

**CITY OF WASHINGTON
COMMITTEE OF THE WHOLE
MONDAY, JUNE 13, 2016
6:30 P.M.**

**LIBRARY MEETING ROOM
380 N. WILMOR ROAD**

AGENDA

- 1. ALDERMAN WISHING TO BE HEARD ON A NON-AGENDA ITEM**
- 2. CITIZENS WISHING TO BE HEARD ON A NON-AGENDA ITEM**
- 3. APPROVAL OF MINUTES – May 9, 2016 regular meeting**
- 4. BUSINESS ITEMS**
 - A. Nofsinger Road/U.S. Route 24 Intersection
 - B. Health Insurance
 - C. Property and Liability Insurance
 - D. 400 N. Lawndale Discussion
 - E. Curb/Sidewalk Construction Policy
 - F. Zoning Code Text Amendments: Commercial Fencing and Corner Lot Defined
 - G. Alternative Transportation
 - H. Reimbursement of Sewer User Charges Policy
 - I. N. Main Street Parking Lot
 - J. Liquor Code Text Amendments: Hours of Sale
- 5. OTHER BUSINESS**
- 6. ADJOURNMENT**

**COMMITTEE OF THE WHOLE
MONDAY – MAY 9, 2016
LIBRARY MEETING ROOM - 380 N. WILMOR ROAD
WASHINGTON, ILLINOIS**

Mayor Manier called the Committee of the Whole meeting of May 9, 2016 to order at 6:30 p.m. in the Library meeting room at Five Points Washington.

Present: Aldermen Brownfield, Brucks, T. Gee, Moss, Butler, Dingledine, J. Gee, and Maxwell.

Absent: None.

Also present: City Administrator Culotta, Controller Baxter, Director of Public Works Andrews, P & D Director Oliphant, Police Chief Papis, Deputy Police Chief Stevens, City Treasurer Dingledine, and City Clerk Brown.

MINUTES

1. Aldermen wishing to be heard on non-agenda item – None.
2. Citizens wishing to be heard on a non-agenda item – None.
3. Approval of Minutes: Alderman Brucks moved and Alderman T. Gee seconded to approve the minutes of the April 11, 2016 Committee of the Whole meeting. Motion carried unanimously by voice vote.
4. Greater Peoria EDC – Jennifer Daly – Ms. Daly thanked the Committee for allowing her to provide a regional progress report and for their support. She provided a brief overview of what has been going on with the Greater Peoria EDC and shared that during her past 18-months with the EDC they have confirmed their plan and are implementing strategies to grow business and talent within the five-county area. She went on to share the ways in which they are implementing their strategies to help promote our region, maintain existing businesses, work with entrepreneur startup companies, and growing talent for our area workforce. Following the presentation Mayor Manier shared that business retention is a big concern and is important to us and what they are doing to help is greatly appreciated. Alderman Dingledine asked if she could identify new jobs that have started up and Ms. Daly shared that there are approximately 300 new jobs that they have worked with. She shared that quarterly reports and weekly bulletins are available online for viewing and that she is available by phone to anyone who might have a question or concern. She also shared that P & Z Director Jon Oliphant is a fantastic part of the local EDC team and we are fortunate to have him as part of our community.
5. 911 Consolidation – Police Chief Papis shared that the impact of a 911 consolidation will be substantial. He shared that ETSB Interim Director Rich Mendenhall who serves on the Consolidation Committee is present this evening to provide an overview of the process. Mr. Mendenhall shared that in June of 2015 the state enacted a law that requires a county of our size to consolidate into two 911 dispatch call centers. He shared that currently dispatch centers are located in East Peoria, Washington, Morton, and Pekin and the plan would be to combine Washington, Morton, and East Peoria into one dispatch center. He shared that they are currently working on a June 30, 2016 deadline that either implements a plan or asks for a 5-year waiver to implement the plan and they will be submitting for the 5-year waiver. He shared that this is an unfunded mandate that has to be complied with or it will result in 911 funding not being disbursed to us.

Mayor Manier asked if there was a preferred location yet and Mr. Mendenhall shared that there is not but it would ultimately be part of the plan when it is submitted. He shared that more time is needed to formulate a plan and that is why they are working on requesting the 5-year waiver for implementation of the plan. Deputy Chief of Police Stevens shared that there are a number of areas that are not conducive to radio towers and microwave antennas and that the ETSB cannot acquire property using 911 funding. Mayor Manier shared that there were talks in 2008 about combining but there were areas in East Peoria with radio silence. Alderman Brownfield asked what happens if the waiver get denied and Mr. Mendenhall replied that they will have to

have a plan B and C in place and come July 2017 we would have to start moving in a direction that shows we are moving towards compliance. Alderman J. Gee asked if the Illinois Municipal League took a position on this and Mayor Manier shared that it was a mandate without preliminary details. He shared that we need to make sure our legislators are kept informed on this and involved in the process. Following a brief discussion of how a consolidated center would potentially operate, Mayor Manier asked Police Chief Papis to provide a breakdown of emergency vs. non-emergency calls that dispatch is now receiving and asked him to provide a monthly report on the progress of the mandated consolidation.

6. Website Development – City Administrator Culotta provided a summary of the recent research done in looking at outside services to engage with to not only refresh and modernize the City's website, but to also provide better communication through the website with residents. He shared that staff has been looking at needs and have identified several areas that would enhance the website as a communication tool to meet the expectations of residents. He shared that two competitive proposals were submitted following a web demonstration by both companies and that after a review of services offered EGov Strategies meets our needs and is the most cost effective option for us short and long term. Alderman J. Gee asked if it would be possible to have them come in and provide a demonstration for the Committee and City Administrator replied that he would try to get it scheduled for the next Committee of the Whole meeting.
7. Noise Ordinance Amendment – P & D Director Oliphant shared that there has been a recent request to extend noise prohibition hours from 10:00 p.m. to 11:00 p.m. on Fridays and Saturdays and asked if there was any interest in amending the Code to provide for this change in hours. Following a brief discussion there was a concern with allowing residential noise until 11:00 p.m. but the general consensus was to move forward with the proposed ordinance amendment.
8. Bike Friendly Community Update – P & D Director Oliphant shared that they are now 6-8 months into seeking this designation and the application is in process with a submittal deadline of August 9, 2016. He shared that it is a beneficial designation for our City where we already have a number of criteria in place with the exception of on-road markings. He shared that this year's budget includes funds to mark out two routes within the City and that more time is needed to provide public education about the on-road markings, and as such, we will not be in a position to get markings down before the Good Neighbor Days Family Bike Ride schedule for June 4th.
9. Nofsinger/US Route 24 Public Meeting Announcement – Public Works Director Andrews shared that he received a progress update from Terra Engineering last week and a public open house meeting is scheduled for Thursday, May 26, 2016 from 5:00 p.m. until 7:00 p.m. in Banquet Room D at Five Points Washington.
10. Automated Meter Reading Project – Technology Fee & Code Amendment Considerations – Controller Baxter provided an overview of the proposed technology fee and Code amendment considerations necessary for the implementation of the Automated Meter Reading Project noting the following: 1) different options were looked at regarding the debt service of \$290,000 per year during the January Committee of the Whole meeting; 2) the favorable option was setting a technology fee at a flat rate per meter capped for accounts with dual meters; 3) the fees being proposed are \$3.85 per month for single meter accounts and \$5.50 per month for dual meter accounts; and 4) other code amendment considerations consist of language changed to reflect monthly billing rather than quarterly billing, minimum usage charge changed from 2,500 gallons per quarter to 850 gallons per month, and language changed to reflect that a second notice will not be sent and shutoff will occur if payment is not received 15-days after the due date. She also shared that they are on target to have the changeover from quarterly to monthly billing implemented by October 1st. Following a brief discussion on additional expenses vs. cost savings the consensus was to move forward with the Code amendments. Public Works Director Andrews shared that we are at 2,200 meters with active ring back through the tower and we are on target with meter replacements with no major surprises, but there will be some challenging areas ahead. Controller Baxter shared that they have received a good response from residents in making their meter replacement appointments as well.

