Thank you to those who have attended the three focus group sessions and/or provided feedback through the online comment system. After hearing your comments and several requests to host additional forums for public feedback, the steering committee has decided to host three additional meetings. Each meeting will cover a specific subject to allow for a more detailed discussion of each. Note that in order to collect the essential feedback needed in this process, the format will be a collaborative brainstorming discussion and not a formal presentation. To be better prepared and make the meeting as productive as possible for everyone, we ask that attendees review the chapters of the Infrastructure Design Standards draft (posted on the Public Works website - http://www.ci.peoria.il.us/standardsmanual) listed next to the topic schedule below. Please bring your comments and suggestions to contribute, and refer to the schedule below for the meeting times, locations, and subjects.

**Policy and Procedure**  
Monday, Oct. 29 (4:00 - 5:30 p.m.)

- Ch. 1: Administrative Procedures  
- Ch. 2: Preliminary Plat  
- Ch. 6: Construction Plans and Specifications  
- Ch. 7: Subdivision Inspection and Bonding  
- Ch. 8: Location and Geometric Requirements
- Ch. 9: Vehicular Access Control Standards  
- Ch. 10: Pavement Standards  
- Ch. 11: Pedestrian Facilities Standards  
- Ch. 12: Traffic Control and Traffic Regulation  
- Ch. 13: Right-of-Way Lighting Standards  
- Ch. 14: Traffic Signal Standards  
- Ch. 15: General Utility Requirements  
- Ch. 16: Easements and ROW  
- Ch. 17: Unified Storm Water Ordinance  
- Ch. 18: Water & Sanitary Sewer Standards
- Ch. 21: Earthwork Standards  
- Ch. 25: Requirements for Above Ground Structures

**Streets and Sidewalks**  
Tuesday, Oct. 30 (4:00 - 5:30 p.m.)

**Storm Water**  
Thursday, Nov. 1 (4:00 - 5:30 p.m.)

*All meetings will be held at Dewberry’s office (401 SW Water Street, Peoria, IL, 61602)*

Your input is important in shaping the future of public infrastructure in Peoria. We hope you attend to share your thoughts and suggestions for achieving the goals of this draft as supported by the Comprehensive Plan. The following pages outline the goals of each section as they relate to the Comprehensive Plan. They also contain a listing of some of the proposed design standards, graphic examples, and some of the comments/concerns we have received.
The proposed standards within the category of “Policy + Procedure” have received less attention from the public than the standards of the other two categories. Additional input is needed. While their impacts are not immediately visible, these standards contribute to the installation and longevity of public infrastructure. Below are the goals of this section and their origins in the Comprehensive Plan.

**Goals**

- Efficiency
- Infrastructure Installation + Longevity
- Process Clarity
- Quality Control

**Critical Success Factors from the Comprehensive Plan:**

- Have an Efficient Government
- Invest in Our Infrastructure & Transportation
- Reinvest in Neighborhoods
- Keep Taxes and Fees Competitive

**Action Items from the Comprehensive Plan:**

- Review of Internal Processes
- Plan for More Attractive Neighborhoods
Policy + Procedure

Required Electronic Drawing Standards
Electronic files required when submitting: Annexation Plats, Final Plats, and Record Drawings of Public Improvement Engineering Plans
No existing requirement

Platting Procedure
Construction plans must be completed and approved before final platting
Final plats can be filed before construction plans are completed and approved

Platting Procedure
Final plat must be approved before construction begins
Construction can begin prior to final plat approval

Construction Specifications
Specifications should be submitted with construction plans
Currently, IDOT, City and other agency requirements and specs. can be referenced on the plans

Infrastructure Inventory Table
An Excel infrastructure inventory table and estimate of cost on a plan sheet
No existing requirement

Grading Plan
Grading plan showing lot line drainage and min. building pad elevations
No existing requirement

Improvement Guarantees
1 yr. post-acceptance warranty as well as a 3 yr. settlement warranty for all subdivision improvements
No existing requirement

Performance Bonds
Required performance bonds for all subdivision construction
A final plat can be filed without a completed sidewalk and surety for sidewalk and permanent erosion control are required at that time

Formal Acceptance of Infrastructure
Required statement from GPSD and IAWC indicating that all infrastructure has been accepted
Informal acceptance
Policy + Procedure
Infrastructure Design Standards

The majority of comments from the “Policy + Procedure” sections of the draft have been in reference to the timing of the final plat in relation to the construction of improvements. Feedback on the other topics mentioned in the focus group presentation is needed.

