordinance; require sidewalk segments only for lots within certain distance of parks, schools, bus routes or other sidewalks. Outside those areas require cash in lieu submitted to City to use at their discretion for sidewalks elsewhere in the City. (Draft Ordinance as written in total)
3. Follow the draft Ordinance to require sidewalk segments only for lots within certain distance of parks, schools, bus routes or other sidewalks. Outside those areas require cash escrow submitted which is to be held by City to install a future walk in front of subject property (only) when a neighboring walk is constructed (by others or by City).
4. Follow the draft Ordinance to require sidewalk segments only for lots within certain distance of parks, schools, bus routes or other sidewalks. Outside those areas allow for a full waiver of sidewalk cost. Future sidewalks would be paid for by taxpayers of City as a whole, or perhaps by SSA or Special Assessment.
5. Alter the setback distances for sidewalk segments in some manner, and follow one of the reimbursement protocols in #2-4 above.

6. Only require sidewalks as part of a development proposal (need to define what is “development”) or when adjacent to an existing sidewalk. Follow one of the reimbursement protocols in #2-4 above.
7. Do not require sidewalks to be constructed.

Staff is also providing a copy of the five year capital sidewalk plan that was last approved in 2012. This plan outlines where new sidewalks should go within the study period. This plan included sidewalks along Shabbona Trail and Timber Trail in 2014, and Maple Lane in 2016. However, due to budgetary constraints, the sidewalk program was not funded starting in 2014.

Staff still feels that the program that is outlined in draft Ordinance 16-06 and that was supported by the Committee and Plan Commission (Option 2) is the best option. If this is no longer supported by the Committee, then staff would next suggest going with Option 3 (holding sidewalk funds in escrow until an adjacent sidewalk is constructed). Failing that, staff would recommend for simplicity proceeding with Option 4 (waiving the sidewalk cost entirely).

#### **Alternatives:**

- **Change the policy as staff has proposed in Ordinance 16-06 above**
- **Keep the requirement to install sidewalks on newly developed properties**
- **Change the sidewalk policy in another manner**
  - a. **Pros-** Changing the policy allows for some flexibility for areas that primarily do not have sidewalks. Allows the City to use new funds from certain lots to complete critical sidewalk gaps elsewhere. Reduces “funny” appearance for isolated sidewalk segments.
  - b. **Cons-** Changes a historical policy on requirements for sidewalks to a more complicated process. Allows for certain lots to have no sidewalks for a longer period of time, thus making construction of new walk systems by City more difficult in the future because of likely neighborhood objections.
  - c. **Budget Impact-** Should have little impact on the budget if funds are collected and used for sidewalks only. However, the City’s construction costs may be higher due to prevailing wage requirements for single segment than for private entities building these walks. If sidewalks costs are waived, any new sidewalks built by the City will be paid for by all taxpayers of the City, rather than by the new home being built as is typically done in any new development.
  - d. **Staffing Impact-** No staffing impact at this time.

**Timeline for actions:** While there is no specific timeline for action, there is a request from one lot owner to waive this requirement now.

**Staff recommendation:** While staff recommends keeping the sidewalk policy as written in Option 1, we are supportive of the draft Ordinance as in Option 2. We support Option 3 as an alternative.

#### **Attachments:**

1. Draft Ordinance 16-06

2. Minutes of October 27 and November 24, 2015 COW meetings
3. Staff reports dated October 22, 2015, November 16, 2015, and January 20 and 29, 2016.
4. Staff report to Plan Commission dated December 29, 2015.
5. 2012 New Sidewalk Program memo.

Cc: Mayor & City Council  
File

**CITY OF BATAVIA, ILLINOIS  
ORDINANCE 16-06**

**AN ORDINANCE AMENDING TITLE 11 CHAPTER 5, SECTION 9 OF  
THE BATAVIA MUNICIPAL CODE**

**SUBDIVISION REGULATIONS**

**ADOPTED BY THE  
MAYOR AND CITY COUNCIL  
THIS 1ST DAY OF FEBRUARY, 2016**

Published in pamphlet form  
by authority of the Mayor  
and City Council of the City of Batavia,  
Kane & DuPage Counties, Illinois,  
This 2<sup>nd</sup> day of February, 2016

Prepared by:  
  
City of Batavia  
100 N. Island Ave.  
Batavia, IL 60510

**CITY OF BATAVIA, ILLINOIS  
ORDINANCE 16-06**

**AN ORDINANCE AMENDING TITLE 11 CHAPTERS 2 AND 5  
OF THE BATAVIA MUNICIPAL CODE**

**SUBDIVISION REGULATIONS**

**WHEREAS**, the City of Batavia has reviewed its Subdivision Regulations Code; and

**WHEREAS**, it has been determined that it is appropriate to revise and update provisions relating to sidewalk installation; and

**WHEREAS**, in certain geographic locations, a fee in lieu rather than a required sidewalk installation may be more desirous for the City, in order to provide more immediately useful sidewalk connections within the community;

**NOW THEREFORE**, be it hereby ordained by the Mayor and City Council of the City of Batavia, Kane and DuPage Counties, Illinois, as follows:

**SECTION 1:** That Title 11, Chapter 5, Section 9, Sub-Section A of the Batavia Municipal Code is hereby revised to provide as follows, with subsequent sub-items 1 through 7 remaining unchanged:

- A. Sidewalks: Unless the city council approves otherwise after discussion and recommendation by the plan commission, or waiver is granted pursuant to 11-5-9-A.8, Portland cement concrete sidewalks in accordance with the standards set forth herein shall be required on both sides of all streets in all single-family and multi-family developments, and shall also be required on both sides of all streets in commercial, industrial, other developments and interconnects between park and school sites.

**SECTION 2:** That Title 11, Chapter 5, Section 9 be revised to add the following new Sub-items 8 and 9 to provide as follows:

8. Waiver for Sidewalk Construction in Certain Locations: In single family residential subdivisions that do not include sidewalk improvements as part of an approved engineering plan, the City Engineer may approve a written request for a sidewalk

**CITY OF BATAVIA ORDINANCE 16-06**

installation exemption for locations where the entirety of the required sidewalk segment's physical location is:

- a. greater than 1,000 linear feet from a park, school or PACE bus route; and
  - b. greater than 500 linear feet from an existing sidewalk segment.
9. Fee in Lieu for a Sidewalk Construction Waiver: In the event that the request is granted, an approved waiver shall require a non-refundable fee due at permit issuance. The fee shall be determined by the City Engineer, by reviewing and approving a provided cost estimate for the otherwise required sidewalk. Funds collected shall be used to fund new sidewalk installation in the City Limits. A waiver shall be requested and reviewed prior to issuance of the building permit. Waivers requested after a permit has been issued shall be reviewed at the discretion of the City Engineer.

**SECTION 3:** That this Ordinance 16-06 shall be in full force and effect upon its presentation, passage and publication according to the law.

**PRESENTED** to and **PASSED** by the City Council of the City of Batavia, Illinois, this 1<sup>st</sup> day of February, 2016.

**APPROVED** by me as Mayor of said City of Batavia, Illinois, this 1<sup>st</sup> day of February, 2016.

\_\_\_\_\_  
Jeffery D. Schielke, Mayor

Ward	Aldermen	Ayes	Nays	Absent	Abstain	Aldermen	Ayes	Nays	Absent	Abstain
1	O'Brien					Fischer				
2	Callahan					Wolff				
3	Hohmann					Chanzit				
4	Mueller					Stark				
5	Botterman					Atac				
6	Cerone					Russotto				
7	McFadden					Brown				
Mayor Schielke										
<b>VOTE:</b>		Ayes	Nays	Absent	Abstention(s)					
Total holding office: Mayor and 14 aldermen										

ATTEST:

\_\_\_\_\_  
Heidi L. Wetzel, City Clerk

**11-5-9: SIDEWALKS AND DRIVEWAYS:**

A. Sidewalks: Unless the city council approves otherwise after discussion and recommendation by the plan commission, or waiver is granted pursuant to 11-5-9-A.8, Portland cement concrete sidewalks in accordance with the standards set forth herein shall be required on both sides of all streets in all single-family and multi-family developments, and shall also be required on both sides of all streets in commercial, industrial, other developments and interconnects between park and school sites.