11. II. Transportation Enhancement Program (ITEP) – Washington Square – Public Works Director Andrews provided an summary of the current ITEP funding assistance applications noting the following: 1) both the Centennial Drive shared-use path from McClugage Road to Summit Drive and the Downtown Square Streetscape projects are being submitted for consideration; 2) after meeting with IDOT and FHWA in April regarding the Downtown Square Streetscape project both agencies were very supportive, but did encourage us to start engineering to better help position the project for ITEP scoring; 3) engineering and construction is budgeted under TIF funding this year; 4) engineering expenses could be eligible to count towards the total project should the City be selected for funding; 5) ITEP funding would be capped at a \$2M; 6) three engineering firms are prequalified based upon our previous Statement of Qualification under this category and they are Terra Engineering, Hutchinson Engineering, and Maurer-Stutz; 7) the intent would be to engage on of these prequalified firms for the following tasks supporting the smaller/initial local TIF funded project: survey; environmental & utility coordination; public outreach; streetscape development; and design for one block of the Square; and 8) the anticipated fee for the initial abbreviated engineering services tasks is approximately \$50K. He shared that they would be in a position to bring forward scoped proposals for consideration at the next City Council meeting.
12. Other Business – Treasurer Dingleline asked if AMR billing would have a timing issue if we waited for next month's Committee of the Whole meeting for a website demonstration with Egov Strategies and City Administrator Culotta shared that the website build will take approximately 6-months so it is not critical. Following a brief discussion on the need to see a demonstration, it was the general consensus to move the proposed contract with EGov Strategies forward to City Council for consideration at its next meeting.
13. At 7:53 p.m. Alderman Brownfield moved and Alderman Brucks seconded to adjourn. Motion carried unanimously by voice vote.



Patricia S. Brown, City Clerk



Memo

TO: Mayor Manier and City Council
FROM: Ed Andrews, Public Works Director
SUBJECT: Nofsinger Road Intersection Public Meeting
Project Comments Received
DATE: 6-10-16

On May 26, 2016 a Public Meeting was held at Five Points to introduce the project to the general public. While sixty six attendees signed in, it was estimated that closer to a hundred people attended the meeting. Attached are the exhibits shared at the meeting, along with a summary the comments received thus far and their corresponding disposition. These are being compiled for inclusion in the project report.

One of the recurring concerns is the additional traffic in the (NW) neighborhood due to disconnection of Willow Drive from Nofsinger Rd and the assertion of existing speed issues. Terra Engineering has suggested the consideration of traffic calming measures that might be implemented to address these concerns, such as a limited road diet, mini-traffic circle, etc.



This matter is being presented to the Committee of the Whole for Monday, June 13th, 2016, for review and discussion.

cc: File

Comments	Response - <i>draft KSD 05/31/16</i>
1 Looks like a great project for safety and future developments	supportive
2 Question: Do red lights cause congestion and therefore more accidents?	Signals are only installed when warranted based on 8 criteria established by Federal Highway Administration. Signals are already warranted at the US 24 / Nofsinger Rd intersection based on current traffic volumes.
3 Bad Idea! New Intersection would drop more traffic down Dallas Road which is extremely busy now. Everyone drives too fast down Dallas!	Realigning Nofsinger Road to align with Dallas Road will not significantly change traffic patterns; however, it will improve safety by eliminating an offset intersection between existing Nofsinger Road and Dallas Road. Intersection improvements at the new Nofsinger/Cruger/Dallas Road will include either a 4-way stop or possibly a round-a-bout; either of which will slow traffic at the intersection. Traffic Calming along Dallas Road will be considered by the City at a later date.
4 Street light at Cruger Rd. and Brown. Street light at Calvin and Nofsinger Rd. More building at the end of Calving = more cars. Better lighting at night would make it safer.	The City will review and monitor the need for street lights along Cruger and existing Nofsinger.
5 I think that it would help the traffic if Seville and Austin are connected to Ryan, so that all the duplexes can get to Jaden's Way and Cummings without going a half mile around. The city could participate with the developer to connect these streets to incentivize. This would improve the traffic for all of the streets in the area. This would reduce traffic on Courtney, Santa Fe and Nofsinger. The city could make the road connection to Ryan in a similar manner to how they crossed the creek to connect Kern. This would improve emergency and safety access services to Savile and Austin.	The suggestion to accelerate the neighborhood street network will be given consideration by the City. The City concurs that as development of the neighborhood continues, traffic patterns on existing streets will change as the street network is completed.
6 The citizens of Washington that live in the Bristol Park subdivision seem to be forgotten. You are so concerned with "future" development, that our investment in Washington no longer counts. I am sure you already have plans and have made deals that are lucrative to the city. However, our home is my family's largest investment. We moved to Washington 14 years ago with the hope of good schools, good values, and good people. Good people would not put my children in danger with increase traffic on an already busy road. Lights at the intersection of 24 and Nofsinger might be safer for drivers, but there are no air bags on bikes. Shame on the city for caring more about development of business without a compromise that would literally protect their citizens both physically and financially. Any current elected official that is in favor of this current plan will never get my vote again.	The Nofsinger / US Route 24 intersection improvement project is being driven by Citizen's requests to improve the safety of the intersection, as well as IDOT's recent crash data analysis that puts this intersection in the top 5% for crashes, based on both number and severity for like intersections (an expressway intersecting an unsignalized local street). At the same time, future development much be considered for a safe intersection design, which must follow current FHWA / IDOT design policies for traffic patterns and volumes projected 20 years into the future. As such, there will be associated impacts to existing streets, such as the need to eliminate the connection between Willow Drive and Nofsinger Road which will modify driving patterns. Traffic calming measures for the Bristol Park subdivision will be considered by the City as a separate project.
7 Add 3-way stop to Courtney and Santa Fe. Add seasonal speed bumps on Santa Fe to slow people down. Add access road to Northern subdivision to they don't need to use Santa Fe. Add a small park to demolished area of Nofsinger.	Traffic control and traffic calming measures will be considered by the City as a separate project(s); knowing that traffic patterns will continue to change as the neighborhood street network is completed. Santa Fe Road was designed as a collector road, providing connection to both Cummings Land and Nofsinger Road. A park in the vacated Nofsinger Road ROW may be considered by the City at a later date.
8 Love the Plan! Comments: Please add stop signs at Courtney and Santa Fe making it a 3-way stop. Is it possible to put the walking/bike path on the residential side? Would there be any added residential lots on the new cul-de-sac end of Willow?	Traffic control measures will be considered by the City as a separate project(s), knowing that traffic patterns will continue to change as the neighborhood street network is completed. The proposed bike path will integrate with the City's masterplan for multiuse paths. Regardless of which side of Nofsinger Road the path is on, safe crossings will be provided from one side to the other. Regarding the suggested park, the City has not yet determined the use of the future vacated Nofsinger Road ROW.

