



City Council Meeting – Oct. 6, 2025

Council Questions & City Staff Responses

Before each City Council meeting, questions that have been posed by the City Council relating to the agenda for that evening will be posted to the City's website. Below are the responses to this week's questions.

Agenda Item 10. Presentation of Ordinances and Resolutions

a. Consider Resolution No. 2025-115 Waiving Competitive Bidding and Approving Maintenance Work by MaK Americas, Inc. on Geneva Generation Facility Engines in an Estimated Amount of \$99,880.

Q: Regarding the inspection work for the Geneva Generation Facility, it states this was not budgeted (understandable, since the need was not foreseen going into this fiscal year), but also says no with regard to other funding, so what funding source will cover this expense?

A: The work at Geneva Generation Facility can be accommodated since other capital budget projects are **under budget for the year. Namely**, the three-phase transformer replacement program is lower than budget due to the transformers coming in lower than originally planned.

b. Consider Resolution No. 2025-116 Authorizing Change Order No. 1 with Bodwe WBK Engineering in the Amount of \$67,563 Increasing the Overall Contract to an Amount Not to Exceed \$266,762.

Q: What changed with regard to the engineering work on South and Seventh streets that it was determined post-agreement that the topographic survey utilizing LiDAR is necessary when it was not contemplated previously?

A: WBK put together the scope of services for the South Street project planning to use the existing GIS data as a cost-effective **way to complete the Phase I study. As we have begun** to evaluate geometric options for the location of the bike path, we are finding there may be a greater need for easements or right of way (ROW) for the project than we originally **anticipated. One element of the Phase I project design report is determining ROW needs.** In order to avoid any changes and keep the project on schedule from Phase I to Phase II, we feel a **ground survey is warranted with Phase I. Getting the survey now minimizes the chance of changes to ROW and easement needs. It is also something that will be needed with Phase II, so getting it now does not add to the overall cost of the project, but it does move the cost from Phase II to Phase I.**

Due to not receiving Illinois Transportation Enhancement Program (ITEP) Funding for the project, the ROW locations and width need to be assessed now for inclusion in the project. The project includes widening portions of the roadway to accommodate standard bike lanes, **which are currently lacking. The use of LiDAR in the proposed topographical survey will provide the most accurate depiction of the ROW within the project corridor, short of having**

the area surveyed to ensure the design does not create the need for ROW acquisition. Adding this now will save money in the long run on this project.

Q: Why is the Illinois Department of Transportation (IDOT) involved?

A: City staff has secured \$1 million in federal funding for construction in fiscal year 2027-28. IDOT manages those funds and as such, the project study, design, bidding, and construction will follow IDOT's standards.

Q: Is it less expensive to use LiDAR than a typical survey?

A: LiDAR is more cost-effective when the area is larger. The project area extends from Randall Road to Route 38, as well with collecting topographical data. Traditional surveying would involve substantial labor over an extended time to collect the same data points.

Q: Is LiDAR better than a typical survey?

A: LiDAR utilizes aerial-based laser pulses to collect the data and conduct exact distance measurements, which also penetrate vegetation (trees, shrubs and turf) that provide locations for hidden infrastructure, provides high-detail topographic information utilized for drainage studies (and improvements), is significantly faster than traditional field surveying methods. The laser pulses also penetrate vegetation to show structures below ground.

Q: Are we trying to get a pedestrian/bike pathway on the east side of Seventh Street?

A: The Phase I Study is investigating the opportunities for bike paths on both South and Seventh streets. The exact locations will not be known until the studies have been completed.

c. Consider Resolution No. 2025-117 Authorizing a Second Amendment to Economic Development Incentive Agreement for 220-222 W. State St.

d. Consider Resolution No. 2025-118 Authorizing a Second Amendment to Economic Development Incentive Agreement for 214-218 W. State St.

Q: On the second amendment to the Economic Development Agreements (c. and d. on the agenda) - just for clarification, the memos state there is no change in the total amount of the grants, so the \$60,808 and \$35,424 respectively listed as estimated costs are the same as the amount already awarded?

A: Correct. There is no change to the grant allocations, just the order and nature of the projects they are funding. The proposed changes to the scope of work will result in additional building improvements.

The grant awards were left on the executive summary in the event any City Council members had questions about the dollar amounts.

g. Consider Ordinance No. 2025-19 Amending Title 11 (Zoning Ordinance) of the Geneva City Code, Section 11-2-2 (Definitions of Words and Terms) to Modify the Definition of "Lot Coverage."

Q: What type of incentive is contemplated to encourage the installation of permeable surfaces with the change in the lot coverage ordinance?

A: There are not currently any incentives proposed to encourage the installation of permeable surfaces. The intent with the proposed change is to align the definition with the City's past practice and interpretation.

However, the Planning & Zoning Commission recommended City staff look into potential incentives for projects that incorporate a permeable surface, which City staff will address at a future date.

i. Consider Ordinance No. 2025-21 Amending Title 11 (Zoning Ordinance) of the Geneva City Code, Section 11-4A-4 (Table of Special and Permitted Uses) to Expand the List of Special Uses in the D-CM Commercial Mixed-Use District to Include "Dwelling Units on the Ground Floor."

Q: Would the properties at 828 W. State St. and 122 Hamilton St. become "fully residential units" with the requested amendments?

A: The proposed text amendment in agenda item 10(i) would allow any property in the D-CM District to apply for a Special Use to allow residential on the ground floor.

If the text amendment and subsequent Special Use requests (agenda items 10(j) and 10(k)) are approved, the properties at 828 W. State and 122 Hamilton streets will be fully converted to residential use.