



LAND SUBDIVISION COMMITTEE MEETING MINUTES
October 5, 2017

ATTENDANCE

Land Subdivision Committee Members	Others
Gregg Humphrey, Chairman	Val Yazell
Nate Bottom	Abe Forsyth
Mike Johnson	John Kang
John Harris	Haley Seif
Chris Cole	Steve Walker
Brad Bixby	John Klemm
Brian Wright	Steve Stewart
Andrew Bodine	Courtney Joyner
Steve Hall	Hans Distlehorst
Trustin Harrison	Kevin Kuhn
Ken Springs	Paul Rice
Dean Graven	Mike Bartch
	Rosaria Vicari
Staff	Steve Kuper
Joe Zeibert	Jan Kuhl
Ethan Hendricks	Jack Miller
Steve Keenan	Roz Harmon
	Nathan Harmon

- **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 September 7, 2017 Land Subdivision Committee meeting minutes. Humphrey said hearing none, 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 made a motion, seconded by Brian Wright, to adjourn the meeting. The meeting adjourned at 2:45 PM.

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

FILE NO. 2012-11

CENSUS TRACT # 36.03

NAME OF SUBDIVISION: Centennial Pointe – Location & Sketch Map and Variance Request – 153.157(j) – Stub Streets & Sec. 153.157(l) – Restriction of Access

JURISDICTION: City of Springfield

DATE OF MEETING: October 5, 2017

OWNER: Courtney K. Joyner

ENGINEER: Martin Engineering

DESCRIPTION: Pt. N1/2 of the NW1/4 of the SE1/4, Sec. 10, T15N, R6W – Located on the East side of Lenhart Road and North of Bunker Hill Road

19.85 **Acres** 50 **Lots**

MOTION TO RECOMMEND: Variance – 153.157(j) – Stub Streets – Approve

BY: Nate Bottom

2ND BY: Andy Bodine

VOTE: Unanimous

MOTION TO RECOMMEND: Variance – 153.157(l) – Restriction of Access – Approve

BY: Nate Bottom

2ND BY: Andy Bodine

VOTE: Unanimous

MOTION TO RECOMMEND: Location & Sketch Map – Approve, Subject to

BY: Nate Bottom

2ND BY: Andy Bodine

VOTE: Unanimous

Steve Walker, Martin Engineering, presented the Location and Sketch Map and variance request for Centennial Pointe. He said that plans were previously approved over three years ago and the plan had expired. He said the construction plans had not expired. He said the client wanted to increase the size of the lots, which caused a decrease in the number of lots from 53 to 50.

Joe Zeibert, Regional Planning Commission, stated the staff recommended approval of the Location and Sketch Map. He said all essential services are available to serve the site and the development is in accordance with the Springfield 2020 Comprehensive Plan. He said that there was a request for a stub street variance in the past with more documentation and information. He said that as it was submitted, the staff recommends denial, unless more documentation is provided

pertaining to the location of the detention area. Steve Walker said the property drains from north to south. He said the contour lines are shown on the location and sketch map, which shows the property is very flat. He said a detention pond is designed for Lot 1000 from Lenhart Road to the east property line of the development. He said easements have been secured from Hope Church for drainage along Lenhart Road for low flows. He said high flows leave the subdivision at the southeast corner of Lot 1000, which requires the entire length of Lot 1000 for the detention area. Zeibert asked if the detention area could be moved anywhere else. Walker said they could not be moved. He said detention areas go at the low point of the property and the entire area would be needed for proper detention. Zeibert said, based on the information, the staff would recommend approval of the variance based on the unique circumstances of topography and the current drainage patterns that exist on the property today. He said the Regional Planning Commission had additional comments. He said written acknowledgement of plan to upgrade adjacent roadways shall be provided. He said the Illinois Natural Heritage Database show the following protected resources may be in the vicinity of the project location: Franklin's Ground Squirrel, Prairie Spiderwort. He said sidewalks and wide/paved shoulders along Lenhart Road as per the 2040 Long Range Transportation Plan and the Envisioned Bicycle Network shall be shown. He said the owner shall be clarified on the plat. The tax records indicate that Solon LLC is the current owner of the property. He asked if an access variance will be required for the maintenance access to Lot 1000 as shown on the plat.