9A	I take the bypass to work every day. I sometimes have to stop at the light at Cummings lane, Grande Rd., and I.C.C. Please don't put in a stoplight at Nofsinger Rd. I prefer that you make it right turn only from Nofsinger Rd onto bypass. If they want to go left they can use Cummings Lane or Main Street light.	Based on IDOT's analysis, signals are already warranted at this intersection based on current traffic volumes and crash analysis (KSD to confirm which warrants are currently met).
9B	Hello, I was really hoping that there would not be a stop light at Nofsinger Road and Rt. 24 bypass. I believe most of the accidents are caused by drivers pulling out into Rte. 24 to soon and not waiting for a break in traffic. I think cars, entering onto Rte. 24, should be limited to right turn only. If the drivers want to turn left onto Rte. 24, they can use the light at Main Street or Cummings Lane. I use the bypass 5 days a week and sometimes have to stop at Cummings Land, Grange Road, and ICC. I don't want another stop light on the bypass. As for economic development, see if the city can swap their land off Nofsinger Road, for land off Main Street or Cummings Lane. Those streets already have stop lights. As for the traffic numbers, I would like to see that study. Washington has 15,000 residents and the study says 6350 vehicles are using Nofsinger Road on a daily basis. So if 10,800 vehicles are using Rte. 24, over 60% come from Nofsinger Road? I would think Main Street, Cummings Lane, and Rte. 24 drivers from Eureka would count more then 40% I would not recommend a stop light unless we want a War Memorial Drive on this side of the river.	see above.
10	I do like the necessary changes to the current changes at the US 24 and Nofsinger intersection. I do have a concern about the increased traffic patterns to the closure of Willow. That will only leave one East egress out of the sprawling subdivision. Thank you for addressing the need for the change. I am looking forward to the improvements and the safety of our community.	Traffic control measures will be considered by the City as a separate project(s), knowing that traffic patterns will continue to change as the neighborhood street network is completed.
11	Ditch on West side of Nofsinger needs a clean out that will keep the water flowing and not stop making it a pest infested water, which then you can't sit out and enjoy your deck.	Though ditches along the existing Nofsinger Road will not be part of this project; the City has noted this concern.
12	The improvement to the intersection of Nofsinger and Route 24 is detrimental to the safety of our community. We live on Willow Drive, and have seen several accidents at that intersection. We won't even use that intersection anymore due to the safety of my family and the number of accidents that have occurred. We fully support the project!	supportive
13	We are in the process of purchasing a home at 598 Tazewood Rd (corner of Nofsinger and Tazewood). We are excited to hear of plans to improve intersection of Nofsinger and US 24. Today, the intersection is indeed cumbersome--and therefore dangerous. I think the proposed changes look great, making the intersection 90 degrees and adding signals. Moving Nofsinger to intersect with Dallas Rd also makes sense. Thanks for the info session!	supportive



Public Informational Meeting for
**Nofsinger Road
Intersection Improvements**
Thursday, May 26, 2016



Project Description

In response to residents' concerns, the City of Washington has been working with the Illinois Department of Transportation (IDOT) to determine the impacts of reconstructing and signaling the intersection of US Route 24 and Nofsinger Road. The goal will be to increase vehicular and pedestrian safety and to support economic development, while maintaining free flow of traffic on the state route.

IDOT has recommended that traffic and safety concerns at the Nofsinger / US Route 24 intersection can be addressed by adding traffic signals and realigning it to 90-degrees. Pedestrian movements across US Route 24 will be accommodated by providing a marked crossing with pedestrian signals.

Economic development of the City's 223 acres will be supported and enhanced by both the reconstruction of the Nofsinger intersection and by planning for a future intersection on the east end of the site.

Existing Conditions

- **Intersection** - The existing intersection of Nofsinger Road and US Route 24 is skewed at 25 degrees to the north, and 12 degrees to the south, and the north and south legs of Nofsinger Road are offset 18 feet from each other. Traffic is controlled by stop signs on Nofsinger, and there are no pedestrian/bicycle accommodations. IDOT recommends that Highways intersect at right angles, but no more than 15° of perpendicular. An offset intersection is only allowed on a low-volume roadway.
- **Alignment** - The north leg of Nofsinger Road heads due north, while the south side of Nofsinger Road angles slightly eastward and terminates at a tee intersection with W Cruger Road.
- **Traffic**—Average Daily Traffic (ADT) is currently 10,800 vehicles on US 24, 3400 vehicles on north leg of Nofsinger Road, and 2950 vehicles on the south leg. Substantial development in the northwest quadrant of the intersection, with access to Nofsinger Road, has occurred since in the past 10 years, nearly doubling the ADT on the north leg of Nofsinger.

- **Accident Data**— Based on IDOT's most recent crash analysis, the Nofsinger Road / US Route 24 intersection ranks in the top 5% for crashes, based on both number and severity for like intersections (an expressway intersecting an unsignalized local street). This makes this location eligible for IDOT safety funds. Total accidents at Nofsinger Road and US Route 24, over the past 5 years (2010 to 2014), totaled 35 including one Fatal Crash and 32 Injuries.

Proposed Conditions

- **Intersection** - The existing intersection of Nofsinger Road and US Route 24 will be shifted to the east to allow Nofsinger Road to align with US Route 24 at a 90-degree angle. Signals are warranted for the current traffic and will be installed as part of the project. Pedestrian/bicycle crossing accommodations will also be included.
- **Alignment** - The north leg of Nofsinger Road will head northwesterly and tie back into existing Nofsinger Road just north of Willow Drive. The south leg of Nofsinger Road will head southeasterly and intersect with Cruger Road at Dallas Road, converting this intersection from a Tee intersection to a four-leg intersection. Willow Drive will terminate in a cul-de-sac, to comply with IDOT policy for access control. IDOT does not allow access on a two-lane undivided roadway (with no turn lanes) within 300 feet of a State Highway. For a multilane roadway, IDOT does not allow access within 525 feet of a State Highway or the length of the turning lanes, whichever is longer.
- **Traffic**— Traffic was projected for full development of the City's 223 acres based on a mixed use office space, retail, restaurants and services, residential, recreational and other uses. Based on projected traffic, it was determined that a future intersection on the east side of the site (Wellington Road) will be needed to provide additional access to the developed area.

Right-of-Way Needs

The proposed work can be accomplished within the existing State and City right-of-way and within the 223 acres owned by the City. As part of the project, the City will dedicate right-of-way for the realigned Nofsinger Road and Wellington Drive roadways.

Property Access

Provisions for access to all existing parcels will be provided as part of the project. The existing Nofsinger Road intersection will be removed, and cul-de-sacs will be constructed at the new termini of Willow Drive and at the north end of the existing Nofsinger Road, south of US Route 24.

Detour Routes

As part of the engineering studies and detailed design, construction staging will be considered and planned to provide for the safety of both travelling public and construction workers. Road closures and detour routes will be planned for as needed. Since Nofsinger is being relocated to the east of the existing alignment, it is anticipated that traffic through the existing intersection can be maintained at least a portion of the construction window.

Cost and Funding

The Nofsinger / US Route 24 Intersection and Nofsinger Road Realignment construction cost is estimated at this time to be in the range of three to four million dollars. The City is actively seeking federal and state funds, which could cover 50 to 80% of the construction costs, and has funds budgeted for the local share.

