



**LAND SUBDIVISION COMMITTEE MEETING MINUTES**  
**May 7, 2015**

**ATTENDANCE**

<b>Land Subdivision Committee Members</b>	<b>Staff</b>
Gregg Humphrey, Chairman	Joe Zeibert
T.J. Heavisides	Peter Jordet
Mike Johnson	
Matt McLaughlin	
Jeph Bassett	<b>Others</b>
Rich Meadows	Don Defrates
Brian Wright	Phil Martin
Lori Williams	Bill Coombe
Cyndi Knowles	Charles Adams
Paul O'Shea	Chris Cole
Ken Springs	Bob Dalton
Dean Graven	

- **CALL TO ORDER**

Gregg Humphrey called the meeting to order at 1:30 PM.

- **MINUTES OF MEETING**

Gregg Humphrey asked if there were any changes or corrections to the April 2, 2015 Land Subdivision Committee meeting minutes. Peter Jordet, Regional Planning Commission, said there was a clarification to the minutes for Fresh Visions Community Church Large Scale Plan. Originally there was a statement about the section of road between Yates and North Grand being just outside of the top 5 percent for worst crash performances in the City. The correction is that the section is just outside of the top 5 percent for worst crash performances in the State of Illinois.

Paul O'Shea, City Planning & Economic Development followed up about trees removed from what appeared to be the right-of-way for White Oaks Commons. It was stated that the trees would need to be replaced if required by IDOT.

Humphrey said hearing the correction, the meeting minutes would stand as approved.

- **ACTION ITEMS**

See attached

- **UNFINISHED BUSINESS AND NEW BUSINESS**

There was no unfinished business. There was no new business.

- **ADJOURNMENT**

Gregg Humphrey said hearing no old business or new business the committee stand adjourned until June. The meeting adjourned at 2:14 P.M.

**SPRINGFIELD-SANGAMON COUNTY REGIONAL PLANNING COMMISSION  
MINUTES OF THE SUBDIVISION COMMITTEE MEETING**

**FILE NO.** 2005-10

**CENSUS TRACT #** 36.04

<b>NAME OF SUBDIVISION:</b>	Kreston Place – Preliminary Plan
<b>JURISDICTION:</b>	City
<b>DATE OF MEETING:</b>	May 7, 2015
<b>OWNER:</b>	Adams Family Lifetime Trust Attn: Charles Adams
<b>ENGINEER:</b>	Coombe-Bloxdorf
<b>DESCRIPTION:</b>	Pt. E ½, NW ¼, Sec. 1, T15N, R6W – West side of Koke Mill Road, South of Old Jacksonville Road
	73.7   Acres   123   Lots
<b>MOTION TO RECOMMEND:</b>	The Preliminary Plan was withdrawn by the developer at the May 7, 2015 LSC meeting.
<b>BY:</b>	
<b>2<sup>ND</sup> BY:</b>	
<b>VOTE:</b>	Withdrawn

Bill Coombe, Coombe – Bloxdorf P.E., presented the Preliminary Plan. He said they are revising the Plan to remove the reverse curve on Lasater Drive, south of Telford Drive. Also, lots along Telford Drive have been widened and one lot was removed. They have also reduced the width of lots in Kames Circle to create two additional Lots. The staging plan has been modified. Finally, they are asking for the requirement of a pedestrian connection between Lots 104 and 105, and Lots 508 and 509 to be removed.

Joe Zeibert, Regional Planning Commission, said the owner’s complete address must be provided. He said to identify and key in the fire hydrants. He said all lots shall be identified under the “Proposed Lots” section. Zeibert said Lot 94 shall be included in the staging plan. He said the lot numbering under “Present & Proposed Zoning” shall be corrected. He said the easement width near Lots 97 & 98 shall be clarified.

