



CITY OF WASHINGTON, ILLINOIS

City Council Agenda Communication

Meeting Date: August 2, 2021

Prepared By: Jon Oliphant, AICP, Planning & Development Director
Dennis Carr, PE, City Engineer

Agenda Item: Preliminary Plat Resolution – Trails Edge Sections 9 and 10

Explanation: Attached is a revised preliminary plat and checklist for Trails Edge Sections 9 and 10. Washington Trails Edge, LLC, proposes the subdivision of the remaining 12.239 acres into two final sections. The subdivision was originally platted in 2001. A preliminary plat for Sections 8-10 was approved in 2014 and is also attached as reference. A revision of the 2014 plat was submitted and discussed at the June Planning and Zoning Commission (PZC) meeting before being tabled. The current proposed version was discussed at the July PZC meeting. While Section 8 on Patricia Street is nearly complete with only one lot left for construction, a final plat for Sections 9 and 10 has not previously been submitted and the remaining land has been undeveloped. All of Trails Edge is zoned R-1 (Single- and Two-Family Residential) and there is a mix of single-family and duplexes currently in the subdivision.

The revised proposed plat meets all city subdivision code requirements. There are two primary differences from the previously approved preliminary plat that require new approval. The remaining two sections are the most challenging for build-out because of how flat the land is. The City Engineer and the project engineer discussed this previously with the City Council to allow a deviation of the City Code where the cross slope of the roadway would be reduced from 2% to 1%. This allows for the conveyance of 100-year floodwater without exceeding the top of the curb. All construction plans are reviewed by the City Engineer and must conform with the drainage regulations in the City Code. A memo from the City Engineer addressing the stormwater drainage control for Sections 9 and 10 is attached with this memo. Also attached is a trip generation statement supplied by Traffic Impact Group, LLC.

The differences in the proposed plat are the following: 1) Stephanie Court would connect with Debates Street. Stephanie is a cul-de-sac as part of the current preliminary plat; and 2) The existing plat consists of 38 single-family lots whereas the proposed plat would consist of 37 lots with 22 of those as single-family and 15 as duplexes (30 units), resulting in a net increase of 14 units. The original 2001 preliminary plat planned for 325 single-family lots and 41 duplex lots (82 units) for a total of 407 units. Upon build-out including the proposed preliminary plat for Sections 9 and 10, there would be 342 single-family lots and 32 duplex lots (64 units) for a total of 406 units.

Fiscal Impact: Property tax generation is minimal currently as a result of this being undeveloped land. The build-out of the proposed units would figure to conservatively generate \$200,000 in annual property tax revenue, which is divided proportionally between each taxing body based on its tax rate. The City would be responsible for the cost associated with the long-term maintenance of the roads.

Recommendation/

Committee Discussion Summary: The proposal remains consistent with the recommendation for the site in the Comprehensive Plan. Additionally, given that the preliminary plat meets the subdivision and zoning code regulations, staff recommends approval of the revised plat. The PZC's vote of 2-2-1 at the July meeting serves as a recommendation to deny approval. The primary concern of the PZC

was there not being sufficient information to evaluate the increased residential density’s impact on existing storm water control facilities, including storm water retention basis or sufficient information to evaluate whether the plat complies with Chapter 53 (Storm Water Runoff Control) of the City Code. Several residents who attended the PZC meetings expressed concerns with drainage and increased traffic. Following notification to the applicant of the PZC’s decision within 15 days of its meeting, the subdivision code allows the applicant the option of requesting the PZC to reconsider the plat or to request the Council to consider the plat with the PZC’s denial recommendation. The developer has requested that this be placed on the Council’s agenda.

Action Requested: A vote on the attached resolution is scheduled for the August 2 City Council meeting.