Schedule

Engineering studies to meet funding agency requirements are underway and construction documents will begin shortly. The construction schedule is dependent on securing funding. Completed Engineering studies and construction documents will better position the City to secure funding.



TERRA
ENGINEERING LTD.

Public Informational Meeting for Nofsinger Road Intersection Improvements

Thursday May 26, 2016
5 P.M. to 7 P.M.

Your comments and questions are important to us. Please take a moment to complete this comment form and let us know your thoughts about the project.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins or other markings on the paper.

PLEASE PRINT

Name _____

Address _____

City, State, ZIP _____

Phone or Email _____

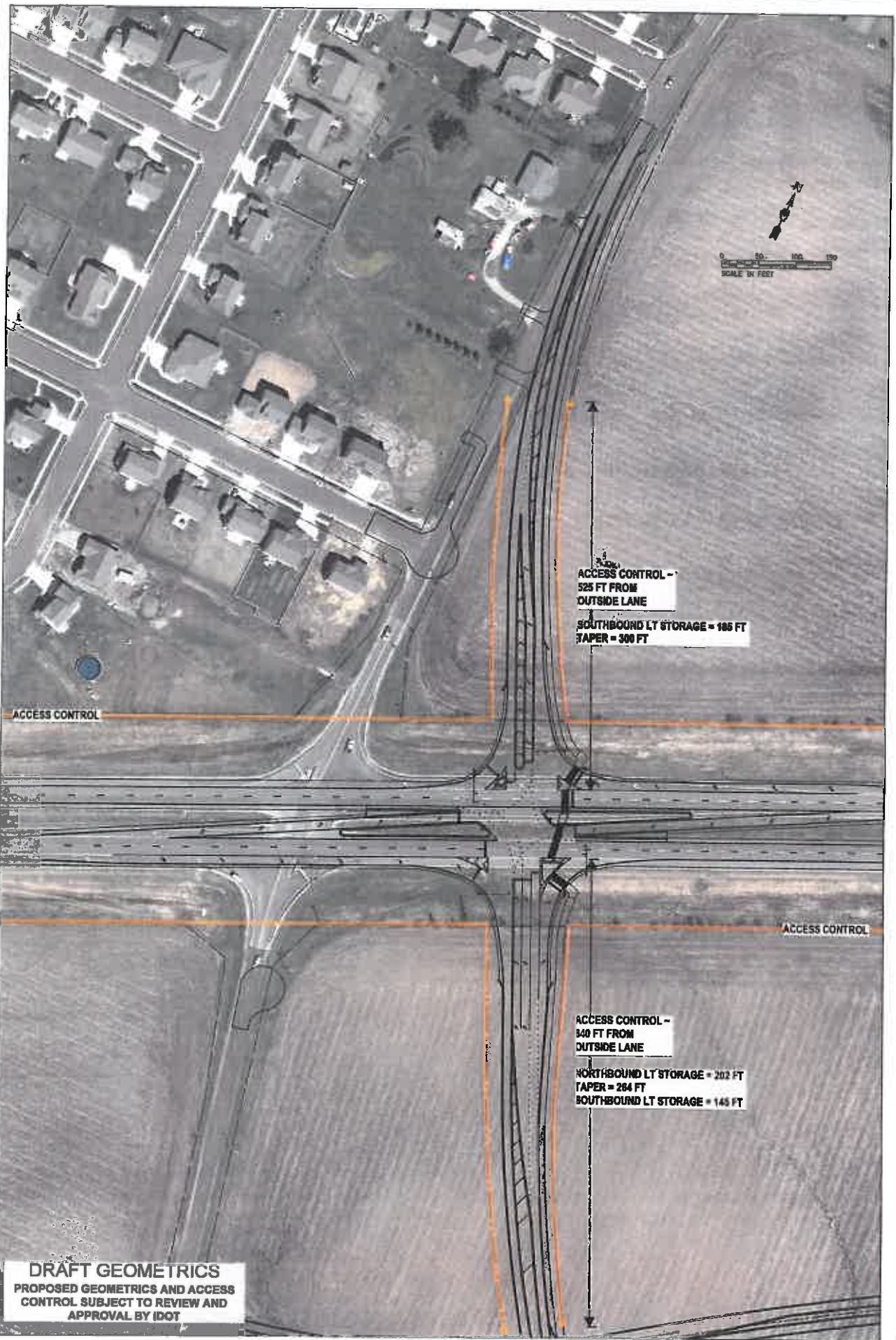
Please place this completed form in a
"Comments" box at the meeting today, or
City of Washington--Public Works
301 Walnut Street
Washington, IL. 61571
or Ed Andrews, Public Works Director
eandrews@ci.washington.il.us

**Please postmark comments no later than
Thursday June 9, 2016**



DRAFT 8/28/2016
 PROPOSED ALIGNMENTS, GEOMETRICS AND
 ACCESS CONTROL, SUBJECT TO REVIEW AND
 APPROVAL BY DOT

NOFSINGER ROAD IMPROVEMENTS CITY OF WASHINGTON





APRIL 1994



SEPTEMBER 2005



APRIL 2006



APRIL 2014

* ALL IMAGES COURTESY OF GOOGLE EARTH



NOFSINGER ROAD IMPROVEMENTS - DEVELOPMENT HISTORY CITY OF WASHINGTON



CITY OF WASHINGTON
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MEMORANDUM

TO: Mayor Manier and Committee of the Whole
FROM: Joanie Baxter, Controller *JB*
DATE: June 10, 2016
SUBJECT: Renewal of Health and Dental Insurance Plans

The Finance and Personnel Committee agreed during its meeting of April 18 to allow our current agent, The Wyman Group to shop the reinsurance market for a renewal proposal for the City's Group Health and Dental Insurance plans. The intention is to look at the agent relationship in the Fall when there is adequate time to request proposals for these services.

Nine proposals were received with the most competitive quote from ACE American who is the incumbent carrier. The quote includes keeping the specific deductible unchanged at \$50,000 and again opting not to purchase aggregate coverage. The specifics of the renewal have been reviewed with the Health Insurance Committee. Please note that the agent provided a 12-month term renewal, along with a 6-month and 18-month renewal option to explore the feasibility of moving to a calendar year term. Following analysis by Staff, it was determined that changing the length of the term is cost-prohibitive at this time. However, this will be further explored when looking at options in the Fall.

Please note the following:

- The proposal from Ace American and Consociate represents a 3.6% increase in fixed costs, including the specific premium and administrative costs.
- Funding for claims is determined based on average claims for the past three years, including the current-to-date claims. Because average claims are lower than the current funding, the recommendation is to continue funding at the current rate and thus the claims component results in a 0% increase.
- The dental renewal with Guardian also resulted in a 0% increase in premium for the PPO plan.
- Applying the fixed cost increase of 3.6%, the claims funding increase of 0% and the dental increase of 0%, results in an overall increase of .8% for the renewal.
- The .8% increase translates into an increased premium of \$20 per month for family and \$4 per month for single plans.
- As indicated by the union contracts and non-union policies, any increase in the premium is to be shared equally by the City and employees.
- A total premium increase of \$10 per month for family and \$2 per month for single plans is recommended to be passed on to employees.
- The Health Insurance Committee agreed to a recommendation by Staff to split the wellness incentive currently applied to the premium between tobacco and wellness in order to comply with the affordability stipulations of the Health Reform regulations. The \$50 incentive for family would consist of \$25 each for tobacco and wellness and the \$25 incentive for single coverage would consist of \$15 for tobacco and \$10 for wellness.