Mike Johnson, CWLP Water, said the development is in the Curran-Gardner Water District. He said the annexation agreement is being amended to clarify who will serve this subdivision.

Nate Bottom, Office of Public Works – City Engineer, asked if a variance to allow access to Lot 1000 was being requested. Steve Walker said a maintenance access from Lenhart Road to Lot 1000 was required. He said it would be used only to mow around the detention pond. He said the access would likely not be paved. He said it would likely be a culvert with grass, and only used once a month.

Andy Bodine, Office of Public Works – City Traffic Engineer, said the Adjacent Substandard Roadway Impact (ASRI) fee shall be applicable to Lenhart Road. He said Lenhart Road shall meet the minimum access standards, including geometric improvements to the intersection of Lenhart Road and Bunker Hill Road. He said off-site drainage improvements along Lenhart Road will likely be required for site and Lenhart Road drainage to function properly. He said more detail will be required for the maintenance access.

Brad Bixby, CWLP Electric, said CWLP currently does not have service at this property. He said service stops several hundred feet north of the property, just south of the Sangamon Valley Trail. He said the proper easement must be verified for services to be brought to this development.

Mike Bartscht, a resident of Centennial Park, said he believed this development was attempted three years earlier and that the public outpouring was very strong. He said that traveling on Lenhart Road is dangerous, not wide enough, and designed as a country farm road. He said there was a Ward 10 meeting at the Hope Church on October 4th, 2017. He said the Mayor and the Ward 10 Alderman were not aware of the meeting. He said there was a large agreement among those in attendance that there should be no development along Lenhart Road until the road is improved and made safe. He said all of the trucks coming out of Centennial Park are rough on the road. He said if this development were to go forward, many of the residents of Centennial Park would not be in favor of the development.

Paul Rice, a resident on West Iles Avenue, said he built a house on West Iles Avenue shortly before Centennial Park was built. He said there was discussion of needing to improve Lenhart Road when Centennial Park was built. He said the roads were sufficient, but very

dangerous. He said he was surprised the traffic engineer did not have many comments on the safety of the road. He said Lenhart Road from Bunker Hill Road to Old Jacksonville Road is in poor condition. He said when he brings feed or livestock to his property he must come to a complete stop to allow cars coming from the opposite direction to pass. He said the support for Lenhart Road is not there, which has caused the sides of the road to sag and create dips. He said he also is a real estate broker, and has called the City in the past about a small three lot development. He said the City told him the development would be denied because every household would add 7.5 cars on the road per day, which could not be supported by the road. He said if this proposed development has 100 homes that would add 750 additional car uses to Lenhart Road. He said he did not know how that could be approved based on the condition of Lenhart Road.

Jan Kuhl, a resident of Centennial Park, said that she has been a nurse for 48 years and still works. She said before a development such as the one proposed is approved, the committee members should watch and see how bad the traffic is in the morning along Lenhart Road and when people are coming home from work. She said the intersection of Lenhart Road and West Iles Avenue is very dangerous, and an accident waiting to happen. She said adding traffic to these roads would only make it worse. She said the road is even more dangerous when the corn and beans are growing because it is harder to see. She said many drivers go through the intersection of West Iles Avenue and Lenhart Road without stopping, which causes the residents to have to watch out for other drivers. She said she wondered what types of homes would be in this development. She said the residents of Centennial Park pay a large amount of taxes and still have a poor quality road. She said she was concerned of what would happen to the property values of Centennial Park if more development occurred with a substandard road. She said she would not mind if good subdivisions occurred in this area, but the roads must be addressed. She said the traffic on the weekends, especially Sundays, is very bad due to events at Hope Church. She said their parking lot is always packed and cars park on the side of Lenhart Road.