CITY OF WASHINGTON, ILLINOIS
City Council Agenda Communication

Meeting Date: December 7, 2020

Prepared By: Dennis Carr – City Engineer

Agenda Item: Trails Edge 9&10 Drainage

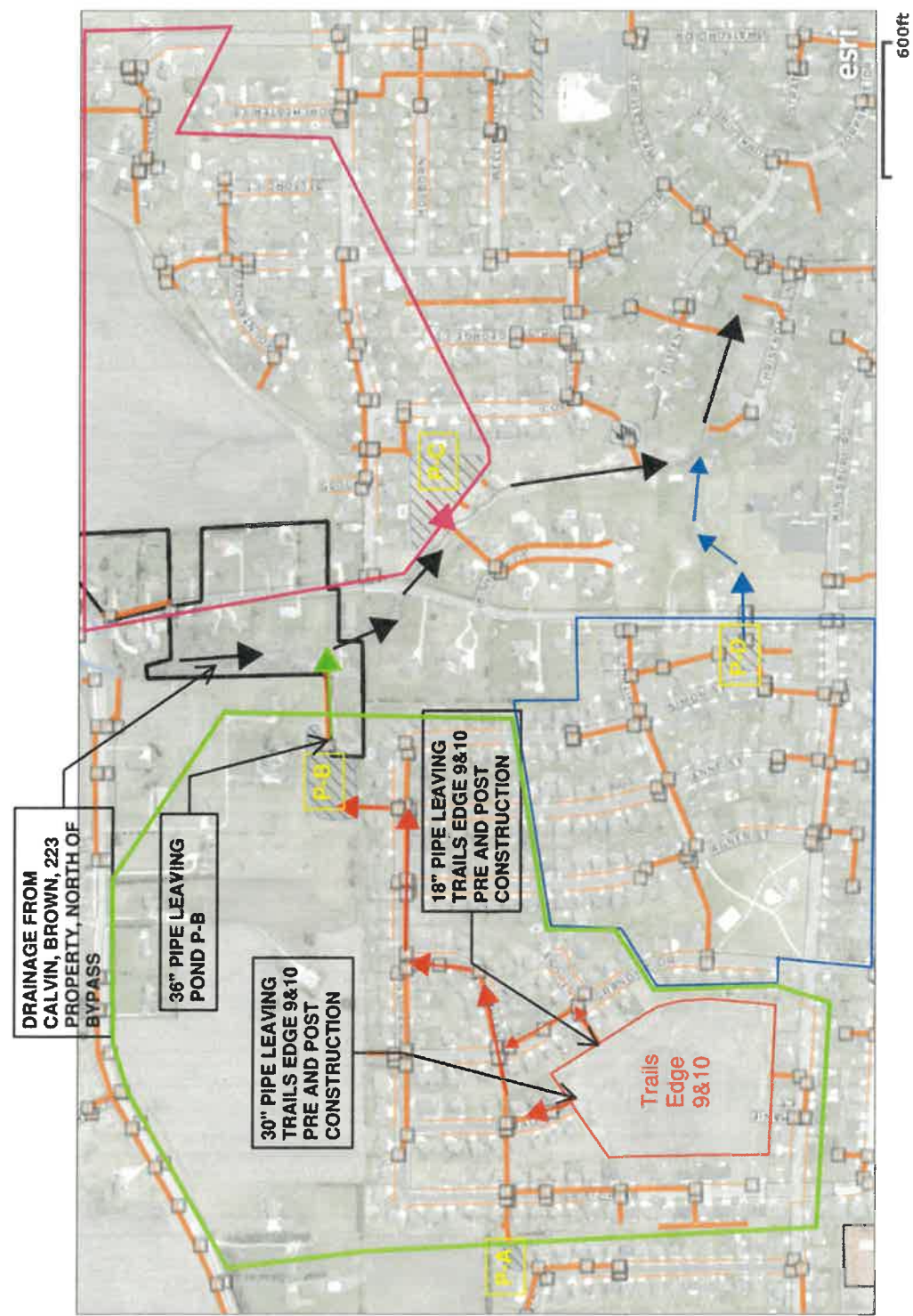
Existing Conditions: The Trails Edge 9&10 Area is currently a field that has inlets to drain the area. These inlets collect a majority of the stormwater and convey it to a 30” pipe that heads north out of the area on Debates. The water will pond in the field on top of the inlet areas until it can drain through the 30” pipe. Any stormwater that does not collect in the inlets drains to the rear yards along Patricia and Grandyle. There is an inlet in the rear yards of 728/730 Grandyle that collections another portion of the Stormwater. From past meetings, it was expressed to staff that during large storm events this inlet can have several feet of water above the inlet. Both of these storm sewers (30/18) travel through the pipes of the storm system and into the pond north of Kelsey between Anne and Simon Streets (P-B).

Proposed Conditions: The developed area will have more runoff from the homes, pavement, and concrete. However, the grass will also slow water down that falls in the grass area but will drain a majority of the area to the roadway itself. The roadway is used to convey the stormwater to the inlets which connect to the same 30” pipe that heads north out of the area on Debates. The water will pond in the roadway on top of the inlet areas (Not exceeding curb height per code) until it can drain through the same 30” pipe (The Roadway Effectively acts in place of a 100 Yr Flood route stormwater easement). There will be less water draining to the rear yards of 728/730 Grandyle which will reduce the height of the water above that inlet during storm events. Both of these storm sewers (30/18) travel through the pipes of the storm system and into the pond north of Kelsey between Anne and Simon Streets (P-B). The Trails Edge 9&10 project will not increase surface drainage issues for anyone in the surrounding roadways as all stormwater is contained in the pipe system until the pond.