Based on the above, Staff is seeking a recommendation to the City Council of the following:

- Renewal proposal with The Wyman Group as broker; Consociate as third party administrator and Ace American as reinsurance carrier.
- Funding levels unchanged from the prior year.
- Premium increase for employees equal to \$10 per month for family coverage and \$2 per month for single coverage, with the incentives described above, effective July 1, 2016.
- Renewal of dental insurance plan with Guardian Insurance.

This matter is on the agenda for discussion by the Committee of the Whole during its meeting of June 13, 2016.

CITY OF WASHINGTON
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MEMORANDUM

TO: Mayor Manier and Committee of the Whole
FROM: Joanie Baxter, Controller *JB*
DATE: June 10, 2016
SUBJECT: Renewal of Property and Liability Insurance

In regard to the Property and Liability Insurance renewal, please note the following:

- Dennis Hermann from Alexander-Murray has shopped the market and obtained renewal proposals from both the incumbent carrier, HCC Insurance and Travelers Insurance who provided the coverage between 2011 and 2013.
- The proposals are both very competitive and represent an increase of between 2.5% and 5% as compared to the prior year for similar coverage.
- Increased coverage was requested which accounts for a portion of the increase – 1.5% increase in all property levels.
- Additional coverage for cyber liability is being recommended and was quoted at an additional premium of \$6,332 for HCC and \$5,214 for Travelers.
- With the additional coverage, Travelers would be the low bid of \$156,491 compared to a total bid from HCC of \$162,084.
- The only difference in coverage is the property deductible for HCC is \$1,000 per claim and with Travelers it is \$2,500. The City averages between 1 and 3 property claims per year.
- Staff has requested a quote from HCC for the property premium with a \$2,500 deductible and hopes to receive this information by Monday so that a better comparison can be made between the two proposals.
- Staff has been pleased with the customer service provided by both HCC and Travelers in the past.
- Dennis Hermann will be in attendance Monday evening.

Attached is an additional memo from Dennis giving further explanation of the renewal proposal.

Based on the above, Staff is recommending general discussion on this issue, pending receipt of an alternate bid from HCC with a \$2,500 deductible for property coverage.

This matter is placed on the agenda for discussion by the Committee of the Whole during its meeting of June 13, 2016.

Dear Mayor and City Council,

We have received two substantially similar and competitive quotes for renewal of the City liability/property/auto policy, effective 7/1/2016 – 7/1/2017.

The City is currently insured with HCC through a broker, Burnham and Flower. The current premium is \$147,527. Copy of the HCC renewal quote is attached above as . The renewal is substantially the same coverage as expiring with a minor increase in the property values of 1.5%. The base bid quote is \$155,752. They also provided a quote to include cyber liability coverage at an additional premium of \$6,332, which is a total premium of \$162,084. I found HCC and Burnham & Flower to be very responsive through the quoting process and would remind Council that they were the carrier who paid on the substantial damage we had at the wastewater plant.

As requested by the Finance committee, we have also secured a quote through Travelers whom with we are directly contracted with to do public sector business. The City was insured with Travelers from Jan 2011 to April of 2013. The premium quote with Travelers is \$149,351 but this did not include water backup for liability exposure nor failure to provide utility services which are included in the HCC quote. The premium for these two coverages is shown on page 50 of the Travelers quote and when these amounts are added to the base quote, it brings the total to \$151,277. The \$151k total does include some minor cyber liability coverage but Travelers has also provided a similar limit quote for Cyber to the HCC quote which is an additional premium of \$5,214 bringing the total to \$156,491.

The only other significant difference in the two quotes is the deductible on property coverage. Travelers quoted at their minimum \$2500 whereas HCC is quoted at \$1000. We looked at recent claims and found 3 property claims in the past 2 years which would have been roughly a \$2250 additional expense to the City if we had been covered at the higher deductible.

One other difference which appears present on the Inland Marine coverage between the two quotes but is actually not a coverage difference. The value of the total IM property is \$1.9 million with HCC and approx. 1.0 with Travelers. But Travelers has certain items which HCC covers on the property schedule. Items included in this schedule difference include street sweeper, benches, and emergency sirens.

Based on the quotes received, I would recommend we consider the Travelers quote including both the water backup, failure to supply and cyber liability coverages at a total premium of \$156,491. However, I would add, that both proposals are incredible close in premium and coverage and will provide good coverage for the City.

I look forward to reviewing these proposals at the Committee of the Whole meeting on Monday night.

Dennis Hermann

alexander l murray agency

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CITY OF WASHINGTON

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MEMORANDUM

TO: Committee of the Whole
FROM: Jon R. Oliphant, AICP, Planning & Development Director
SUBJECT: 400 N. Lawndale
DATE: June 7, 2016

The City has received summary judgment against Citicorp Mortgage, Inc. as part of the case to remove any life/safety issues for the house at 400 N. Lawndale. This now frees the City to have the house either demolished or repaired. Please note that the City would not have the judicial deed in this case. However, the Court has granted the City the ability to have the demolition or repairs completed. This would also allow the City to recover the demolition/repair costs, court costs, attorney's fees, and other costs incurred by the City related to this case. A lien would be filed within 180 days following the demolition/repairs. The lien is superior to any other liens with the exception of taxes.

Staff is seeking input on whether to proceed with demolition or repairs for this house. Discussion will take place at the June 13 Committee of the Whole meeting.

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MEMORANDUM

TO: Committee of the Whole
FROM: Jon R. Oliphant, AICP, Planning & Development Director
SUBJECT: Sidewalk/Curbs Policy
DATE: June 8, 2016

The City currently has a 50/50 sidewalk program that provides for roughly 50% of the cost of the repair of any sidewalks (and curb) that is deemed to be in poor or substandard condition. This program has been in place since 1965. It provides for \$2.25 per square foot for sidewalk and \$25 per lineal foot of curb. Residents can either choose a contractor to do the work and be reimbursed for the eligible costs or have City employees do the work and pay 50% at the time of construction. Where poor or very poor sidewalk has been identified, residents are typically required to participate financially in the construction of the new sidewalk.

The initial sidewalk construction is the responsibility of the builder/owner. The City's existing sidewalk policy that dates to 1991 is attached. As noted, this does not speak to the future maintenance of curbs. There is also no mandate that any residential subdivisions complete any sidewalk construction upon either a certain percentage of build-out or a particular period of years following acceptance of the public infrastructure improvements. Morton has an ordinance (see attached) that requires any remaining sidewalks be constructed after three years following the Village's acceptance of the infrastructure improvements or where at least 75% of the lots in a subdivision have had construction on the lots. The owner of those lots is notified of the need to complete the sidewalk construction within 90 days of the notification. In the event an owner does not comply, the Village may, at its option, complete the installation and bill the owner the cost of the construction.

The Public Works Committee discussed this at their meeting on May 31st and recommended including curbs within this policy as well as mandating that sidewalks be completed three years following city acceptance of the public infrastructure improvements or where 75% of the lots have had construction. This would be done to ensure the safety of the residents. This can also be established retroactively to include lots from previously platted subdivisions that have gaps in the sidewalks. Discussion is planned at the June 13th Committee of the Whole meeting to determine consensus prior to the possible drafting of an ordinance. Any amendment to the subdivision code would first go to the Planning & Zoning Commission for a recommendation prior to the City Council considering it for approval.