Zeibert said RPC staff opposes the removal of the pedestrian connection. He said in 2005 two votes were taken on the Kreston Place Preliminary Plan. The first was to approve the plan without the pedestrian connection. That motion failed. The second vote was to approve the Preliminary Plan with the pedestrian connection. This motion passed. He said it was stated at the meeting that without the connection, a pedestrian would have to travel about ¾ of a mile to get to the commercial area. He said the connection reduces that distance by about a half mile, reducing walking distance to about 1/3 of a mile. He said the accepted rule is a person is more likely to walk distance less than 1/2 of a mile. Zeibert said if people are forced to get into their cars they would have to make four turns, one or two on to an arterial. He said arterials are supposed to carry traffic in a

continuous movement without conflicts. Zeibert said safety and privacy concerns were quoted as a reason for Fox Meadows West removing their pedestrian connection, which was done before 2010. He said evidence has not been presented yet to show that the pedestrian connection in Kreston Place would create safety issues. Zeibert said since 2010, a similar pedestrian connection for Hilltop Place was approved by the City Council, and has since been built with duplexes on each side of the connection. He said these connections are important and moving forward they should be incorporated in all developments. Zeibert reiterated that RPC staff opposes removal of the pedestrian connection. Coombe said the people who are opposed to the connection are the people that live there. He said he does not think anyone in that circle would care if there was a pedestrian access to the commercial property. Coombe said in his opinion the people that are gaining access are the ones who won't want it. Zeibert clarified he was referring to the area around the future Ambleside, Weatherly, Blenheim, and Flagstone Drives. Coombe confirmed this. He said these would be the most desirable lots in the subdivision because of privacy and they won't want people walking through. Zeibert asked if there was a reason the connection was not constructed before the houses were built, and if the connection was included in the bond and letter of credit. Coombe said the lots around the future Ambleside, Weatherly, Blenheim, and Flagstone Drives have not been built yet.

Coombe said for the present proposed zoning, he would put R-2 for all remaining lots instead of getting into details of each lot. Zeibert said that is fine as long as all lots are identified, and it is okay with the committee.

Ken Springs, Citizen Committee Member, said he is in favor of keeping the pedestrian connection.

Paul O'Shea, Office of Planning & Economic Development, agreed with keeping the pedestrian connection. He said if one is creating livable, walkable communities then these connections are important.

Mike Johnson, CWLP Water, said all water main improvements shall be funded by the developer per city code fixed unit prices for residential subdivisions.

T.J. Heavisides, Office of Public Works, said the sequencing needs to be revised to construct Greenbriar Drive from Koke Mill Road to Lasater Road as part of the 6<sup>th</sup> Addition, as shown on the previous Preliminary Plan. All the right-of-way on Greenbriar Drive is to be conveyed as part of that 6<sup>th</sup> Addition. He said Greenbriar Drive from Lasater Drive to the Southwest edge of the property is to be constructed as part of the 7<sup>th</sup> Addition. Heavisides asked if the most recent covenants have been provided. Coombe said covenants are usually for detention ponds, and things that are already built. Heavisides said it seemed there were some minor revisions with the other ones. Heavisides said where the curve was revised on Lasater; the utilities need to be updated to reflect the change. He said it appears Greenbriar Drive should have more storm sewer and utilities than what is shown. He said to include all utilities on the plan. He said all the road layouts and widths should be shown on the plan. Heavisides said the cul-de-sac on Enfield Drive should have a 55 foot radius, not 45.5 feet.

Heavisides asked if Lot 1006 was green space or detention. Coombe said it is green space. Heavisides asked if any of the revision affect the drainage and require amended calculations for storage or pipe capacity. Coombe said they are moving the road 10 feet and the drainage will all be going the same direction, so new calculations will not be needed. Heavisides asked if overflow paths are included for the 5<sup>th</sup> through 8<sup>th</sup> additions for the 100 year storm measure. Coombe asked for clarification of what was meant by overflow path. Heavisides said it is a route for the 100 year storm to get through without going through the storm sewer. Heavisides said some of the text on the plat is too small, particularly where the drainage and sidewalk easement are called out.

Lori Williams, City Traffic Engineer, stated she is in favor of the pedestrian connection remaining on the Preliminary Plan. She said concerning the lots with access to Greenbriar Drive, she is not sure how they got through and were approved in the past. She said Greenbriar is an

arterial and they are trying to limit the access to arterials. She said despite this, the variance has already been approved and access to Lot 89, the two lots in the Southeast corner, and the triangular lot across from Ambleside Drive. Coombe wanted to confirm that access to Greenbriar Drive would be allowed for these lots. Williams confirmed access will be allowed.