Jack Miller, a resident of Centennial Park Place, said the traffic on Lenhart Road is excessive and dangerous, even for events at Centennial Park. He said people walk across Lenhart Road in the evenings for events. He said the intersection of West Iles Avenue and Lenhart Road has a jog and is dangerous. He invited the members to drive these roads during the busy times of the day and on Sundays to see the amount of traffic. He said the improvements and the traffic signal at the intersection of Bunker Hill Road and Wabash Avenue were great. He said the timing of the lights were bad, causing traffic to back up along Lenhart Road and Bunker Hill Road.

Nate Bottom made a motion to approve the variance request of Sec. 153.157(j) – Stub Streets. Andy Bodine seconded the motion, and the vote to approve was unanimous.

Nate Bottom made a motion to approve a variance of Sec. 153.157(l) – to allow a maintenance entrance to Lenhart Road for access to the detention pond.

Andy Bodine seconded the motion, and the vote to approve was unanimous.

Nate Bottom made a motion to approve the Location and Sketch Map, subject to:

1. Provide written acknowledgement of plan to upgrade adjacent roadways;
2. Show sidewalks and wide/paved shoulders along Lenhart Road as per the 2040 Long Range Transportation Plan, and the Envisioned Bicycle Network;
3. Clarify the owner; and
4. Provide detail for the maintenance access.

Andy Bodine seconded the motion, and the vote to approve was unanimous.

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

FILE NO. 2017-07

CENSUS TRACT # 36.02

NAME OF SUBDIVISION: The Davis Farm – Location & Sketch Map and Variance Request
– 153.157(j) – Stub Streets

JURISDICTION: County

DATE OF MEETING: October 5, 2017

OWNER: WPFL, LLC
ATTN: Kurt Wilke

ENGINEER: Martin Engineering

DESCRIPTION: Pt. E1/2 of the SW1/4, Sec. 35, T16N, R6W – Located on the
South side of Old Salem Lane and West of Bradfordton Road

60 **Acres** 25 **Lots**

MOTION TO RECOMMEND: Variance Request Sec. 153.157(j) – Stub Streets – Approve

BY: Brad Bixby

2ND BY: Brian Wright

VOTE: Unanimous

MOTION TO RECOMMEND: Location and Sketch Map – Approve, Subject to

BY: Nate Bottom

2ND BY: Brian Wright

VOTE: Unanimous

Steve Walker, Martin Engineering, presented the Location and Sketch Map. He said it was a 60 acre development located south of Old Salem Lane and west of Bradfordton Road. He said it consisted of 25 lots, with 24 lots being single family lots, and one lot to remain zoned for agricultural use.

Joe Zeibert, Regional Planning Commission, said the staff recommends approval of the Location and Sketch Map. He said all essential services are available to serve the site and the development is in accord with the Springfield 2020 Comprehensive Plan. He said Pajim Lane will need to be upgraded to the minimum access road standards as specified in Section 153.112(a)(4)(C) subdivision site suitability. He said there was also a variance request for a stub street to the south. He said due to the extraordinary circumstances with topography and the proposed alignment of the future Bradfordton Road, which prohibits an adequate extension of a stub street to serve the area to the south, the staff will recommend approval of the variance request. He said the Illinois Natural Heritage Database show the following protected resource may be in the vicinity of the project location: Franklin's Ground Squirrel. He said permits shall be obtained to develop in this area. He said the entire area owned and controlled by the owner shall be shown in the Location Map. He said a written acknowledgement of plans to upgrade adjacent roadways shall be provided. He asked if there was any open space or a lot designated

for detention. Steve Walker said he did not believe that the size of the lots would require detention. He said if it is required, it will be addressed at the preliminary plan stage. He said detention would be between Lots 16 and 17 if it is required. Zeibert said the property will either need to be annexed into the City or rezoned in the county before a preliminary plan can be submitted for review. He said the lots shown are required to meet the zoning districts that are proposed.