Attachments

CITY OF WASHINGTON
WASHINGTON, ILLINOIS

CITY COUNCIL POLICY STATEMENT

Category: Public Works
Subject: Sidewalk Extension and
Replacement

Policy Number: PUB-01-91
Approval Date: 09-16-91

Purpose: To promote pedestrian safety and limit, to the extent possible, the City's liability for sidewalk-related accidents and injuries, and to generally improve the condition of existing City sidewalks.

To establish and maintain a means to provide for both voluntary and mandatory private property owner participation in the cost of sidewalk extensions and replacements.

Rationale: Since June, 1965, the City has encouraged voluntary private property owner participation in what has come to be known as the Share the Cost Sidewalk Replacement Program. Each year, property owners wishing to have abutting public sidewalk replaced by the City are charged a percentage of the costs of replacement. If the owner wishes to have a private contractor replace the public sidewalk, the owner is eligible to receive City reimbursement of the material costs only. However, participation by property owners abutting some of the poorest condition sidewalk has not occurred.

Additionally, there are a number of locations within public rights-of-way in the City where sidewalks have not been installed, and where the extent of pedestrian activity would merit the installation of sidewalk. While new residential and non-residential subdivisions are required to provide for sidewalk construction, non-subdivision development is not required to provide for sidewalks along public rights-of-way.

Therefore, it is in the best interests of the City of Washington to take appropriate actions designed to assure that public sidewalks are constructed and existing sidewalks are maintained in a condition which promotes the public safety and welfare of the citizens of the City.

Policy:

1. **City-Mandated Sidewalk Extensions:** The City will periodically identify and prioritize public rights-of-way where new sidewalk construction is merited. Priority will be placed on extending new sidewalk, as follows.

A. Linking existing neighborhood sidewalk systems to property in the vicinity that is used for public, semi-public, or institutional purposes;

B. Linking existing neighborhood sidewalk systems to property in the vicinity that is used for commercial purposes; and

C. Linking existing adjacent sidewalk systems.

Subject to budgetary considerations, the City Council will select the locations for new sidewalk construction. The City Administrator will develop and implement appropriate procedures to notify property owners abutting the selected new sidewalk locations of their required financial participation in the construction of the new sidewalk.

2. City-Mandated Sidewalk Replacement: The City will annually inventory and evaluate the condition of existing sidewalk located in the public right-of-way, using insurance industry guidelines as a basis of evaluation. Sidewalk in Poor or Very Poor condition will be identified and listed.

A. Poor Condition Sidewalks are those which have:
Cracks greater than $\frac{1}{8}$ " wide and greater than $\frac{1}{4}$ " vertical separation between squares or cracks within the same square. Significant surface scaling or pitting. Broken sections of walk are loose and shift easily under the weight of walking. Some sections may be entirely missing.

B. Very Poor Condition Sidewalks are those which have:
Cracks greater than $\frac{1}{4}$ " wide or $\frac{1}{2}$ " vertical separation between squares or cracks within the same square. Excessive cracking, scaling or pitting. Sections of broken walk can be lifted out or are entirely missing.

Subject to budgetary considerations, the City Council will select the locations for City-mandated sidewalk replacement. The City Administrator will develop and implement appropriate procedures to notify property owners abutting the selected replacement sidewalk locations of their required financial participation in the construction of the new sidewalk.

3. Payment By Private Property Owner(s): The cost of new construction and replacement of sidewalk along public rights-of-way shall be the responsibility of the abutting property owner(s). However, the City shall participate in the cost of construction and/or replacement of sidewalk in accordance with the following criteria.

A. For City-mandated new sidewalk construction or replacement sidewalk installed by the City, or by City-awarded contractor (not applicable to properties where sidewalk construction is otherwise regulated by the Subdivision Code, Zoning Code, or Building Code):

6.00 / foot

Option 1. The abutting property owner may elect to pay the City 50% of the cost at the time of construction or replacement. The City shall pay the remaining 50%.

Don't do anymore
Option 2. The abutting property owner may elect to pay the City 50% of the cost, plus 6.0% interest, compounded annually, which may be spread over a period not to exceed five years, beginning in the year of construction. The City shall pay the remaining 50%.

The City Council shall adopt the necessary ordinance to require abutting property owners to participate in the mandatory construction, or replacement of sidewalk.

B. For sidewalk replacement installed by the City, or by City-awarded contractor, at the request of the owner of abutting property:

Option 1. The abutting property owner shall pay the City 50% of the cost at the time of replacement. The City shall pay the remaining 50%.

C. In the case where a private property owner enters into an agreement with a private contractor to replace sidewalk located within City-owned right-of-way:

Options
Option 1. Subject to prior approval of the City, the City will reimburse the property owner an amount equal to the actual cost of materials only. *based on the City's final inspection measurements.*
Concrete

The City reserves the right to accept, defer, or reject voluntary requests for replacement, subject to budgetary constraints.

- (M) For new mains, all hydrostatic pressure and leakage testing (including filling, flushing, and disinfection testing) shall be performed by the Village of Morton Water Department with the cost to be paid by the developer or contractor.

The fee for one set of tests shall be set by the Superintendent of Public Works and is due before the work is to be done. If the system fails to pass any of the tests, retesting shall be done at an additional time and material cost, which is also the responsibility of the developer or contractor. (amd. Ord. 02-35, 3-17-03)

11-5-8: **STREETS:**

- (A) Streets shall be provided in accordance with the appropriate street sections contained in the "Morton Subdivision Construction Details" on file in the office of the Plan Director. If streets larger than that required for the subdivision are necessary and appropriate, the Village may participate in accordance with the policies in effect at the time the subdivision is considered.
- (B) All street construction shall be done in accordance with the "Standard Specifications for Road and Bridge Construction" of the State of Illinois, latest edition, and in accordance with the approved construction plans.
- (C) All underground utilities that lie or cross under the proposed pavement shall be constructed prior to any street construction. Trenches shall be backfilled with approved material and compacted by approved methods to a point five feet (5') behind the curb.
- (D) Streets with an aggregate base course shall be constructed so that the aggregate base course can be exposed through one winter season prior to being surfaced. (Ord. 89-4, 6-19-89)

- (E) Sidewalks shall be constructed in conjunction with the construction of the house, and same shall be completed when the house construction is completed. For those lots that have not had construction, when seventy five percent (75%) or more of the lots in a subdivision have had construction on the lots or three (3) years after conditional acceptance of the improvements by the Village, whichever is earlier, then the owner of a lot in that subdivision shall complete the installation of a sidewalk within ninety (90) days of the date of being notified of same by the Village. In the event an owner does not comply with the construction of said sidewalk within the time period stated above, then the Village may, at its option, complete said installation and bill the owner for the cost of same. In such case the owner shall, within five (5) days of the submission of a bill, pay the Village for same. In the event payment is not made, then the Village may institute legal proceedings for the collection of said amount and may also file a complaint for violation of the terms of this Section. (Ord. 89-4, 6-19-89; amd. Ord. 97-23, 9-15-97; amd. Ord. 98-6, 7-6-98)

For all subdivisions platted on or after April 6, 1981, where there has been a conditional acceptance of the improvements by the Village more than three (3) years prior to the date of Ordinance 98-6, then the owners of the lots in said subdivision shall have ninety (90) days from the date of Ordinance 98-6 to install sidewalks. If sidewalks are not installed, the other provisions of this Section shall apply. (Ord. 98-6, 7-6-98)

- (F) All street construction shall be subject to final inspection and acceptance by the Village Engineer.
- (G) Street improvements shall be provided in accordance with the following criteria:
(See following page for Street Classifications and Design Standards Table.)