Coombe said while the Greenbriar connection was originally slotted for Phase 6, it is a sign of the times that developers cannot build as many lots at once as they used to. Coombe showed the original staging and Preliminary Plan of Kreston Place from 2006. He said all commercial was done in 2010 and Plat 3 was split into two Plats in 2013. He said this was done because of market conditions and they don't know what will be sold, making it difficult to do 40 lot subdivisions. He said at one point everything was slated to be single family houses and now some have moved to duplexes, specifically in Plat 5. He said what they want as Plat 6, 15 lots, will be an attempt at single family houses. He said there will be 15 lots on 1 access point and they are allowed 70 lots per access point. He said the requirement for them to build Greenbriar Drive and dedicate the right-of-way does not seem consistent with what the Committee has required in the past and they do not understand why they are being made to construct the road at this point. Heavisides said they feel constructing Greenbriar Drive, up to Lasater Drive, is consistent with the Preliminary Plan as it currently stands and with the ordinance regarding the approval of staging for traffic for the nearby residents. Coombe said there are not residents to the north because that area has not been built out yet. Williams said because Greenbriar is built to the West they want Greenbriar to be built all the way through. Charles Adams, developer of Kreston Place, asked if the City would like to build Greenbriar. Williams said no, it is up to the developer to build the road and they are ensuring Greenbriar Drive is going to be built. Adams said it will then have to be constructed on the developer's schedule.

Coombe pointed out Mill Creek, the subdivision to the west, has a similar situation and they were not required to complete the road. He said in Mill Creek there were 7 years, 2007 to 2013, between Plats because of the market. He said lots aren't being sold as fast and it's too big of a gamble to complete everything at once. He said with Plat 6 of Mill Creek, in 2014, the committee approved a split similar to what they are trying to do now and did not require them to extend Greenbriar Drive to connect to Kreston Place. He said he only wants the committee to be consistent in their rulings. Heavisides said their previous comments for the road stand. Heavisides said he thought there was an agreement that they would abide by the current Preliminary Plan. Coombe said that was not the case and they would be open to sitting down to try to reach an agreement. Heavisides agreed that would be beneficial and restated that they are trying to stay consistent with the current Preliminary Plan, have Greenbriar Drive constructed, and not delay the construction further. Coombe said it had been their intention to have the road built and the development completed already, but the market has not allowed for that to happen. He said they also have a challenge because of the park option on the south end of the development that they are required to plat. He said they have to wait a year after platting the area until they can develop it and it is not likely the Park District will pick up the option on the ground. Gregg Humphrey, SMSD, said perhaps they could get a release from the Park District so they could complete the addition now. Coombe said that would require a variance. Zeibert said a variance may be requested at the Preliminary Plan stage. Zeibert said a letter from the Park District stating their intention to not pick up the option on the ground could be support for approving the variance. Coombe said they have tried in the past and not been granted the variance. Humphrey suggested they approach the Park District to see what they think about the matter. Coombe reiterated the uncertainty of the market makes these developments difficult.

John Harris, City Building & Zoning Department, said the dimensions of Lots 89 and 92 may make it difficult to meet the setback requirements for a home. Coombe said they are large lots and zoned R-2 so they are sure they will be able to meet the setback requirement when homes are constructed.

Dean Graven, Citizen Member, said it appears the Committee has set a precedent on Greenbriar Drive already when the 6<sup>th</sup> Addition of Mill Creek was split and they were not required to complete the road. He asked if that precedent has been set, why are they changing it at this time. He said not constructing this section makes more sense than the Mill Creek one did. He said it doesn't make sense that they will allow an adjacent development to not construct the road while requiring Kreston Place to construct it. Heavisides said they are trying to stay consistent with the approved Preliminary Plan. Graven said they are not being consistent. Coombe said Mill Creek's Preliminary Plan is also different. Graven said it is not consistent and a large commitment is required of the developer. Heavisides clarified that they are not asking for the whole road to be built at this time. He said the section that will be built is from Koke Mill Road to Lot 93, or approximately Lasater Drive. Coombe restated that he believes they are being inconsistent with the application of the requirements. He said in Mill Creek they would have liked to complete the road but they did not believe the houses could be sold. Coombe said for Kreston Place it's not a matter of them not wanting to build the road, but they don't believe they can sell the houses quickly enough to pay to build the road. He reiterated that the economy has put developers in a position where they are not able to build out as quickly because it creates a large risk, and by splitting up the development into smaller phases the developers are attempting to continue development in the City without taking on undue risk.