Comments:

• Why must the final plat be approved before construction begins? If the preliminary plat is approved and the construction plans are approved, what purpose is being served?
  - The intent is to avoid subdivisions abandoned by developers prior to completion
• In what form would the 1 yr. and 3 yr. improvement warranties be acceptable/required? Letter of credit, insurance, road construction company’s warranty?
  - Letter of credit, performance bond, cash escrow for 115% of cost of public improvements
• Why must the developer receive a final plat approval before the construction of improvements? The City does not accept the improvements until they are complete.
  - The intent is to avoid subdivisions abandoned by developers prior to completion. Plat and plan approval up front pre-approves everything so that construction can move forward without risk.

Failing or Incomplete Infrastructure
The proposed standards within the category of “Streets and Sidewalks” are some of the most visible and supportive of the Comprehensive Plan and some of the most discussed in previous focus group meetings. Below are the goals of this section and their origins in the Comprehensive Plan.

**Goals**

- Decreased Lifecycle Costs of Infrastructure
- Connectivity + Walkability
- Infrastructure Longevity
- Safety
- Quality Control

**Critical Success Factors from the Comprehensive Plan:**

- Invest in Our Infrastructure & Transportation
- Support Sustainability
- Reduce Crime
- Reinvest in Neighborhoods
- Keep Taxes and Fees Competitive
- Have an Efficient Government

**Action Items from the Comprehensive Plan:**

- Street and Alley Lighting
- Safe Walks to School
- Develop an Atmosphere Conducive to Development
- Build Bike/Walk Trails
- Traffic Calming
- Require Connectivity
- Narrower Streets
- Require Street Trees
- Plan for More Attractive Neighborhoods
- Require Sidewalks
- Walkability
Streets + Sidewalks

Material Testing Frequency
Material testing frequency by independent testing laboratories or the developer's engineer
In general, IDOT requirements are currently specified, but no specific requirements

Subgrade Testing
Pavement subgrade moisture testing. Proof rolling can still be required by the City Engineer
Proof Rolling and compaction tests required and dynamic cone penetrometer also used

Transverse Slope of Pavement
Min. transverse slope of pavement = 1.5%
Minimum slope = 2.0%

Required Sidewalks
Sidewalks required in areas zoned and/or planned for industrial development
Previous Subdivision Ordinance does not require sidewalks in industrial areas

Street Widths
28' local street width (back of curb to back of curb)
34'

Driveways
Requirement for all new driveways to be approved by the City
No approval needed for driveways in the 1.5 mile extra territorial jurisdiction

Traffic Impact Analyses
TIA required for all projects that can be expected to generate more than 100 peak-hour trips/day
TIA only required for special use projects

Pavement Testing
Approval and inspection of asphalt and concrete designs and construction per IDOT
Slump, air, and cylinder break results for concrete and density tests fro asphalt are required

Sidewalk Construction - Formwork
Steel forms required in sidewalk construction
No existing standard

Sidewalk Construction - Timing
Construction of sidewalks required with the construction of the streets as part of the public improvements
Building can be occupied before sidewalk is installed

Pavement Standards
Thicker pavement section required
Thinner pavement section, but wider street standards

Right-of-Way Street Trees
Required street tree planting
Not required
Streets + Sidewalks

Infrastructure Design Standards

Much of the feedback we have collected through the public comment process has been in response to the “Streets + Sidewalks” sections of the draft. Below are some of the comments that have been submitted:

Comments:

• Will 28’ roadways allow for two-way traffic?
  - 28’ roadways allow for two-way traffic or alternating traffic if cars are parked directly across from the street each other

• Do you anticipate street tree leaves clogging the sewer?
  - Other communities with street trees haven’t had major issues. Street sweepers also help remove leaves.