Review: This portion of Trails Edge is one of the furthest away from detention pond P-B. This means that during storm events, this is the last water to get to the basin. The water that is sitting in the roadway on Trails Edge 9&10 will be some of the last water to reach the Pond P-B and water will already be leaving that basin through the pipe or spillway before it even gets to the pond.

In both pre and post construction, the retention pond is releasing water through the same pipe into the Dallas channel. During smaller events (<25 yrs), the pond discharges through a 36” pipe. During larger events (25-100 yr), the pond is designed to engage the overflow spillway which drains into the same Dallas Channel. Rain events that exceed 100 yr events are not designed for as they are considered act of gods. The pond discharge to Dallas will not be affected by this additional area until a storm exceeds the 100 Yr Storm which we do not require design for. The retention basin was sized to include Trails Edge 9&10. When the original design was done, a buildout runoff coefficient was assumed for the entire development as was established by best practice. The same is done now for generalized development. The stormwater, from up to a 100-year event, from this development will not adversely affect the stormwater drainage of other residents in the Trails Edge subdivisions.

A quick breakdown of the drainage basins and what drains to them is below. The further downstream you look the more drainage areas get picked up by this channel that ultimately crosses under the bridge at Westgate. The Channel behind Bishop Ct sees drainage from most of the North Central part of the City and even includes the fields to the north of the Bypass 24 from Nofsinger to the Lake.



RESOLUTION NO. _____

**RESOLUTION APPROVING THE
PRELIMINARY PLAT FOR
TRAILS EDGE SUBDIVISION SECTIONS 9 AND 10**

WHEREAS, the Developer of Trails Edge Subdivision Sections 9 and 10 has submitted a Preliminary Plat to the City for approval, and

WHEREAS, the City Plat Officer has reviewed the Preliminary Plat and recommends approval of the plat.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WASHINGTON, TAZEWELL COUNTY, ILLINOIS, that the Preliminary Plat of Trails Edge Subdivision Sections 9 and 10 is hereby approved.

Dated this second day of August, 2021.

Ayes: _____

Nays: _____

Mayor

Attest:

City Clerk

CITY OF WASHINGTON, ILLINOIS

PRELIMINARY PLAT REVIEW CHECKLIST

NAME OF SUBDIVISION Trails Edge Sections 9 and 10
OWNER OF SUBDIVISION Washington Trails Edge, LLC
ADDRESS OF OWNER 3303 N. Main St.
CITY East Peoria State IL Zip 61611
NAME OF PERSON COMPLETING THIS CHECKLIST Jon Oliphant
ADDRESS OF PERSON COMPLETING THIS CHECKLIST City Hall
CITY State Zip
TELEPHONE NUMBER 444-1135
DATE OF SUBMITTAL OF THIS PRELIMINARY PLAT TO THE CITY 6/14/21

WHAT IS THE ZONING CLASSIFICATION OF THIS SUBDIVISION? R-1

DO THE PROPOSED USES AND LOT SIZES PROPOSED IN THIS SUBDIVISION COMPLY WITH THE CITY'S ZONING CODE OR THE COUNTY'S ZONING CODE, AS APPLICABLE? Yes
IF NOT, WHAT ACTIONS ARE BEING MADE TOWARDS COMPLIANCE?

Complete the following checklist. Generally, items on the checklist will be checked under the “YES” or “N/A” (not applicable) column. Those items checked “YES” will be shown on the plat or on supporting documentation (construction plans, restrictive covenants, etc.), included with this submittal. For those items that are checked under the “NO” column, explain why this plat should be approved without those items, in the Letter of Request for Preliminary Plat Review.