Adams asked the Chairman if a revised Preliminary Plan is denied, does the currently approved Preliminary Plan still stand. Humphrey said if the Preliminary Plan being discussed is not approved, the existing Plan stays. He said the Preliminary Plan is approved for three years and with each Final Plat, that three year period is renewed, and the Plan will be current for another three years. Zeibert confirmed this as being correct. Coombe said they had a Final Plat last year. He asked if they are denied can they bring the same plan to the Planning Commission, and if denied there to the City Council. Zeibert said they may.

Adams commented that the committee should do some research to see what is happening in the City of Springfield. He said the number of building permits on an annual basis has been less than 100. He said if you exclude development in the City but not in School District 186, and take out senior housing, there are approximately between 10 and 20 building permits per year for single family homes in the City of Springfield. He said everyone is in a difficult situation and the committee should start to consider what the market is dictating, not what the committee would like to see. O'Shea asked if Adams has the stats on how many of those are being occupied or filled in the inner city rather than out in the new areas. Adams said he did not, and he was not sure if his numbers included the projects that were subsidized housing or not. Graven said those numbers were high, around 30, and if those were taken out the number was low for single family.

Coombe said they would withdraw the Preliminary Plan.

Humphrey stated the Preliminary Plan has been withdrawn and will not be voted on.

**SPRINGFIELD-SANGAMON COUNTY REGIONAL PLANNING COMMISSION  
MINUTES OF THE SUBDIVISION COMMITTEE MEETING**

**FILE NO.** 2015-02

**CENSUS TRACT #** 3

<b>NAME OF SUBDIVISION:</b>	Capital Storage – Browning Road Large Scale Development Plan
<b>JURISDICTION:</b>	City
<b>DATE OF MEETING:</b>	May 7, 2015
<b>OWNER:</b>	Capital Storage, Attn: Carol Grigiski
<b>ENGINEER:</b>	Greene & Bradford
<b>DESCRIPTION:</b>	Lot 1 of Murray/Burke Minor Subdivision – North of Veterans Parkway, East of J. David Jones Parkway, South of Browning Road 7.04 Acres 1 Lots
<b>MOTION TO RECOMMEND:</b>	Approve; Subject To
<b>BY:</b>	Brian Wright
<b>2<sup>ND</sup> BY:</b>	Ken Springs
<b>VOTE:</b>	Unanimous

Don Defrates, Greene & Bradford, presented the Large Scale Development Plan. He said the new project will be on Browning road, approximately 500 feet east of the intersection with J David Jones Parkway, next to Martin Equipment. He said Browning Road is a County Highway. He said it will be eight storage units with no offices, so no parking will be required.

Joe Zeibert, Regional Planning Commission, asked if the drainage issues have been worked out with IDOT. Defrates said they have sent them the changes. Zeibert said they shall key in all utility symbols used. He said they shall key in the fire hydrants. He said they shall identify floodplain monuments established on the Final Plat of the Murray/Burke Subdivision. Defrates said they were unable to find those monuments when surveying. Gregg Humphrey, SMSD, said if the monuments are not there, they should be installed now. Zeibert said they shall identify the width of the sidewalk. He said they shall obtain written approval of the location of the access from the governmental entity with road jurisdiction. He stated that no offices would be on the site, so no parking would be required. Defrates confirmed this. Zeibert asked if there would be outdoor signs. Defrates said the sign location is shown on sheet 6 of the Plan, and the sign will be just inside the temporary buffer yard. Zeibert asked if a floodplain development permit would be required for the tree planting that would occur in the floodplain. T.J. Heavisides, Office of Public Works, said a permit would be required for any work in the floodplain. Zeibert said this would be required during the second phase with the construction plans.

Brian Wright, County Highway Department, said he had been in contact with the developers and they have adhered to all requests from the Highway Department.

Paul O’Shea, Office of Planning & Economic Development, asked where the trees being removed are, and which ones are being kept. Defrates said the trees being removed on

the East Side of the Property would be in the area which will be new pavement, and there are approximately 6 or 7 trees there. He said they are trying to keep the run of trees to the south, and on Veterans Parkway. O'Shea wanted to confirm they were expanding the trees on Veterans Parkway to the east. Debrates confirmed this. O'Shea said there was some landscaping near the entrance. Debrates said it will be mostly low lying bushes. O'Shea asked why the landscaping tapered off towards the east end. Debrates said it is because of a change in the right-of-way and there is a culvert in that area. He added because Martin Equipment is zoned R-1 there will be a temporary buffer yard.

