

REFINING THE DRAFT *Infrastructure Design Standards*

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

Streets and Sidewalks

Tuesday, Oct. 30 (4:00 - 5:30 p.m.)

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. 24: Right-of-Way Street Trees Standards

Storm Water

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

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

*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.

Policy + Procedure

Infrastructure Design Standards

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

proposed standard in orange. current standard in gray.

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

Streets + Sidewalks *Infrastructure Design Standards*

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

proposed standard in orange. current standard in gray.

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 for 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).



34’ wide streets with failing pavement

Streets + Sidewalks

Infrastructure Design Standards

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.



28' wide street

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.



28' wide streets

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



34' wide streets with failing pavement

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