1. Construction Completed: Sidewalks shall not be placed until building construction has been completed to the point that construction traffic need no longer cross the sidewalk area. In areas where there are to be no buildings (parks, etc.) sidewalks shall be completed following trench settlement and grading of site.
2. Occupancy Permit: Sidewalk construction shall be completed prior to the issuance of an occupancy permit, except during periods when weather prohibits the installation of the new walk. In such cases, the owner/builder may execute a bond in an amount equal to that of current city policy, to ensure the work is completed.
3. Placement: Sidewalks shall be placed one foot (1') off of the property line. Exceptions may be made, with approval of the city engineer or his designee, to avert trees and other natural features.
4. New Sidewalks: All new sidewalks shall have the following minimum widths:

Central Business District	10 feet with grass parkway 14 feet without grass parkway
Commercial areas	6 feet minimum
Arterial and collector streets	6 feet minimum
Industrial areas	5 feet minimum
Multi-family/single-family	5 feet minimum
Carriage walks (when permitted)	6 feet minimum

5. PCC Sidewalk: Class X concrete shall be used for all sidewalk work. Class X concrete shall be in accordance with the appropriate section of the Illinois department of transportation "Standard Specifications For Road And Bridge Construction" as adopted January 1, 1997, or latest edition thereof.
6. Minimum Thickness: All new sidewalks shall have a minimum thickness of five inches (5"). Sidewalks shall have a minimum thickness of six inches (6") for wheelchair ramps, carriage walks and driveways.

7. Replacement Sidewalks: All replacement sidewalks shall be the same thickness as the removed portion of the sidewalk. In no instance shall the replacement sidewalk be less than four inches (4") or six inches (6") at driveways. Sidewalk extensions in the older established sections of the city shall be four inches (4") thick.
8. Waiver for Sidewalk Construction in Certain Locations: In subdivisions that do not include sidewalk improvements as part of an approved engineering plan, the City Engineer may approve a written request for a sidewalk installation exemption for locations where the entirety of the required sidewalk segment's physical location is:
  - a. greater than 1,000 linear feet from a park, school or PACE bus route; and
  - b. greater than 500 linear feet from an existing sidewalk segment.
9. Fee in Lieu for a Sidewalk Construction Waiver: In the event that the request is granted, an approved waiver shall require a non-refundable fee due at permit issuance. The fee shall be determined by the City Engineer, by reviewing and approving a provided cost estimate for the otherwise required sidewalk. Funds collected shall be used to fund new sidewalk installation in the City Limits. A waiver shall be requested and reviewed prior to issuance of the building permit. Waivers requested after a permit has been issued shall be reviewed at the discretion of the City Engineer.

B. Driveways: A paved driveway entrance, either Portland cement concrete or bituminous concrete, shall be required from the back of curb to the property line.

1. Curb cut for driveway approaches shall not exceed twenty two feet (22') in width including a minimum of two foot (2') transitions cut from barrier curb to depressed curb on either side of driveway entrance, unless approved by the city engineer.
2. Driveway approaches shall not exceed twenty two feet (22') in width at edge of pavement.
3. Driveway shall not exceed eighteen feet (18') in width at both front and back of sidewalk with garage setbacks less than forty five feet (45') from the garage door to the front property line.
4. Driveway shall not exceed fourteen feet (14') in width at both the front and back of sidewalk for all setbacks greater than forty five feet (45') from the garage door to the front property line.

5. Driveways may be constructed to within one foot (1') of the side property line only when a new driveway conforms to existing grades or the proposed grades on the approved engineering plan.
6. Driveways that require a retaining wall shall have a minimum five foot (5') setback from side property line to face of wall, unless otherwise approved by city engineer. (Ord. 00-22, 4-3-2000)

Buening reported that the potential owner has a proposal for a twelve-unit building on this property and he would have to get zoning entitlements for that. His bid was contingent on getting the zoning so we will not close on the property until the zoning is approved and building permit is issued for the property. Buening explained if the potential owner does not get what he is looking for he could walk away from the contract and the City could go out for bid once again. Indications are that the type of rents proposed to be charged would be good for the community in terms of accessibility of housing.

**Motion:** To recommend approval of Resolution 15-146-R: Authorizing Execution of Contract to Purchase Vacant Land

**Maker:** Stark

**Second:** Hohmann

**Voice Vote:** 14 Ayes, 0 Nays, 0 Absent  
All in favor. Motion carried.

#### **10. Discussion: Continued Discussion Regarding Sidewalk Policy (SCB 11-16-15) CD**

Stark reported that if we wanted to amend the sidewalk policy, staff recommends the following changes:

1. Allow staff to approve of a sidewalk “exemption” if a request is made in writing, provided that the sidewalk segment physical location is:
  1. Greater than 1,000 feet from a park, school or PACE bus route; and
  2. Greater than 500 feet from an existing sidewalk segment
2. A fee in lieu of sidewalk in the amount of the cost estimate to complete the sidewalk shall be remitted to the City prior to issuance of a Certificate of Occupancy. The City shall use these funds to complete missing sidewalk segments elsewhere in the City limits. Funds shall not be used for any other purpose, and should be used within three (3) years if practical. No refunds shall be given for sidewalk fees.

Stark listed the following items for consideration:

- a. Pros- Changing the policy allows for some flexibility for areas that primarily do not have sidewalks. Allows the City to use new funds from certain lots to complete critical sidewalk gaps elsewhere. Reduces “funny” appearance for isolated sidewalk segments.
- b. Cons- Changes a historical policy on requirements for sidewalks to a more complicated process. Allows for certain lots to have no sidewalks for a longer period of time, thus making construction of new walk systems by City more difficult in the future because of likely neighborhood objections.
- c. Budget Impact- Should have little impact on the budget if funds are collected and used for sidewalks only. However, the City’s construction costs may be higher due to prevailing wage requirements for single segment than for private entities building these walks.
- d. Staffing Impact- No staffing impact at this time.

Botterman asked how this affects the areas in which sidewalks are on one side of the street and not the other. He asked if we would require the construction of sidewalks on the other side so

that both sides of the street have sidewalks. Buening answered that is correct. Botterman noted that the resident who was opposed to having the sidewalk on their property was opposed because the sidewalk was out of place and that is not the only resident with that same sentiment. They like the appearance of that street as it is now.

Buening stated that the next steps would be going to the Plan Commission and go through the normal process. The Committee directed staff to go ahead with those changes.

#### **11. Streetscape TIF CD**

McGrath stated that staff is still working on the Baptist Church project.

#### **12. Resolution 15-145-R: Authorization of Integrated Security System for the Batavia Government Center and Fire Stations (John Dillon 11-14-15) CS**

Dillon presented on the Integrated Security System for the Batavia Government Center and the Fire Stations. The presentation included the following:

- Batavia Government Center (majority), some work at the fire stations
- Closed circuit TV system to replace current, Panic buttons, new video intercom at each of the fire station doors.
- Axis Cameras, HID proximity door readers, airphone JF-Video intercom, GE panic buttons
- Request for proposals last fall
- Master services agreement with G4S
- Lowest bidder G4S
- Cost savings
- Software Package Upgraded
- Ongoing maintenance and monitoring service half of what the next lowest bidder was

Botterman asked if the video intercoms are a real necessity. Dillon stated that is a question for the fire department and staff could get that answer. Chason stated that the fire department would like to be able to see, no matter where their location, if there is an emergency in the foyer when someone walks in. Botterman asked about the cost. Dillon answered that it is less than three thousand dollars of the total bid. Cerone asked why the formal bidding was waived. Dillon answered that formal bidding was waived because if you do not legally notice it in the paper and you just ask for quotes than you have to waive formal bidding. Chason added that in order to get as many proposals possible, staff decided to open an RFP than a bid. The Committee discussed the bids, maintenance, and monitoring. McGrath asked about the base bid. Dillon answered that the base bid was lower than the current bid because of the addition of upgraded cameras, software and other components. The original base bid of the recommended company was around \$120,000, far less than any other proposer

**Motion:** To recommend approval of Resolution 15-145-R: Authorization of Integrated Security System for the Batavia Government Center and Fire Stations

**Maker:** O'Brien

**Second:** Callahan

stated that the purpose of this amendment is to control the migration of the stone. Callahan asked how many examples of this that are an issue and what do we have to prevent anything from currently going on. Rackow stated that if it is actual nuisance issues it could be pursued by code enforcement. If they were grandfathered issues that are not violating anything in the code the City would not be able to do anything.