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MEMORANDUM

TO: Committee of the Whole
FROM: Jon R. Oliphant, AICP, Planning & Development Director
SUBJECT: Zoning Code Text Amendments
DATE: June 9, 2016

Two amendments to the zoning code are proposed within the attached draft ordinance. The first would clarify how corner lots are defined. Currently, any corner lot has two front yards adjacent to a street. However, there has been some discrepancy as to how the side and rear yard is determined. Staff has determined that the location of the side and rear yards has different on various corner lots. The proposed amendment would allow for the builder or owner to claim where the side and rear yard is upon submittal of the site plan as part of the building permit. This is intended to provide both flexibility and clarity for all parties and should hopefully allow for better site design that also keeps the building footprints in character with surrounding structures.

The second proposed amendment would clarify how fencing is handled within all three of the city's commercial zoning districts. The zoning code does not currently address fencing in commercial districts and staff has typically used the residential fencing regulations to help address commercial fencing. However, the purpose of commercial fencing often differs from residential fencing and staff would like to define the maximum height and its purpose. The text contained for each of the three zoning classifications mirrors that found within the landscaping section and would set a maximum height of seven feet.

A public hearing was held on these items at the June 8 Planning and Zoning Commission meeting. The PZC unanimously recommended approval of both amendments. This will be scheduled for a first reading ordinance at the June 20 City Council meeting with a second reading scheduled for July 5.

Enclosure

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF
THE CITY OF WASHINGTON, ILLINOIS BY AMENDING CHAPTER 154.041 ENTITLED "YARDS
REQUIRED" AND CHAPTER 154.004 ENTITLED "DEFINITIONS"

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

Section 1. That § 154.004 of Chapter 154 of the Washington Municipal Code of Ordinances titled "Definitions" is hereby amended by adding the following definition for "Lot, Corner" and deleting the definition of "Yard, Front" and substituting the following in lieu thereof:

"§ 154.004 DEFINITIONS

LOT, CORNER. *A parcel of land situated at two (2) intersecting streets. A corner lot shall have two (2) front yard adjacent to a street. The location of the rear yard shall be declared by the builder or owner prior to construction of a principal structure. The portion of the lot that is not the rear yard or the two (2) front yards shall be considered a side yard."*

Section 2. That § 154.091 of Chapter 154 of the Washington Municipal Code of Ordinances titled "C-1 Districts" is hereby amended by adding § 154.091(I) in its entirety:

I. Fences. *Fencing is required as a visual barrier when all or a portion of the subject site is immediately adjacent to a Transitional Buffer Yard as detailed in § 154.404(B)(3). Fencing shall further be permitted to shield the following activities:*

- 1. Loading, unloading, or storage of refuse containers/dumpsters;*
- 2. Storage or display of materials or merchandise;*
- 3. Loading or unloading of passengers or goods; and*
- 4. Parking of vehicles.*

Such fencing shall not be more than seven (7) feet in height above grade.

Section 3. That § 154.092 of Chapter 154 of the Washington Municipal Code of Ordinances titled "C-2 Districts" is hereby amended by adding § 154.092(I) in its entirety:

I. Fences. *Fencing is required as a visual barrier when all or a portion of the subject site is immediately adjacent to a Transitional Buffer Yard as detailed in § 154.404(B)(3). Fencing shall further be permitted to shield the following activities:*

- 1. Loading, unloading, or storage of refuse containers/dumpsters;*
- 2. Storage or display of materials or merchandise;*
- 3. Loading or unloading of passengers or goods; and*
- 4. Parking of vehicles.*

Such fencing shall not be more than seven (7) feet in height above grade.

Section 4. That § 154.093 of Chapter 154 of the Washington Municipal Code of Ordinances titled "C-3 Districts" is hereby amended by adding § 154.093(I) in its entirety:

I. Fences. Fencing is required as a visual barrier when all or a portion of the subject site is immediately adjacent to a Transitional Buffer Yard as detailed in § 154.404(B)(3). Fencing shall further be permitted to shield the following activities:

1. Loading, unloading, or storage of refuse containers/dumpsters;
2. Storage or display of materials or merchandise;
3. Loading or unloading of passengers or goods; and
4. Parking of vehicles.

Such fencing shall not be more than seven (7) feet in height above grade.

Section 5. That this ordinance shall be in full force and effect from and after its passage, approval, and publication as provided by law.

Section 6. That all ordinances or parts thereof in conflict herewith are hereby expressly repealed.

PASSED AND APPROVED this _____ day of _____, 2016.

AYES: _____

NAYS: _____

Mayor

ATTEST:

City Clerk

CITY OF WASHINGTON

PLANNING & DEVELOPMENT DEPARTMENT

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MEMORANDUM

TO: Committee of the Whole
FROM: Jon R. Oliphant, AICP, Planning & Development Director
SUBJECT: Alternative Transportation Options
DATE: June 9, 2016

Staff receives periodic inquiries from residents about providing transportation options for those that either do not have an automobile or cannot drive. While these are not frequent inquiries, staff thought that it may be worth considering further investigating. There would seemingly be more interest in a demand-response type of system instead of a fixed route that CityLink would offer. CityLink offers service through its CityLift paratransit system within $\frac{3}{4}$ of a mile within a fixed route; the only such route that services Washington terminates at Washington Plaza. This is priced at \$2 per ride.

Input would be appreciated at the June 13 Committee of the Whole meeting to determine whether further consideration should be given to offering any alternative transportation options.



Memo

TO: Mayor Manier and City Council
FROM: Ed Andrews, Public Works Director
SUBJECT: City Policy: PUB-01-90
Reimbursement of Sewer Charges
DATE: June 10th, 2016

Per the attached policy, residences that were thought to have been on City sewer but found to actually still be on septic are eligible for both:

- 1) A reimbursement of past sewer charges for up to a maximum of seven (7) years.
- 2) A waiver of the sewer connection fee.

While this is a fairly infrequent occurrence, it has happened 3 time since 2007. At the time this policy was adopted, the sewer tap fee was \$100. It is now \$4,317. Additionally, a seven year reimbursement of sewer fees could be as high as \$4,300 at our current rate of \$8.56 per 1000 gallons.

This policy was discussed at the Public Works Committee meeting of 5-31-16 and members felt that it might be appropriate to continue to waiver the sewer connection fee, but not reimburse sewer fees.

This matter is being presented to the Committee of the Whole for Monday, June 13th, 2016, for review and discussion.

cc: File

CITY COUNCIL POLICY STATEMENT

Page 1 of 1

Memo

TO: Mayor Manier and City Council
FROM: Ed Andrews, Public Works Director
SUBJECT: North Main and Zinser – Parking Lot
DATE: June 10th, 2016

The above mentioned lot at the southwest corner of North Main and Zinser is currently in this year's budget at \$50,000 to pave with a bituminous surface. To insure that a number of constraints are understood, along with considerations for the timing of the paving and pending street scape improvements, the following memorandum was prepared.

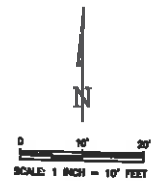
The Lot itself is approximately 55' wide by 120' deep. Two configurations for parking stall configurations have been prepared.