• Would a building permit be allowed during the winter months without sidewalks installed?
  - The City will consider allowing a developer to begin construction if the sidewalks can’t be installed due to weather.

• Who will maintain street trees?
  - The City of Peoria

• Was a cost-benefit analysis done on thicker pavement sections vs. narrower streets?
  - Yes. The changes in concrete design are insignificant, and asphalt design is more costly. Arguably the most important measure, the lifecycle cost (construction + maintenance), is lower.

• Who will pay for the installation and maintenance of street lights?
  - The developer would be responsible for the installation, and the City would handle maintenance

• 28’ wide streets are still the standard for local streets in Champaign. They result in traffic calming in LD Residential developments with parking on either side of street

• Please make a walk-able and bike-able community a high priority. Using infrastructure such as sidewalks and bike paths on streets to connect residential areas with business and districts (ie. increase non-motorized accessibility between homes to grocery marts, schools, & recreation).
The following photos illustrate narrower street widths (28’ vs. 34’) on local streets in Peoria and other communities. Narrower street standards are in direct response to the Comprehensive Plan and support many other “Critical Success Factors” and “Action Items” listed in the Plan.
Streets + Sidewalks

Infrastructure Design Standards

The photos on this page demonstrate some of the “Action Items” outlined in the Comprehensive Plan. Narrower streets, traffic calming, street trees, street lights, and sidewalks contribute to safer, attractive, and walkable/connected neighborhoods, which are additional “Action Items” of the Comprehensive Plan.
Storm Water Infrastructure Design Standards

The “Storm Water” section of the Infrastructure Design Standards aims to improve environmental sustainability and increase the lifespan/viability of this infrastructure. This section is especially detailed and has not received extensive comment from the general public. Below are the goals of this section and their origins in the Comprehensive Plan.

Goals

- Decreased Lifecycle Costs of Infrastructure
- Water Quality
- Infrastructure Longevity
- Environmental Sustainability
- Erosion Control

Critical Success Factors from the Comprehensive Plan:

- Support Sustainability
- Invest in Our Infrastructure & Transportation
- Reinvest in Neighborhoods

Action Items from the Comprehensive Plan:

- Regional Storm Water Solutions
- Protect Streams and Floodways
Storm Water
Infrastructure Design Standards

“Storm Water” was the main topic of discussion during the third focus group session, and the majority of the comments below came from that meeting. Additional comments and responses to these comments are needed.

Comments:

- Are the right-of-way areas to be included in calculating the allowable release rates for the development?
  - Yes, right-of-way areas are to be included
- Clarification is needed in Chapter 17 in regards to the requirements for redevelopment of existing impervious areas are just replaced and removed.
- Who is required to place 12” of topsoil in the parkway? Developer or builder?
  - It would be the developer’s responsibility
- Credit for infiltration design will be given to reduce the volume of storage required
- Maintaining a pile of topsoil for later replacement in the parkway has some logistical issues
- Why do we need to locate drain tiles? I expect locating them will be expensive.
  - The developer ought to check the maps and reroute and that are used/needed
- How does a designer plan for upstream runoff? The draft of Chapter 17 requires a regional basin in new developments to handle storm water run-off from under-designed upstream developments. Is this fair?
  - Upstream flow would need to pass through and the development would detain its own runoff
**Storm Water**

*proposed standard in orange. current standard in gray.*

**Storm Water Release Rates**
- Increased detention basin size and defined post-development allowable release rate per acre
- Allowable release rates to be based on existing site conditions

**Drain Tiles**
- Check maps and reroute tiles when necessary
- No existing requirement

**Storage Volume**
- Added requirements for storage volume sizing to accommodate upstream area tributary to the development
- No existing requirement

**Unified Storm Water Ordinance Penalty**
- Violation penalty maximum fee of $1,500
- $500 maximum fee

**Minimum topsoil depth**
- Minimum topsoil standards
- No existing requirement