Callahan asked about the similar situation about migration issues of debris and concrete across the bike path. Callahan noted that this amendment does not address that issues. McGrath answered that we cannot do anything that falls onto private property but we could take action on our right-of-ways and our own property. Hohmann noted that the company he works for has a similar yard that is proposed here with pavement and travel pads and a gravel lot that is curbed in. He stated that they do not have any problems with migration and it works out really well.

**Motion:** To recommend to Council approval of Ordinance 15-52: Amending the Text of the Zoning Code  
**Maker:** Hohmann  
**Second:** Fischer  
**Voice Vote:** 11 Ayes, 1 Nays, 2 Absent  
Motion carried.

Botterman was the nay vote.

#### **7. Discussion: Sidewalk Policy Requirements (Scott Buening 10-22-15) CD**

Buening stated that the City's policy is to require sidewalks when new homes are built. The reason for this is that it allows the City to complete segments of sidewalk at no cost to the City and it prevents the tax payers in general to have to pay for the sidewalk that are being installed, and it is a public improvement that would be a cost that is part of development. It is the City's goal to have sidewalks on at least one side of the street. Currently there are citizens who are building their home and they would like some sort of variance to not do a sidewalk because the surrounding area does not have sidewalks.

Botterman reported that he was asked to look into this by request from Alderman Dave Brown. He looked at this area and there are no sidewalks and there are no curbs there. Botterman observed that the curb and sidewalk would connect to nothing. He suggested that the homeowners ask for a variance or an administrative waiver. Atac noted that there is a new construction house that does not have sidewalks. Buening answered that it was built in 2007 and he is not sure why that construction did not comply.

Botterman stated that he had questions from Scott Buening's memo. Botterman asked if demolition is full or partial. Buening stated that it depends on the situation. Botterman asked if there were any demolitions in the past two years. Buening stated that there were not. Botterman asked when connectivity in that area would be achieved. Buening answered that for a long time the City had a consistent sidewalk program. We were trying to get sidewalks on one side of every street. When we reconstruct the streets we try to put one sidewalk in there. McGrath stated that the program put priorities on areas near school, areas near parks, and areas with dangerous intersections. There is no time period because it is all budgetary. McGrath stated there if the

Council would like to create a policy where some areas are considered country areas without sidewalks then it is up to the Council to make that one-hundred year decision. Botterman stated that he would like to consider this in the Fifth Ward. Botterman stated that there isn't a pressing demand for sidewalks by the residents in that area and there hasn't been much demolition or redevelopment. It could take decades before that one block with sixteen homes would be connected. Buening stated that would depend on the City's policy on installing sidewalks in areas that do not have sidewalks. In some cases it could take a long time.

Botterman asked about the variance process and the fee. He asked what the cost covers and how it compares to other neighborhoods. Buening answered that the cost covers staff time, basic costs and the hearing in front of the Plan Commission. Buening noted that \$750 is a typical zoning fee and Batavia charges \$300. The City wanted to come up with a fee that is reasonable and not overly burdensome. Botterman asked if there is an administrative waiver or any other ways to seek relief. Buening answered that there is no administrative waiver in the code. The only way to seek relief is through a variance or an amendment to the Code. Botterman asked how long a variance process would take. Buening answered depending on the scheduling with the PC it could take two to three weeks. Botterman discussed his past experience with another municipality and how cutting costs could be as important as connectivity. Botterman noted that the estimated two thousand dollars is a lot of money for a sidewalk that would not be utilized by the public.

Stark stated that she understands the comments made but what is problematic to her is if the same family built a house in the Fourth Ward where there is primarily sidewalks, they would have to spend the money to put in sidewalks. It is part of our Comprehensive Plan to have sidewalks. Stark posed the question why it would be fair to have some pay for sidewalks and others not. Stark stated that a fund was created for those who do not have connectivity where the resident would pay the City for the future sidewalk and it would go into the fund. We have to think into the future where someday we would have connectivity. Atac stated that she is in support of sidewalks throughout the town and connectivity, but if we were to put a sidewalk here it would make the area look unfinished for a very long time. She supports having staff work on this and think of a way to make this situation as fair as possible but still great for the community. Wolff stated that it would be fair to have the builder put in a sidewalk or pay into a fund. Callahan stated that if we have them install a sidewalk and in twenty years and it is all broken up we would be replacing the sidewalk anyways. There is no timeline to say when there will be connectivity. O'Brien asked if the requirement for the sidewalk was stated up front. Buening stated that it was.

Botterman asked about the occupancy permit. McGrath stated that staff could absolutely provide a temporary occupancy permit for the residents in question. McGrath stated that staff could return with a suggestion and guidelines regarding the sidewalk. Wolff asked if the residents would like to address the Committee.

The residents stated that they would like to address the Committee to give their testimony on what this process means to them. She shared that she is a teacher at Kaneland and her husband is a firefighter in Bartlett. She was born and raised in Batavia. She stated that in July of 2015 they began construction of their new home and began construction after \$19,800 was paid for permit

impact fees. They began construction after the site plan was approved by the City of Batavia. The foundation was done, the footings were completed and the foundation walls were poured and finalized. A neighbor called the City because she did not like how the elevation of the land looked without any evidence on how it would affect her land. The City's engineer, Rahat Bari, investigated and even though the site plan was already approved the City and the engineer felt that it was okay to back peddle on a major decision that was already made. Thousands of dollars were spent and a total of twelve insignificant changes were made to the final site plan that included the elevation and slope of our land, adding more siding to the north wall of our home, changing the slopes of the sidewalk and the color that was used on the original site plan. Due to the City's back peddling and oversight we have a major issue with the construction of our home. Because the elevation of the land was changed after the foundation was poured, we lack frost protection in our garage. Ben explained that the site plan was changed to have the grading changed and we lost our frost protection. Our north wall has no frost protection now due to the changes required by the City. They were told they could insulate and heat their garage to prevent frost from getting onto the garage floors and they question who would pay to heat our garage floor. The City's negligence and lack of effort in seeing the consequences of changing a site plan after the most important part of the house has already been completed, we are being asked to pay the consequence.

They have spent thousands of dollars due to the City's changes and the cost for sidewalk is one more hurdle. This has been a strenuous process because of a decision that the City has made. Ben noted that they have not been welcomed into this neighborhood with one neighbor complaining on their elevation and another complained saying how disgusted they are by our home. The sidewalks and curbs in our front yard would make our home stand out more and would require a tree to come down, changing the feel of the neighborhood. They stated that they do not want their home to look unfinished. She stated that the \$2,000 is \$2,000 more that they have to put into the project and they don't feel it is truly their mistake or the consequence they should be suffering. Ben noted that the house was planned for the original site plan and the City required us to do things that changed the engineering of our house and took from it and could have catastrophic results down the road.

McGrath stated that the builder's engineer took the wrong grade off an adjacent house. He will create a meeting with the residents, the City staff and the engineers to discuss this issue. Staff will take care of this and report back to the Committee.

#### **8. Streetscape TIF CD**

There were no updates on streetscape at this time.

#### **9. Resolution 15-139-R: Authorizing a Contract with Community Contacts, LIHEAP (PLC 10-2-15) GS**

Atac reported that the utility billing department accepts payments from community contacts from the low-income residents that we have and we need to sign a contract on behalf of the state to make this happen. Atac noted that this is routine.