Mike Johnson, CWLP Water, asked if the parcel was annexed to the City. Debrates said it was. Johnson said they are okay with the water main improvements. He said the water main shall be within a 20' wide water main easement. Johnson said the water main improvements shall be funded by the developer, per city code. Debrates said the developer is aware of this. Humphrey asked if the water service down the west side of the parcel was for sprinklers. Debrates said it was for hydrants and they were not required to have sprinklers because they are under the 10,000 square foot threshold. He said the water service will be to provide water to the back building which will be for RV storage and they will use the water for washing. Humphrey said if it will be used for washing they will be required to have sewer. Debrates said he will find out for sure what they will be doing with the water in the last building.

Humphrey said if there is any commercial use in the building, sewer will need to be included. Debrates said he will clarify what the water service use will be.

Heavisides said the legal description should include the location relative to the Section, Township, and Range. He said they shall identify the easement types in the legend. He asked if the existing private sewer line is in an existing easement, if so the document number shall be noted on the plat. Debrates said it is shown on the final plat and referenced in the legal description on the first sheet. Humphrey said they believe it may be a public sewer. Debrates said it is shown as a private sewer on the final plat. Humphrey said it is an eight inch line servicing the building and they would look into the status of the sewer. Heavisides said it is the City's recommendation to install ADA compliant sidewalk along Browning Road, a minimum of five feet wide, but it is County jurisdiction. He said they will need a County permit and approval for access to Browning Road and RCP in the right-of-way. He said the radius around the building appears to be tight, and to make sure all vehicles can make the turns without hitting the buildings. Heavisides said it is recommended that the County require stacking of at least a truck trailer combination along the entrance from the edge of Browning Road to the gate for the property. He said they shall show yard setbacks and add to the legend. He said the sign location may be an obstruction to vehicles and it may not be allowed depending on the type and height of the sign. He asked if the buildings will be pre-fab. Debrates said he does not know and has not seen a building plan. Heavisides said the slab appears to slope seven feet from one end the other and was curious if they would be pre-fab or custom structure. Debrates said they are still working on this.

Heavisides made preliminary comments for the building permit process. He said the sidewalk through the approach should match the seven inch PCC pavement section for the approach, and they shall have a tooled joint to delineate the sidewalk. He said they shall show grades on both sides of the sidewalk, and on both edges of the approach and at minimum in the center of the approach to ensure the sidewalk is constructed to 2% maximum. He said they recommend 1.5%. He said they will need detail for a stabilized construction entrance and concrete washout per IUM. He said they will need inlet protection for the FES in the detention pond. He said the detention will need to be surveyed upon final stabilization to ensure capacity has been maintained. Heavisides said they will need SWPPP and NOI/NPDES permit.

Lori Williams, City Traffic Engineer, asked what type of locks would be used to access the property and what the hours of access would be. Debrates said it will be a 24/7 facility and

there will be a keypad entry. Williams recommended that stacking be provided along Browning Road. Defrates said they are looking to create a 60 foot space between the gate and the road. Wright said this would work as long as the radius is okay with the City.

Rich Meadows, CWLP Electric, said the customer will need to coordinate the transformer location with CWLP. He said the existing power pole and service to remain does not appear to be CWLP's and Ameren has a power line crossing the south portion of the property.

Brian Wright made a motion to approve the Large Scale Development Plan, subject to:

1. Key in utility symbols.
2. Key in fire hydrants.
3. Identify floodplain monuments established on the Final Plat of the Murray/Burke Subdivision.
4. Identify the width of the sidewalk.
5. Include location relative to the Section, Township, and Range.
6. Identify the easement line types in the legend.
7. Show the yard setbacks and add to the legend.
8. Confirm the use of the water connection, and if commercial, include sewer.

Ken Springs seconded the motion and the vote to approve was unanimous.

