

CITY OF WASHINGTON

PLANNING & DEVELOPMENT DEPARTMENT

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MEMORANDUM

TO: Mayor Manier and Committee of the Whole
FROM: Jon R. Oliphant, AICP, Planning & Development Director
SUBJECT: Subdivision Code Text Amendment
DATE: September 8, 2017

Staff has discussed the desire to proactively identify residential, collector, and arterial roads as part of the subdivision platting process. This would help ensure that those roads are eventually constructed to those construction standards after the final plat for subsequent sections are approved.

The subdivision code text amendment would require that each road within a preliminary and final plat show the delineation of future streets as part of that subdivision. This uses a rough count of ten vehicle trips per day for residential uses, which is a common estimate for those single-family and duplex uses. While multi-family residential can have an average daily traffic (ADT) of less than ten, it can be variable depending on the location of the development, density, and proximity to transit. Cities like Washington that are more dependent on the automobile have higher ADT's for multi-family units.

Generally, any streets that have an ADT of more than 1,000 are designed to collector or arterial standards. While most subdivisions are historically primarily residential, this amendment would also allow for the review of any non-residential subdivisions on a case-by-case basis to determine the likely ADT and for the submittal of a traffic impact study (TIS) for any larger developments that figure to have an effect on the City's roads. An informal review of other cities in the region has indicated that while other cities ask for a TIS as part of larger developments, there may not be anything codified requiring it. Staff has had discussions about the fee structure of all building permit-related reviews and may look to make revisions to adequately capture the time associated with any plan reviews and inspections.

The Planning and Zoning Commission held a public hearing on this at its meeting on September 6 and unanimously recommended approval. The Public Works Committee had also previously recommended proceeding with the drafting of this amendment. This will be scheduled for a first reading ordinance at the September 18 City Council meeting with a second reading scheduled for October 2.

Enclosure

(Synopsis: Approval of this ordinance would require that the functional classification of all new streets be assigned as part of the subdivision platting process.)

ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF
THE CITY OF WASHINGTON, ILLINOIS BY AMENDING CHAPTER 152.010 ENTITLED
“PRELIMINARY PLAT” AND CHAPTER 152.011 ENTITLED “FINAL PLAT”**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WASHINGTON,
TAZEWELL COUNTY, ILLINOIS, as follows:**

Section 1. That § 152.010(F)(13) of Chapter 152 of the Washington Municipal Code of Ordinances entitled “Preliminary Plat” is hereby amended by substituting § 152.010(F)(13) in its entirety:

“§ 152.010 PRELIMINARY PLAT

- (13) Proposed streets including right-of-way, ~~and~~ pavement widths, and the functional classifications of each street. In order to ensure the adequacy of the pavement for residential subdivisions, the functional classifications shall be based on a minimum of ten (10) cars per day per residential unit. Mixed-use and other developments shall use the Institute of Transportation Engineers’ Trip Generation Manual or the City Engineer’s projection of the average daily traffic. Staff can require that a traffic impact study be completed by the developer or owner for large developments such as, but not limited to, shopping centers, industrial parks, office parks, and sports complexes that figure to have a significant effect on the City’s roads.”

Section 2. That § 152.011(E)(3) of Chapter 152 of the Washington Municipal Code of Ordinances entitled “Final Plat” is hereby amended by substituting § 152.011(E)(3) in its entirety:

“§ 152.011 FINAL PLAT

- (3) The name, ~~and~~ right-of-way width, and the functional classifications of each street or other right-of-way. In order to ensure the adequacy of the pavement for residential subdivisions, the functional classifications shall be based on a minimum of ten (10) cars per day per residential unit. Mixed-use and other developments shall use the Institute of Transportation Engineers’ Trip Generation Manual or the City Engineer’s projection of the average daily traffic. Staff can require that a traffic impact study be completed by the developer or owner for large developments such as, but not limited to, shopping centers, industrial parks, office parks, and sports complexes that figure to have a significant effect on the City’s roads.”

Section 3. That this ordinance shall be in full force and effect from and after its passage, approval, and publication as provided by law.

Section 4. That all ordinances or parts thereof in conflict herewith are hereby expressly repealed.

PASSED AND APPROVED this _____ day of _____, 2017.

AYES: _____

NAYS: _____

Mayor

ATTEST:

City Clerk