**Motion:** To recommend to Council approval of Resolution 15-139-R: Authorizing a Contract with Community Contacts, LIHEAP

## CITY OF BATAVIA

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**DATE:** January 29, 2016  
**TO:** Committee of the Whole  
**FROM:** Drew Rackow AICP, Planner  
**SUBJECT: Ordinance 16-06:** An Ordinance Amending Title 11, Chapter 5, Section 9 of the Batavia Municipal Code – Subdivision Regulations

**Summary:** At the November 24, 2015 Committee of the Whole (COW) meeting, staff presented a proposed amendment to the Subdivision Code to address discussions that occurred on October 27<sup>th</sup> for new residence sidewalk requirements. On January 26<sup>th</sup>, the Committee reviewed draft Ordinance 16-06, which would create a fee-in-lieu alternative for constructing sidewalks with new buildings when the property meets certain location factors. The COW, after discussing whether a fee should be required as part of the waiver, voted 6-7 against the Ordinance as presented. Concerns raised were whether such a requirement represented additional taxation or bringing property up to code requirements, or acted similar to other infrastructure Capital Fees required of new construction. Overall discussion of whether sidewalks were warranted in certain areas was also raised. Consensus appeared to indicate that a waiver type of some type was desired, but not as to the proposed methodology.

As a cost savings measure since 2013, the budget has not included funds for new sidewalk installation. Funds have been provided for sidewalk replacement and repair only. There have been other periods where funding has been removed from the budget in the past decade. Requiring sidewalk installation with new construction under the Subdivision Code remains a method to build additional sidewalk in the public right of way, meeting the requirements identified in the Subdivision Code. Having sidewalks are consistent with the Goals and Policies of the Comprehensive and Strategic Plans.

The burden of a new sidewalk has typically been on the home builder or developer as a development cost for new homes. Without this, the burden to install sidewalks would be on all of the taxpayers of Batavia, rather than the new homebuilder that is creating additional service demands on the City. In the absence of a funded sidewalk program, requirements for sidewalks for new construction, via either a fee-in-lieu or required sidewalk improvements, is the only method available to the City to add sidewalks. Without a fee in lieu or sidewalks as a required improvement, these improvements will be yet another demand competing for limited City funds in the future. Staff believes that a fee-in-lieu reduces the incidences of a “sidewalk to nowhere,” while putting funds to work in higher priority locations, that could provide more immediate connectivity benefits. State and Federal projects now are requiring “Complete Streets” implementation (a roadway profile serving automobiles, bicycles and accessible to pedestrians of all levels of mobility). The absence of sidewalks in areas being reconstructed will be a cost of projects, again putting financial constraints on projects.

After the COW meeting, Aldermen requested a count of the number of infill lots that have occurred in the past, and how many may have been able to take advantage of the proposed rule set. Staff reviewed the location new house permits since January 1, 2010. Since that time seven (7) have been issued for infill locations. Two (2) of these seven infill properties would have been eligible to request a waiver. Three (3) of the five that would have been ineligible had sidewalks already in front of their lot. Staff would note that this particular period was one having fewer homes built. It is also difficult to project where future infill homes may be constructed, as most are newly created lots, or are dependent on market reinvestment of particular lots.

**Alternatives:** The City Council can take the following actions:

1. Approve the Ordinance as presented. This action will create a fee-in-lieu alternative in the Subdivision Control Ordinance, providing an alternative to seeking a deviation from the

Subdivision from the Plan Commission and City Council. A developer would have an option to pay a fee-in-lieu for installing sidewalk improvements.

2. Deny the Ordinance as presented. This action will not create a fee-in-lieu alternative. All developments will be required to install sidewalks, unless they seek a deviation from the Subdivision Code from the Plan Commission and City Council. This would require a minimum of application for approval of a preliminary and final plat of subdivision to accompany the project. The fee to apply for a subdivision for solely this purpose would be \$300.
  3. Return the Ordinance to Committee with direction to staff for revisions. If the Council takes this action, it should give direction to staff for alternatives it would like to consider, whether this be a modification to buffer requirements or a modification to the fee-in-lieu amount.
- **Pros** – The proposed amendment will provide a limited alternative to placing sidewalk that is not wanted by the adjoining property owner that may not connect to the larger network in the near to long term, while still providing a mechanism to fund other sidewalks that may provide more important connections.
  - **Cons** – Due to the Prevailing Wage requirements, the City may end up constructing fewer lineal feet of sidewalks with fees collected. Some may view the location requirements as too limiting for areas where a fee-in-lieu may be allowed. The location requirements may require sidewalks in locations where some Aldermen expressed a preference to not see sidewalks constructed in a piecemeal fashion.
  - **Budget Impact** – The amendment would generate funds that could supplement future budgeted New Sidewalk Installation programs. The program would introduce additional funds for tracking through the budgeting process.
  - **Staff Impact** – The Ordinance introduces a new procedure requiring additional processes, forms, and will require additional staff time for initial set-up and administration of the program. Additional workload would subsequently coincide with other reviews already occurring with projects.

**Timeline for Actions:** There is no required timeline for this action. If the City Council wishes to return to Committee for amendment, staff would enforce the Code as it is written now, meaning sidewalk construction is required. Otherwise, Final Action may be taken on Ordinance 16-06.

**Recommendations:** By a vote of 6-7, the Committee of the Whole recommended against approval of Ordinance 16-06, as presented.

By a vote of 5-0, the Batavia Plan Commission recommended approval of the text amendments, as presented at the Plan Commission meeting.

Staff recommends approval of draft Ordinance 16-06 as presented.

- Attachments:
1. November 16, 2015 Staff Memo
  2. Ordinance 16-06: An Ordinance Amending Title 11, Chapter 5, Section 9 of the Batavia Municipal Code

- c Mayor and City Council  
Department Heads  
Media

## CITY OF BATAVIA

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**DATE:** January 20, 2016  
**TO:** Committee of the Whole  
**FROM:** Drew Rackow AICP, Planner  
**SUBJECT: Ordinance 16-06:** An Ordinance Amending Title 11, Chapter 5, Section 9 of the Batavia Municipal Code – Subdivision Regulations

**Summary:** On January 6<sup>th</sup>, the Plan Commission reviewed a proposed revision to the Subdivision Code that would create a fee-in-lieu alternative for required sidewalk improvements. The Subdivision Code amendments were spurred by a request by the Committee of the Whole (COW) in November 2015, for staff to address situations where sidewalk improvements may be required in areas not near other existing or planned sidewalk segments. Sidewalk installation is required with any new construction project. The Plan Commission recommended approval of such changes, which are now presented to the COW for review and recommendation, with Ordinance 16-06.

**Background:** The proposed amendment would create a fee-in-lieu program as an alternative to requiring a new sidewalk, if certain factors are met. The program would allow building permit applicants for properties that are further than 1,000 feet from parks, schools or Pace Bus routes, and further than 500 feet of an existing sidewalk segment to request a sidewalk installation waiver. Properties that are within a subdivision with an approved sidewalk plan would also not be eligible for waiver requests. The City Engineer would review the request and a required engineer's estimate for the cost of sidewalk installation at the subject property. The applicant would then pay that full estimated cost to the City, with the funds being set aside for new sidewalk installation (not repair or replacement). Funds would be non-refundable.

The Commission discussed the benefit of putting funds toward higher demand locations and key linkages, rather than those of limited benefit in the case of an infill lot, without other sidewalks near the site. The Commission also discussed whether there would be cost benefits of placing these funds toward a larger pool of construction work. Staff noted that due to prevailing wage requirements, funds may not result in a true, 1 to 1 sidewalk installation rate. The Commission verified that funds would be earmarked specifically for new sidewalk installation, separate from funds for repair or replacement. The Plan Commission agreed that the program offered a reasonable alternative to installing a sidewalk in a situation where connections may not occur for a prolonged period of time.

**Alternatives:** The City Council can approve or deny the Ordinance as presented, propose changes to the Ordinance, remand the changes back to the Commission for further review, or take no action.

- **Pros** – The proposed amendment will provide a limited alternative to placing sidewalk that is not wanted by the adjoining property owner that may not connect to the larger network in the near to long term, while still providing a mechanism to fund other sidewalks that may provide more important connections.
- **Cons** – Due to the Prevailing Wage requirements, the City may end up constructing fewer lineal feet of sidewalks with fees collected.
- **Budget Impact** – The amendment would generate funds that could supplement future budgeted New Sidewalk Installation programs. The program would introduce additional funds for tracking through the budgeting process.

- **Staff Impact** – The Ordinance introduces a new procedure requiring additional processes, forms, and will require additional staff time for initial set-up and administration of the program. Additional workload would subsequently coincide with other reviews already occurring with projects.