**Gregg Humphrey asked the engineer if the subject to's were understood. The engineer stated that they were understood.**

**SPRINGFIELD-SANGAMON COUNTY REGIONAL PLANNING COMMISSION  
MINUTES OF THE SUBDIVISION COMMITTEE MEETING**

**FILE NO.** 2014-08

**CENSUS TRACT #** 36.03

<b>NAME OF SUBDIVISION:</b>	Pegasus Landing – City Minor Subdivision – Final Plat
<b>JURISDICTION:</b>	City
<b>DATE OF MEETING:</b>	May 7, 2015
<b>OWNER:</b>	Tim Van Fleet
<b>ENGINEER:</b>	Martin Engineering
<b>DESCRIPTION:</b>	Pt. SW ¼, NW ¼, Sec. 25, T15N, R6W – North side of Spaulding Orchard Road, West of Reserve Boulevard
	4.7    Acres        2    Lots
<b>MOTION TO RECOMMEND:</b>	Approve, Subject to;
<b>BY:</b>	Brian Wright
<b>2<sup>ND</sup> BY:</b>	Ken Springs
<b>VOTE:</b>	Unanimous

Phil Martin, Martin Engineering, presented the Final Plat.

Mike Johnson, CWLP Water, said public water is available and they are required to hook up to it. He asked if it has been applied or paid for. Martin said no, it has not. Johnson said it must be applied for and paid for before the plat is approved.

Gregg Humphrey, SMSD, said the property is subject to a \$657.25 per acre reimbursement fee and shall be paid prior to Final Plat approval. He said sanitary sewer lines shall be constructed to serve each lot of the subdivision and shall be reviewed and installed in accordance with Sangamon County Highway permit requirements.

Lori Williams, City Traffic Engineer, said they shall remove the contours behind the bearing and distance calls. She said the plat shall be signed and sealed.

Brian Wright, County Highway Department, made a motion to approve the Final Plat, subject to:

1. Application for public water hook up completed and paid.
2. SMSD reimbursement fee of \$657.25 per acre is paid.
3. Contours behind bearing and distance calls removed.
4. Plat is signed and sealed.

Ken Springs seconded the motion, and the vote to approve was unanimous.

**SPRINGFIELD-SANGAMON COUNTY REGIONAL PLANNING COMMISSION  
MINUTES OF THE SUBDIVISION COMMITTEE MEETING**

**FILE NO.** 2001-14

**CENSUS TRACT #** 36.03

<b>NAME OF SUBDIVISION:</b>	Oak Park Estates – 3 <sup>rd</sup> Addition – Final Plat
<b>JURISDICTION:</b>	City
<b>DATE OF MEETING:</b>	May 7, 2015
<b>OWNER:</b>	Oak Park Estates, LLC. Attn: Bob Barker
<b>ENGINEER:</b>	Martin Engineering
<b>DESCRIPTION:</b>	Pt. S ½, NE ¼, & Pt. N ½ SE ¼ Sec. 3 and Pt. S ½, NW ¼, & N ½ SW ¼ Sec. 2, T15N, R6W – East side of Bradfordton Road, West of Chestnut Drive, South of Greenbriar 3.71 Acres 10 Lots
<b>MOTION TO RECOMMEND:</b>	Approve, Subject to;
<b>BY:</b>	Lori Williams
<b>2<sup>ND</sup> BY:</b>	T.J. Heavisides
<b>VOTE:</b>	Unanimous

Phil Martin, Martin Engineering, presented the Final Plat. He said it is a 10 acre addition and extension of what was done the previous year.

Joe Zeibert, Regional Planning Commission, said the radius for the cul-de-sac on Lots 44 and 48 shall be shown. He said the units of measure in the "Lot Area Chart" shall be identified. He said Lots 44 and 48 will be split by a school district boundary, New Berlin to the west and Springfield 186 to the east. He said it would be great if it would be corrected but he's not sure if it can be. Martin said certificates had been sent to the school districts.

Lori Williams, City Traffic Engineer, said Bradfordton Road shall be labeled. She said to reference document 2006R36572 on the Plat. She said the plat shall be signed and sealed. Williams said they will need security for improvements per section 153.158. Martin asked for confirmation that the security was for Bradfordton Road. Williams said the security they are looking for per Section 153.138 only applies to the public improvements in the plat and not Bradfordton Road. Lori Williams made a motion to approve the Final Plat, subject to:

1. Show radius for Cul-de-sac on Lot 44 and 48.
2. Identify units of measure in the "Lot Area Chart".
3. Label Bradfordton Road.
4. Reference document 2006R36572 on the Plat.

T.J. Heavisides seconded the motion and the vote to approve was unanimous.