NO.	REQUIREMENT	YES	NO	N/A
1.	Application for Subdivision with Owner and Developer Identified.	x		
2.	15 copies of Preliminary Plat.	x		
3.	Submitted No Later Than the 15 th Day of the Month Prior to Planning and Zoning Commission Meeting.	x		
4.	Legal Description and Area of Subdivision.	x		
5.	Zoning on and Adjacent to the Site, Including Identification of Non-residential Land Uses.	x		
6.	Names of Owners and Property Tax Identification Numbers of Adjacent Unplatted Land	x		
7.	Names of Adjacent Platted Subdivisions.	x		
8.	Topography on and Adjacent to the Site with 2' Contours Based Upon State Plane Coordinates.			x
9.	100-Year Flood Plain, Flood Hazard Areas, Water Courses and Wooded Areas.	x		

<u>NO.</u>	<u>REQUIREMENT</u>	<u>YES</u>	<u>NO</u>	<u>N/A</u>
10.	Lot lines and Sizes, Block and Lot numbers and Minimum Building Setback Lines.	x		
11.	Easements on and Adjacent to the Site, with Purpose, Location and Dimensions.	x		
12.	Streets and Roads on and Adjacent to the Site, Including Location, Name, and Right-of-Way Width.	x		
13.	Utilities on and Adjacent to the Site, Including Location and Size of Water, Storm and Sanitary Sewers, and Location of Gas, Electric, Telephone and Street Lights.	x		
14.	Existing and Proposed Locations of Storm Water Controls.	x		
15.	Registered Land Surveyor's Certificate.	x		
16.	Plat Officer's Certificate.	x		
17.	City Clerk's Certificate.	x		
18.	Scale not Smaller than 100' Per Inch.	x		
19.	Title, North Arrow, and Date.	x		
20.	Restrictive Covenants, if any.			x
21.	Certificate of Registration on File with City Clerk.			x

FOR CITY OF WASHINGTON USE ONLY

Reviewer: Jon Oliphant

Date of Plat Submittal: 6/14/21 **Date of Review:** 6/21/21

Date to Go Before Planning and Zoning Commission: 7/7/21

Comments to Planning and Zoning Commission: See the attached memo

Recommendation of Planning and Zoning Commission: 2-2-1 (serves as a recommendation to deny approval)

TO: Sam LaHood, PE

FROM: David Wright, P.E., PTOE

DATE: 14 June 2021

RE: Trip Generation Statement
Trails Edge Subdivision, Washington, IL

Introduction

This memorandum serves as a Trip Generation Statement for the proposed last phase of Trails Edge Subdivision in Washington, Illinois. The parcel is located along the north side of Kingsbury Road, between Patricia Street and Grandyle Drive. The development can accommodate up to 47 single-family lots with a minimum of 65 feet of frontage. The proposed configuration is 22 single-family lots with a minimum of 65 feet of frontage and 30 zero lot-line single family lots with a minimum of 100 feet of frontage, totaling 52 single family homes. Following is a trip generation comparison between the two configurations.

Trip Generation

The *ITE Trip Generation Manual 10th Edition* was used to estimate the projected trips by these developments (attached).

Table 1 contains the summary of the land uses and sizes used for the current configuration.

Table 1 - ITE Trip Generation							
Average Weekday Driveway Volumes				AM Peak Hour		PM Peak Hour	
Land Use	ITE Code	Size		Daily Trips	Enter	Exit	
Single-Family Housing	210	52	Dwelling Units	570	11	31	34 20

Table 2 contains the summary of the land uses and sizes used for the 47 lot configuration.

Table 2 - ITE Trip Generation							
Average Weekday Driveway Volumes				AM Peak Hour		PM Peak Hour	
Land Use	ITE Code	Size		Daily Trips	Enter	Exit	
Single-Family Detached Housing	210	47	Dwelling Units	519	10	28	31 18

As shown, the proposed trip generation is only minimally higher than the original configuration for the number of total trips anticipated. There are only 51 added daily trips, with AM peak hour trips added of 1 entering and 3 exiting and PM peak hour trips added of 3 entering and 2 exiting.

Please do not hesitate to contact me at 312.343.2151 with any questions.

Project Information	
Project Name:	Trails Edge Addition
No:	
Date:	6/10/2021
City:	Washington
State/Province:	Illinois
Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	DAW
Edition:	Trip Gen Manual, 10th Ed

Land Use	Size	Weekday		Weekday, AM Peak Hour		Weekday, PM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing (General Urban/Suburban)	52 Dwelling Units	285	285	11	31	34	20
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		285	285	11	31	34	20
Total		285	285	11	31	34	20
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		285	285	11	31	34	20

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Project Name:	Trails Edge Addition
No:	
Date:	6/10/2021
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Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	DAW
Edition:	Trip Gen Manual, 10th Ed

Land Use	Size	Weekday		Weekday, AM Peak Hour		Weekday, PM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing (General Urban/Suburban)	47 Dwelling Units	260	259	10	28	31	18
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		260	259	10	28	31	18
Total		260	259	10	28	31	18
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		260	259	10	28	31	18