**Timeline for Actions:** There is no required timeline for this action. If the COW provides a recommendation for approval, Ordinance 16-06 will be placed on the February 1<sup>st</sup> City Council agenda for final action. Earlier action would allow the program to be in place for this construction season.

**Recommendations:** By a vote of 5-0, the Batavia Plan Commission recommended approval of the text amendments, as presented at the Plan Commission meeting.

Staff recommends approval of draft Ordinance 16-06 as presented.

**Attachments**

1. Draft Ordinance 16-06: An Ordinance Amending Title 11, Chapter 5, Section 9 of the Batavia Municipal Code
  2. Redlined Amendment
- c Mayor and City Council  
Department Heads  
Media

# CITY OF BATAVIA

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**DATE:** November 16, 2015  
**TO:** Committee of the Whole-CD  
**FROM:** Scott Buening, Community Development Director  
**SUBJECT:** Discussion: Continued Regarding Sidewalk Requirements

**Summary:** Continued discussion regarding requirement of sidewalks on new developments.

**Background:** The Committee of the Whole last discussed this at their meeting on November 2, 2015. The Committee reviewed the current standard of requiring sidewalk on both sides of all streets, and asked staff to go and develop some language to allow for certain exceptions to this sidewalk policy.

As part of this, staff has looked at where we have missing segments (or entire streets) in physical relationship to areas where sidewalks are critical. Critical areas included parks, schools and PACE bus route locations. In addition, staff looked at how sidewalks were situated in relation to other sidewalks. Exceptions were not advisable for areas that mostly had sidewalks already as that would perpetuate undesirable gaps in the sidewalks network.

To that end, staff has prepared two maps, one showing distances from parks and schools, and another showing distances from PACE bus routes. These maps show distances of 500 and 1,000 feet (as the crow flies) from each facility. We did not prepare a map showing distances from existing sidewalks, but could if desired by the Committee. We have provided a separate map showing where sidewalks are currently located in green, and missing sections in red. These colors are also on the other maps but are harder to see.

If the Committee wished to amend the sidewalk policy, we would suggest the following be incorporated into an amendment to the subdivision ordinance:

1. Allow staff to approve of a sidewalk "exemption" if a request is made in writing, provided that the sidewalk segment physical location is:
  - a. Greater than 1,000 feet from a park, school or PACE bus route; and
  - b. Greater than 500 feet from an existing sidewalk segment
2. A fee in lieu of sidewalk in the amount of the cost estimate to complete the sidewalk shall be remitted to the City prior to issuance of a Certificate of Occupancy. The City shall use these funds to complete missing sidewalk segments elsewhere in the City limits. Funds shall not be used for any other purpose, and should be used within three (3) years if practical. No refunds shall be given for sidewalk fees.

Staff had also considered requiring sidewalks within 500 feet of properties zoned DMU. This can also be added if desired by the Committee, though most of the areas in or near downtown would be required to install sidewalks as properties would not meet the exemption buffers.

While this will make the sidewalk process a bit more cumbersome and require additional tracking, it will allow for walks to not be constructed in areas where there are few sidewalks presently. This policy would not apply in newer subdivisions where walks are required by an annexation or other development agreement.

**Alternatives:**

- **Change the policy as staff has proposed above**
- **Keep the requirement to install sidewalks on newly developed properties**
- **Change the sidewalk policy in another manner**
  - a. **Pros-** Changing the policy allows for some flexibility for areas that primarily do not have sidewalks. Allows the City to use new funds from certain lots to complete critical sidewalk gaps elsewhere. Reduces “funny” appearance for isolated sidewalk segments.
  - b. **Cons-** Changes a historical policy on requirements for sidewalks to a more complicated process. Allows for certain lots to have no sidewalks for a longer period of time, thus making construction of new walk systems by City more difficult in the future because of likely neighborhood objections.
  - c. **Budget Impact-** Should have little impact on the budget if funds are collected and used for sidewalks only. However, the City’s construction costs may be higher due to prevailing wage requirements for single segment than for private entities building these walks.
  - d. **Staffing Impact-** No staffing impact at this time.

**Timeline for actions:** While there is no specific timeline for action, there is a request from one lot owner to waive this requirement now.

**Staff recommendation:** While staff recommends keeping the sidewalk policy as written, if the Committee wishes to change the policy, staff has proposed the above alternative method to allow for certain exceptions.

**Attachments:**

1. Ordinance 11-5-9 Sidewalks and Driveways.
2. Comprehensive Plan Goals.

Cc: Mayor & City Council  
File

## 11-5-9: SIDEWALKS AND DRIVEWAYS:



A. Sidewalks: Unless the city council approves otherwise after discussion and recommendation by the plan commission, Portland cement concrete sidewalks in accordance with the standards set forth herein shall be required on both sides of all streets in all single-family and multi-family developments, and shall also be required on both sides of all streets in commercial, industrial, other developments and interconnects between park and school sites.

1. Construction Completed: Sidewalks shall not be placed until building construction has been completed to the point that construction traffic need no longer cross the sidewalk area. In areas where there are to be no buildings (parks, etc.) sidewalks shall be completed following trench settlement and grading of site.
2. Occupancy Permit: Sidewalk construction shall be completed prior to the issuance of an occupancy permit, except during periods when weather prohibits the installation of the new walk. In such cases, the owner/builder may execute a bond in an amount equal to that of current city policy, to ensure the work is completed.
3. Placement: Sidewalks shall be placed one foot (1') off of the property line. Exceptions may be made, with approval of the city engineer or his designee, to avert trees and other natural features.
4. New Sidewalks: All new sidewalks shall have the following minimum widths:

**Goals and Policies**

**Goal 1. Maintain and enhance a cohesive, interconnected transportation network, giving opportunities for multiple routes of travel**

Policies

- a. Connect developments to the existing transportation infrastructure, continuing and connecting streets
- b. Promote walking and cycling as alternatives to automobile travel by providing sidewalk and multi-use trail connections to transit, when available, in new development and redevelopment
- c. Avoid one-way traffic circulation on downtown streets
- d. Work with other transportation partners to insure that the implementation of improvement projects complement and expand transportation networks
- e. Interconnect traffic signals in the City to improve traffic flow
- f. Encourage connectivity of new and existing neighborhoods by interconnecting sidewalks and multi-use trails

**Goal 2. Relieve traffic pressure on the downtown river crossing**

Policies

- a. Make land use decisions that can synergize with a future Fox River bridge at the determined location
- b. Continue to explore funding opportunities to improve the Prairie and Wilson Street intersection to a signalized intersection
- c. Refine downtown traffic flows without a redesign of Route 25

**Goal 3. Provide safe and attractive routes of travel for pedestrians and bicyclists**

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Policies

- a. Create a pedestrian friendly downtown, using standardized design elements that enhance the pedestrian environment
- b. Introduce pedestrian countdown signals at all signalized intersections, downtown intersections being the first priority
- c. Require sidewalks in all new development and redevelopment of properties
- d. Continue implementation and enhancement of the City sidewalk program, with the immediate goal of interconnecting public places and parks with sidewalks, and an ultimate goal of having sidewalks on both sides of all streets
- e. Create a continuous Fox River Bicycle Trail through the planning area
- f. Develop an interconnected network of bicycle routes to enhance bicycle transportation throughout the community
- g. Provide amenities and accommodations for bicyclists and pedestrians in future improvements and developments/redevelopments, such as bike racks and weather-protected parking, benches, and waste and recycling containers
- h. Provide pedestrian scale lighting along pedestrian and bicycle routes in the downtown

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# CITY OF BATAVIA

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**DATE:** October 22, 2015  
**TO:** Committee of the Whole-CD  
**FROM:** Scott Buening, Community Development Director  
**SUBJECT:** Discussion: Sidewalk Requirements

**Summary:** Discussion regarding requirement of sidewalks on new developments.

**Background:** The City has generally required sidewalks along all streets as a matter of policy for a number of years. This is noted as a goal in the Comprehensive Plan and is a requirement in the subdivision ordinance. During a recent new home permit, staff required a sidewalk to be constructed on a lot that is in an area that currently has few existing sidewalks. This is a short segment of sidewalk (60 feet long) that is estimated to cost \$2,000. Long after the permit was issued, the applicant complained to the City about this requirement and wanted to be relieved of the requirement to build this sidewalk. After some contact with staff and several Aldermen, it was recommended that we bring this forward to the Committee for discussion.