- (1) Standard configuration for 90 degree parking would be approximately 60' wide, which will necessitate an encroachment along the sidewalk along Zinser. However this would not require an exit back onto Main Street since the isle width would allow for two way traffic.
- (2) 60 degree angled parking would require an exit movement onto North Main, but keeps the paving within boundaries of the existing sidewalk.
- (3) A third option would be to partially pave 90 degree parking on one side only as an interim condition and complete the lot concurrent with future streetscape.

In all cases a standoff distance of three feet (3') from the adjoining Brunk's building is recommended due to the evidence of shared / tied foundation elements from the previous building on the property.



This matter is being presented to the Committee of the Whole for Monday, June 13th, 2016, for review and discussion.



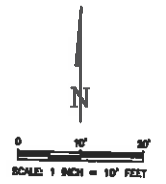
REVISIONS			
NO.	DATE	DESCRIPTION	APPROVED

DESIGNED _____
 DRAWN SEA
 CHECKED _____
 DATE 4/2/18



220 LAYOUT

City of Washington
 WASHINGTON CITY HALL
 301 WALNUT STREET
 WASHINGTON, IL 61571



REVISIONS			
NO.	DATE	DESCRIPTION	APPROVED

DESIGNED: _____
 DRAWN: SEA
 CHECKED: _____
 DATE: 8/2/18



Zinner Alley Flat Lot - Angled

City of Washington
 WASHINGTON CITY HALL
 301 WALNUT STREET
 WASHINGTON, IL 61571

**CITY OF WASHINGTON
WASHINGTON, ILLINOIS**

MEMORANDUM

To: Committee of the Whole
From: Liquor Commission
Subject: Liquor Code Amendments – Sunday Sales and Class A-2 license holders to remain open and sell alcohol until 2:00 a.m. on Thanksgiving Day
Date: June 10, 2016

As requested, the Liquor Commission met on June 9th to review two (2) hours of sale amendments to the City's Liquor Code.

The first discussion was in regards to the elimination of the City's (noon) Sunday sales provision. In July of 2015 the IL Liquor Control Act repealed section 5/6-14 entitled 'Retail Sales on Sundays' entirely. This section read as follows: *"No person shall sell at retail any alcoholic liquor on Sundays unless authorized by general ordinance or resolution of the city council, president and board of trustees or county board, as the case may be, provided, however that the city council, president and board of trustees or county board, as the case may be, may further restrict the permissible hours for the sale of alcoholic liquors under such licenses in its political subdivision as the public good and convenience may require."* This state amendment repealed the provision that prohibits the sale of liquor on Sundays, except under certain circumstances.

The Liquor Commission was in favor of a change in the City's Liquor Code that would lessen the (noon) Sunday sales restriction. Other communities in the area are currently doing the following:

- City of Peoria does not have a restriction on the hours of sale on Sundays;
- City of East Peoria has a not until 10:00 a.m. restriction on Sundays; and
- Village of Morton has the not until 12:00 p.m. (noon) restriction on Sundays.

The second discussion was in regards to adding a provision that would allow Class A-2 license holders to remain open until 2:00 a.m. on Thanksgiving day. Currently the City's Liquor Code allows for Class A-2 license holders to remain open until 2:00 a.m. on Friday, Saturday, and Sunday mornings of each week. Several Class A-2 license holders approached the City about allowing the 2:00 a.m. provision on Thanksgiving day morning as their businesses are as busy on the eve of Thanksgiving day as they are on the days that they are currently allowed to sell until 2:00 a.m.

The Liquor Commission was in favor of a change in the City's Liquor Code that would allow Class A-2 license holders to remain open until 2:00 a.m. on Thanksgiving day morning. Other communities in the area are currently doing the following:

- City of Peoria allows their license holders to remain open until 2:00 a.m. on Friday, Saturday, Sunday, March 18th, and Thanksgiving mornings;
- City of East Peoria allows their license holders to remain open until 2:00 a.m. on Friday, Saturday, and Sunday mornings;
- Village of Morton allows their license holders to remain open until 1:00 a.m. Monday through Sunday and has no 2:00 a.m. provision.

Attached for discussion are two redlined versions of the City's Liquor Code §112.03 Hours of Sale. One shows an elimination of the 12:00 a.m. (noon) Sunday sales for all liquor license holders and the other shows the elimination for package sale license holders only. Both show a 2:00 a.m. provision for Thanksgiving day for Class A-2 license holders.

Language that would eliminate “*from 1:00 a.m. to 12:00 p.m. on Sunday*” for all license holders and would add “*and Thanksgiving Day morning*” for Class A-2 license holders to remain open until 2:00 a.m.

RETAIL SALES

§ 112.03 HOURS OF SALE

- (A) It shall be unlawful for Class A and E license holders to sell or offer for sale at retail any alcoholic liquor in the city, between the hours of 1:00 a.m. and 8:00 a.m. ~~on Monday through Saturday, and from 1:00 a.m. to 12:00 p.m. on Sunday~~, except that holders of Class A-2 licenses may remain open and sell or offer for sale alcoholic beverages until 2:00 a.m. on Friday, Saturday, and Sunday mornings of each week and Thanksgiving Day morning. Unless specified otherwise in this Chapter 112, for all other licenses, it shall be unlawful to sell or offer for sale at retail any alcoholic liquor in the city, between the hours of 1:00 a.m. and 6:00 a.m. ~~on Monday through Saturday, and from 1:00 a.m. to 12:00 p.m. on Sunday~~. Notwithstanding the above, on New Year's Day of each year all Class A license holders may remain open and sell or offer for sale alcoholic beverages until 4:00 a.m., although no new patrons may be admitted to the establishment after 2:00 a.m.
- (B) It shall be unlawful to keep open for business or to admit the public to any premises in or on which alcoholic liquor is sold at retail during the hours within which the sale of such liquor is prohibited; provided, that in the case of restaurants, such establishments may be kept open during such hours, but no alcoholic liquor may be sold to or consumed by the public during such hours.

Language that would eliminate “from 1:00 a.m. to 12:00 p.m. on Sunday” for package sale license holders only and would add “and Thanksgiving Day morning” for Class A-2 license holders to remain open until 2:00 a.m.

RETAIL SALES

§ 112.03 HOURS OF SALE

- (A) It shall be unlawful for Class A and E license holders to sell or offer for sale at retail any alcoholic liquor in the city, between the hours of 1:00 a.m. and 8:00 a.m. on Monday through Saturday, and from 1:00 a.m. to 12:00 p.m. on Sunday, except that holders of Class A-2 licenses may remain open and sell or offer for sale alcoholic beverages until 2:00 a.m. on Friday, Saturday, and Sunday mornings of each week and Thanksgiving Day morning. It shall be unlawful for Class B, C, and F license holders to sell or offer for sale at retail any alcoholic liquor in the city, between the hours of 1:00 a.m. and 6:00 a.m. Unless specified otherwise in this Chapter 112, for all other licenses, it shall be unlawful to sell or offer for sale at retail any alcoholic liquor in the city, between the hours of 1:00 a.m. and 6:00 a.m. on Monday through Saturday, and from 1:00 a.m. to 12:00 p.m. on Sunday. Notwithstanding the above, on New Year's Day of each year all Class A license holders may remain open and sell or offer for sale alcoholic beverages until 4:00 a.m., although no new patrons may be admitted to the establishment after 2:00 a.m.
- (B) It shall be unlawful to keep open for business or to admit the public to any premises in or on which alcoholic liquor is sold at retail during the hours within which the sale of such liquor is prohibited; provided, that in the case of restaurants, such establishments may be kept open during such hours, but no alcoholic liquor may be sold to or consumed by the public during such hours.