Staff strongly supports the idea of putting sidewalks generally on both sides of every street as an eventual goal of the City. This allows streets to be pedestrian and kid friendly, and allows connectivity of neighborhoods throughout the City. This furthers the goal of “Complete Streets” which is a new road construction philosophy embraced by many road agencies including IDOT. All new subdivisions already have a requirement for building new sidewalks; infill lots have the same requirement as it is anticipated that even if they are isolated walks they will be connected to a sidewalk network in the future.

The requirement to build the sidewalks for new lot developments has pretty much always been borne as a cost of new home construction. This is because new homes create new City service burdens, and the idea is to have new development pay its own way. Not requiring new homes to build a sidewalk (or other public improvements for that matter) shifts this burden to the taxpayers in general. This means property owners in say Tanglewood or Cherry Park would pay for sidewalks in other parts of the community, even though they paid for their walks as a cost of their own homes already.

Staff can cite numerous examples of walks that have been built as a part of individual lots that have been isolated, but also that have assisted in linkages to already existing walks. At this point in time we do not see a reason to change this policy and support keeping it as written.

## **Alternatives:**

- **Keep the requirement to install sidewalks on newly developed properties**
- **Change the policy in some direction**
  - a. **Pros-** N/A
  - b. **Cons-** N/A
  - c. **Budget Impact-** If we shift the sidewalk policy from those building homes to the community in general, there will be an additional cost to the City in the general fund

for this effort. The amount is based on the number of homes that would be built in any given time frame.

**d. Staffing Impact-** No staffing impact.

**Timeline for actions:** While there is no specific timeline for action, there is a request from one lot owner to waive this requirement now.

**Staff recommendation:** Staff recommends keeping the sidewalk policy as written.

**Attachments:**

1. Ordinance 11-5-9 Sidewalks and Driveways.
2. Comprehensive Plan Goals.

Cc: Mayor & City Council  
File

# CITY OF BATAVIA

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**DATE:** December 29, 2015  
**TO:** Plan Commission  
**FROM:** Drew Rackow AICP, Planner  
**SUBJECT:** Amendment to the Subdivision Code Chapter 11-5-9, Creating a Fee in Lieu for a Sidewalk Construction Waiver

## Background

In November 2015, the City Council requested that staff review policy changes to address sidewalk requirements with new residential construction. At issue is requiring new sidewalks that may not be near the existing sidewalk system and where additional sidewalks may not be scheduled to be built in the future.

The City has required new sidewalks to be installed with any new construction project. The City Council, through the Subdivision Code and Comprehensive Plan has stated a goal of providing sidewalks on both sides of all streets. The proposed amendment would create a limited *fee in lieu of program* for locations where certain criteria are met. This proposed amendment to the Subdivision Code is presented to the Plan Commission for review and recommendation.

## Staff Analysis

The proposed amendment attempts to balance the goal of providing sidewalks in all instances, and addressing concerns that have arisen regarding sidewalks being installed without meaningful connections for extended periods of time. For many years, the City has had a new sidewalk installation program, which prioritized creating connecting sidewalks to schools and parks. This program has been put on hold at different times due to budgetary constraints. In recognizing that there may not be funds in the near term, the proposed amendment would allow properties that are more than 1,000 feet from a Park, School or Bus Route and greater than 500 feet from an existing sidewalk segment to provide a fee rather than constructing walks. Properties within subdivisions with approved sidewalk plans cannot seek a waiver. These requirements would be reviewed prior to granting a fee in lieu for sidewalk construction with a project.

The proposed amendment would require that upon approval of the waiver request, the applicant would be required to pay a fee that is equal to an engineer's cost estimate for the sidewalk improvement that is reviewed and approved by the City Engineer. These funds would go toward other sidewalk improvements in the City and would not be refunded.

Overall, staff believes that the proposed text would allow for a limited number of instances where a fee in lieu could be pursued. Staff believes that the proposed conditions will still require

sidewalks near areas where future sidewalk construction programs will provide connection points in critical pedestrian areas.

Staff Recommendation

Staff recommends approval of the amendment to the Subdivision Code as presented.

Please review the proposed amendment in preparation for the January 6, 2016 Plan Commission meeting.

Attachment: Redlined Draft of 11-5-9 Revisions

C: Mayor and City Council  
Department Heads  
Media

# CITY OF BATAVIA

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**DATE:** March 28, 2012  
**TO:** Mayor and City Council  
**FROM:** Scott A. Haines, Street Superintendent  
**SUBJECT:** 2012 New Sidewalk Program and Five-Year Projected New Sidewalk Installation Program

## Summary

Again this year we are proposing to continue our efforts to improve the walkability of our community. The primary goals of the New Sidewalk Program are to connect neighborhoods, provide safe walking routes to schools and parks, and fill gaps in existing sidewalks. This year we are proposing the following: complete the connection on the west side of Carriage Dr. from Robin Ln. to Parkview Dr. which was started in 2008; connect the west end of the sidewalk on the south side of Morton St. to the sidewalk on the old railroad right-of-way; and the south side of Lake St. from Park St. to River St. in an effort to continue filling in areas on the near northeast side that did not have sidewalks. Attached is a draft of the Five-Year Projected New Sidewalk Installation Program that we intend to bring back to the City Services Committee for discussion this summer. The City is working with the School District to establish walking routes for all schools. Once the walking routes are completed, some of the proposed locations in the Five-Year Projected New Sidewalk Installation Program may need to be reprioritized.

The attached map shows the "Proposed 2012 New Sidewalk Program" locations in blue, along with "Approved Safe Routes to School" locations in yellow, and "Proposed Safe Routes to School" that are awaiting approval. The green lines on the map represent existing sidewalks and the red lines indicate that sidewalks do not exist.

## Proposed 2012 New Sidewalk Program Locations:

Lake St.	South Side	River St. to Park St.	700 L.F.
Carriage Dr.	West Side	Robin Ln. to Parkview Dr.	1,000 L.F.
Morton St.	South Side	Old railroad ROW east to existing	550 L.F.

## Alternatives

- a. Review and approve the locations above so the program can be combined with the 2012 Sidewalk Replacement Program for increased cost efficiencies. With this option, construction would likely occur by mid-summer.
- b. Defer approval of the 2012 New Sidewalk Program until the committee approves the Five-Year Projected New Sidewalk Program this summer. Construction of this year's program would be completed in the fall.

Memo to Mayor and City Council  
March 28, 2012  
Page Two

**Staff Recommendation**

Staff recommends approval of the proposed 2012 New Sidewalk Program

**Recommended Committee Action**

Authorize staff to go out for bids on the 2012 New Sidewalk Program

c: Bill McGrath  
Gary Holm  
Heidi Wetzel  
Roman Seckel

# FIVE-YEAR PROJECTED NEW SIDEWALK INSTALLATION PROGRAM

## 2012 New Sidewalk Installation Program

Lake St.	South Side	River St. to Park St.	700 L.F.
Morton St.	South Side	Old railroad ROW east to existing	550 L.F.
Carriage Dr.	West Side	Robin Ln. to Parkview Dr.	1000 L.F.
			2250 L.F.

## 2013 New Sidewalk Installation Program

Branford Dr.	West Side	E. Wilson St. to Cleveland Ave.	640 L.F.
Hamlet St.	East Side	Franklin St. to Spring St.	150 L.F.
Cleveland Ave.	North Side	Branford Ave. to Cottonwood Cir.	130 L.F.
Spring St.	South Side	College St. to Hamlet St.	340 L.F.
College St.	West Side	Spring St. north to existing	100 L.F.
Spring St.	South Side	Washington Ave. to Van Buren St.	350 L.F.
Larkspur Ln.	West Side	Chillem Dr. to Giese Rd.	600 L.F.
			2310 L.F.

## 2014 New Sidewalk Installation Program

Shabbona Trl.	North Side	Republic Rd. to Timber Trl.	1600 L.F.
Timber Trl.	North Side	Shabbona Trl. to Batavia Ave.	650 L.F.
			2250 L.F.

## 2015 New Sidewalk Installation Program

N. Prairie St.	E. & W. Sides	Ozier Dr. to Thoria Rd.	1100 L.F.
Douglas Rd.	South Side	N. Washington Ave. to Prairie St.	1250 L.F.
			2350 L.F.

## 2016 New Sidewalk Installation Program

Maple Ln.	North Side	Van Nortwick Ave. to N. Batavia Ave.	2400 L.F.
			2400 L.F.

## 2017 New Sidewalk Installation Program

E. Wilson St.	North Side	Kirk Rd. west to existing	700 L.F.
Ellen Ln.		Main St. south to existing	1250 L.F.
Church St.	South Side	N. River St. to Washington Ave.	350 L.F.
			2300 L.F.

# FIVE-YEAR PROJECTED NEW SIDEWALK INSTALLATION PROGRAM

## Other Miscellaneous Locations

Morton St.	South Side	Roberts Ln. east to old railroad ROW	1100 L.F.
Roberts Ln.	West Side	Main St. south to existing	1250 L.F.
N. River St.	East Side	Lake St. south to existing	220 L.F.
S. Batavia Ave.	West Side	Monticello Dr. to Bernadette Dr.	600 L.F.
S. Batavia Ave.	West Side	Monticello Dr. to Midway Dr.	500 L.F.
Midway Dr.	North Side	Batavia Ave. to Standish Ct.	800 L.F.
Brandywine Cir.	North Side	Midway Dr. to Concord Ct.	1100 L.F.
Lexington Ln.	South Side	S. Raddant Rd. to Bluestem Ln.	1300 L.F.
Midway Dr.	North Side	Standish Ct. to Brandywine Cir. west	500 L.F.
Brandywine Cir.	North Side	Concord Ct. west to Midway Dr.	1200 L.F.
Douglas Rd.	South Side	N. Prairie St. to Surrey Rd.	780 L.F.
Brandywine Cir.		Midway Dr. south/east around to Midway Dr.	1700 L.F.
Surrey Rd.		Fabyan Pkwy. south to Douglas Rd.	1850 L.F.
Thoria Rd.		Fabyan Pkwy. south to N. Prairie St.	1150 L.F.
Orion Rd.		Thoria Rd. to Douglas Rd.	1350 L.F.
Willow Ln.		Chillem Dr. to Lexington Ln.	800 L.F.
Violet Ln.		Wintergreen Terr. to Woodland Hills Rd.	1200 L.F.
Mandrake Dr.		Violet Ln. to Pine St.	1275 L.F.
Meadowrue Ln.		Wintergreen Terr. to Woodland Hills Rd.	1600 L.F.
Trillum Ct.		Woodland Hills Rd. to Johnson Woods Dr.	950 L.F.
N. Raddant Rd.	East Side	E. Wilson St. north to Public Works driveway	900 L.F.
Locust St.		S. Van Buren St. to S. Prairie St.	400 L.F.
Republic Rd.		Illinois Ave. to North Ave.	800 L.F.
S. Van Buren St.	West Side	Pine St. south to existing	580 L.F.
Millview Dr.	East Side	Along Engstrom Park	400 L.F.
Bluestem Ln.	West Side	Chillem Dr. to Woodland Hills Rd.	1300 L.F.
Foxglove Dr.	South Side	Woodland Hills Rd. to new subdivision JW?	850 L.F.
Monticello Dr.	North Side	S. Batavia Ave. to Brandywine Cir.	400 L.F.
S. Batavia Ave.	West Side	Sycamore Ln. to Midway Dr.	700 L.F.
Thoria Rd.		N. Prairie St. east to Surrey Rd.	700 L.F.

# CITY OF BATAVIA

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**DATE:** February 15, 2016  
**TO:** Mayor & City Council  
**FROM:** Bill McGrath, City Administrator  
**SUBJECT:** Community Boundary Signage

Per your approval we sent invitations to 10 locale designers, architects, advertising firms and sign companies. 4 responded and there is a staff submittal. They are attached on the enclosed PowerPoint. They all seem to be within the same realm of cost except that the decision to make of metal or foam can make a big difference. The submittal with large limestone pieces would also be more costly, but I haven't done any investigation. This exercise was about the concept not constructability. You were going to review the concepts and, depending upon which you liked, would see if we could work out a reasonable agreement for final decision. I would propose to separate the design from the building to see if we can get some competition in the building.

Some of the responders submitted a narrative to assist. Here they are, referred to in PowerPoint order.

## **Submittal 1:**

We propose a single-sided Peachtree Foamcraft monument sign. This is a synthetic EPS foam sign. It is virtually indestructible and requires zero to little maintenance. These are some examples we have produced.

## **Submittals 2 and 3:**

No separate comments

## **Submittal 4:**

### OVERVIEW

Batavia's history is rich. We are a city of churches, of industry, science and distinctive homes. We are a river city. We are sociable and artistic. Our community spirit is expressed in our volunteerism. We are the city of energy. We have both a past and a future. All of these descriptors tell a powerful story. So does this sign.

### THE SIGN

We are a community that embraces the arts. The sign's concept is one of a diorama, with several layers creating depth and creating shadows that change throughout the day.

❖ In the forefront, the wavy blue band across the bottom pays homage to our roots as a river city.

❖ The addition of the red and white stripes acknowledges our city's home to the creator of Flag Day.

❖ The "middle" layer depicts a stylized skyline featuring several of our iconic buildings, stating that we are (from left to right):

- A city whose horizons are blessed with striking churches (Congregational and Methodists churches are shown)
- A social city, rich in civic pride and volunteerism (the band shell)
- A city that embraces our riverfront (the gazebo)
- A city with distinctive homes (Frank Lloyd Wright's Gridley House)
- A city of industry (the Campana Building)
- A city of science and technology (the Fermi lab tower)

❖ The radiating bands in the background subtly tell the story of our transition from a city of windmills and wind power to a city of nuclear energy.

❖ There is no reason our signs cannot tell a slightly different story at each location. The images you see have different messages. Taken as a whole they reveal the many facets of our story. For example, others can say "The City of Energy" and "Always Moving, by Nature".

## CONSTRUCTION

The construction of the sign is not complex. Each layer is made of laser-cut, non-rusting aluminum sheets, with a long-lasting anodized paint finish. The layers are offset only by 2" or 3" inches apiece, enough to create shadow lines. The options shown include either a tube aluminum supporting frame or a poured concrete with a stone slip-form similar to that used elsewhere in the city.

I would like to see a single LED lighting strip behind the skyline layer, powered by a small solar panel, therefore not requiring any electrical wiring. The LED strip would both illuminate the BATAVIA lettering, and enhance the relief image of the skyline. LED requires virtually no maintenance and will last for decades.

The only maintenance the sign will require is an occasional hosing with water.

### **Submittal 5:**

Attached are two puffs - one for the monument "Welcome to Batavia" Sign and the second is for the directional to downtown. You will see quickly that I tied the two together

Key items to notice:

1. I added a river to the logo to balance and give energy - I think it really completes it.
2. Should consider using a single logo to promote the city - if not mine, totally cool, but there

- Needs to be a consistent branded image put forth
3. Elements I included in the actual signs are a Prairie Style feel - a la Frank Lloyd Wright, who obviously has a house here in Batavia. Also incorporates Limestone - to celebrate the industry that was once vibrant here in Batavia and what we literally built the town (and Chicago) upon.
  4. The directional has to variants, depending on location on that corner and how prominent it will be seen
  5. Assuming the sign will be backlit.

I thought I'd get this to you asap. We may get you some comments before Tuesday.

This matter will be on the February 23, 2016 agenda for discussion. We would appreciate your thoughts and insights.

Thank you

Attachment: PowerPoint

C: Department Heads

1a

60 in



96 in

# 1b

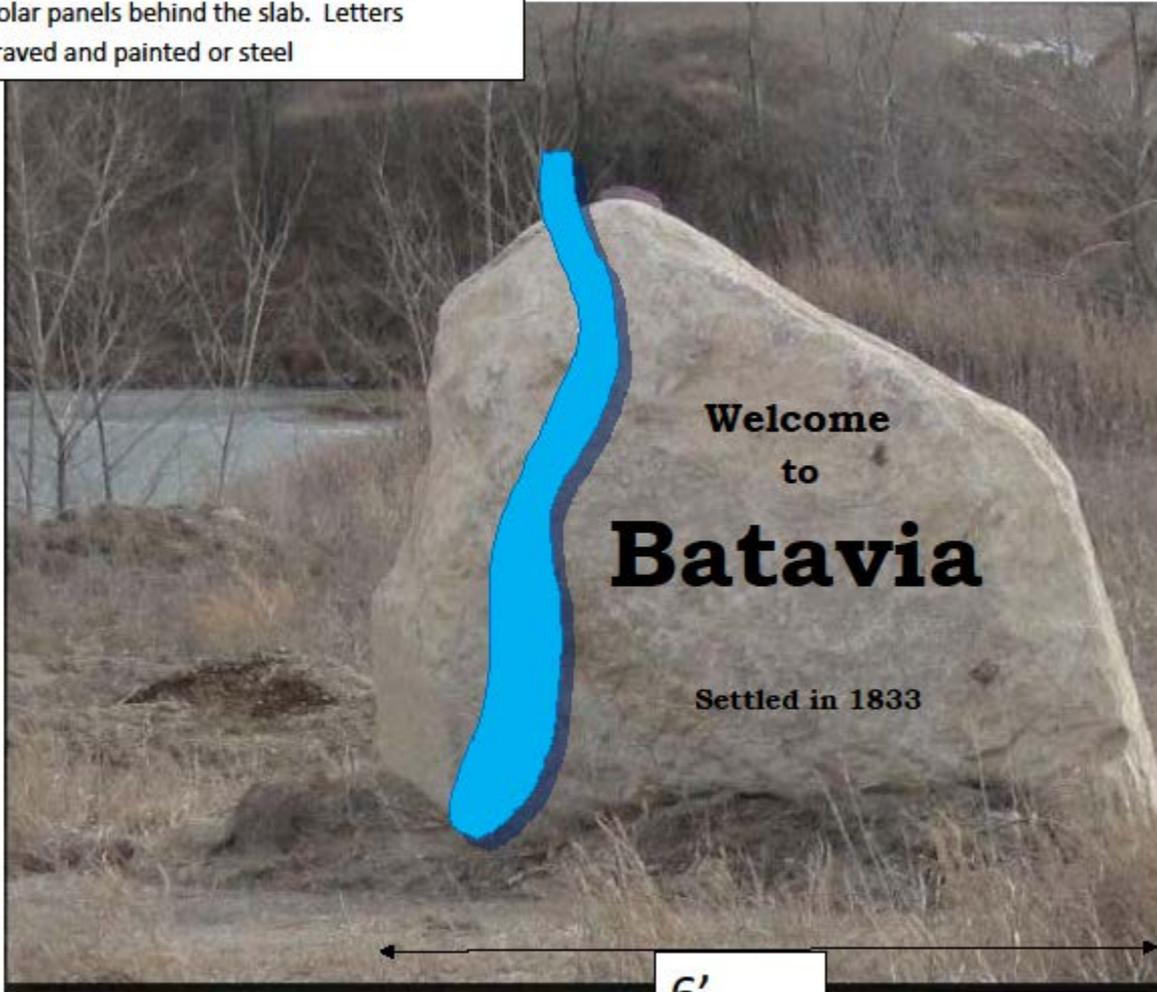


2



3

Powder-coated stainless steel 3-dimensional "river". River backlit at night with LEDs powered by solar panels behind the slab. Letters engraved and painted on steel



8'

6'

4a



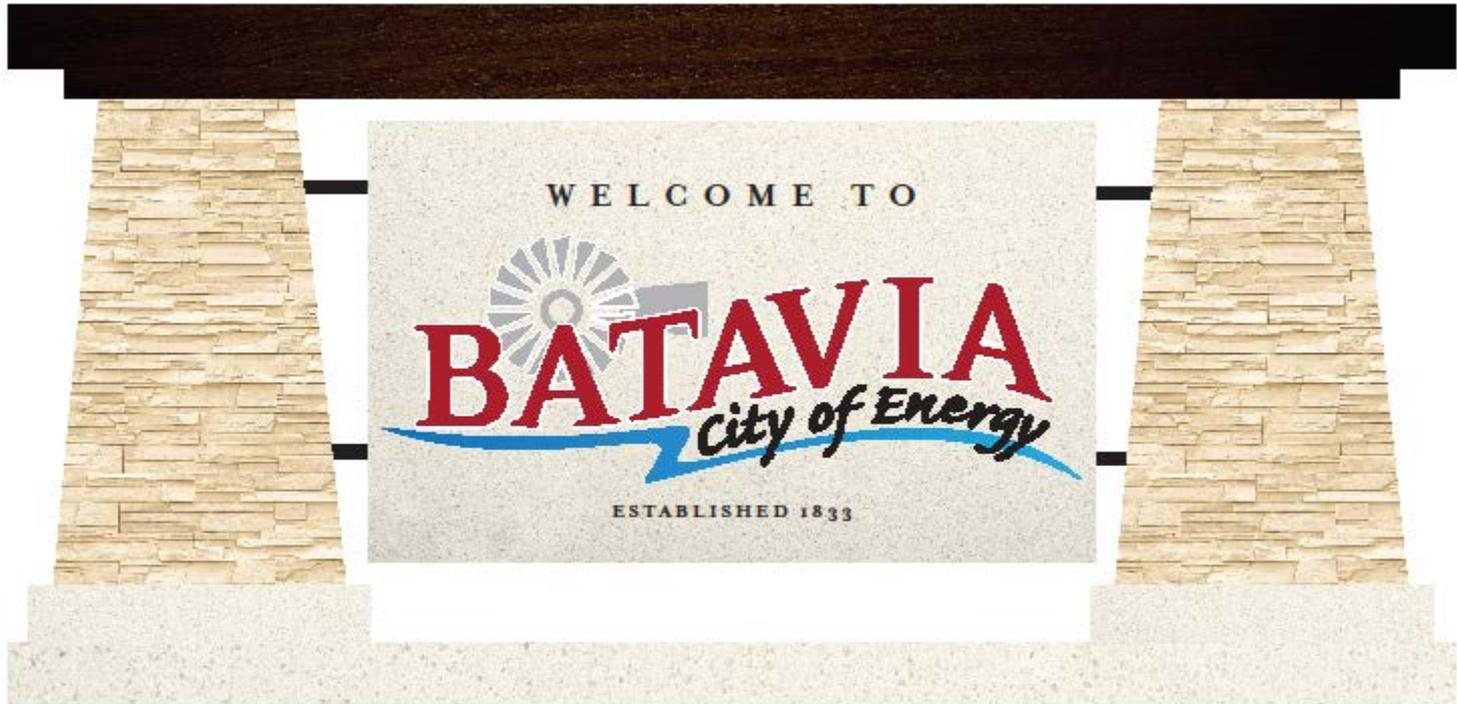
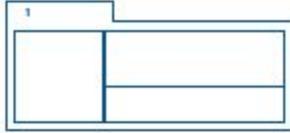
4b



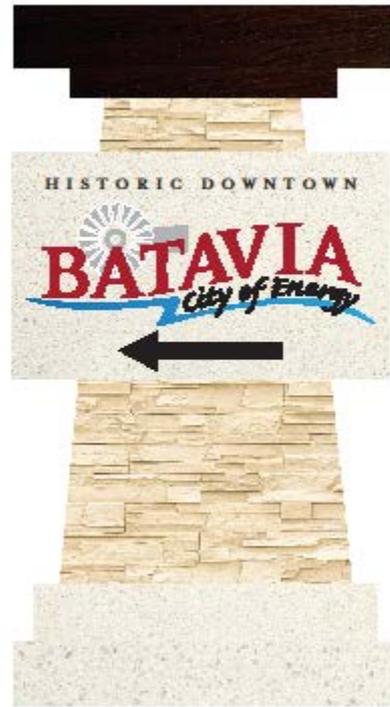
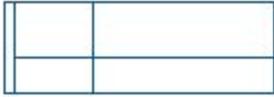
4c



5a



5b



v1



v2

COB2016-01 // DIRECTIONAL SIGN v1 & v2