Brian Wright, Sangamon County Highway Department, said 75' of Right-of-Way shall be conveyed along both Bradfordton Road and Old Jacksonville Road. Steve Walker said he has talked with Brian Davis since the comments went out. He said there is an existing plan for improvements along Old Jacksonville Road and Bradfordton Road. He said Brian Davis would allow them to match the existing plans. He said in some spots the road will be wider than 150' where cul-de-sacs would be required and less than 150' in other spots. He said he talked to Brian Davis and said the comments from the Sangamon County Highway Department would be revised to reflect the existing plans. Wright said Brian Davis has been out of the office, and has not heard about the meeting.

Mike Johnson, CWLP Water, said he believed the development would be served by the Curran-Gardner Water District. He said building setbacks would be based on the results of the fire flows.

Gregg Humphrey, Sangamon County Water Reclamation Water District, said there is an existing sanitary sewer easement for the trunk sewer along the south portion of the property which the district will vacate when a new easement is provided along the southern perimeter of the subdivision. He said the 15" trunk sewer shall be extended at maximum depth and minimum grade to serve the properties to the west. He said sanitary sewer shall be stubbed to the east and west property lines of the subdivision at the stub streets at Pajim Lane.

Andy Bodine, Office of Public Works – City Traffic Engineer, said detention will be required for the subdivision. He said the Adjacent Substandard Roadway Improvement (ASRI) fee is applicable to Old Salem Lane. He said Old Salem Lane shall meet the minimum access standards, including geometric improvements at the intersection of Old Salem Lane and Bradfordton Road. He said this shall include, but not be limited to, the construction of a right turn lane east bound on Old Salem Lane at Bradfordton Road. He said Pajim Lane Right-of-Way shall be conveyed between existing Pajim Lane and James Cassidy Subdivision. He said the western stub of Pajim Lane shall still be constructed by Final Plat. He said Right-of-Way shall be conveyed for Old Salem Lane. He said Right-of-Way shall also be conveyed for Old Jacksonville Road and Bradfordton Road, as per the Sangamon County Highway Department's requirements. He said the development shall annex to the City of Springfield to gain access to Old Salem Lane.

John Harris, City Building and Zoning Department, asked whether this property would annex into the City. He said if it was annexed, it would come in with an R-1 zoning classification. Steve Walker said the plan was to annex Lots 1-24 into the City.

Brad Bixby, CWLP Electric, said CWLP Electric would serve this property if it was annexed into the City. He said if it is not annexed it would be served by Ameren.

Steve Hall, Sangamon County Public Health Department, asked if the variance was to cut off access to Pajim Lane. Joe Zeibert said the variance was for a stub street to the south. He said that Andy Bodine had talked about Right-of-Way to the west on Pajim Lane. Andy Bodine said the Right-of-Way shall be conveyed between existing Pajim Lane and the street going through the subdivision. Zeibert asked why the road still needed to be constructed. Bodine said it would serve as the turnaround for emergency vehicles. Zeibert asked if the existing Pajim Lane would be connected to this development. Bodine said that it would not be

connected. Zeibert asked why this street would not be connected and if there was something prohibiting the connection. Bodine said there was a small strip at the end of Pajim Lane that prevents the street from going through. Zeibert clarified that the street would not be connected at this time due to an ownership issue between the development and the existing subdivision. Zeibert asked if the Right-of-Way would still be conveyed and if a turnaround would be built. Bodine confirmed that Right-of-Way would be conveyed and a turnaround would be built at the time of the Final Plat. Dean Graven, Citizen Member, asked if the City would be seeking to obtain the small strip to allow the streets to connect at Pajim Lane. Nate Bottom, City Engineer, said the City would not attempt to collect the small strip of land unless more development occurs. He clarified that the City is not trying to collect the small strip at the current time.

John Kang, a resident on Pajim Lane, addressed the committee. He said he was joined by neighbors to represent the majority of houses in the neighborhood. He said that he was expecting to be confused because this is the first Land Subdivision Committee meeting he has attended, but is significantly more confused due to hearing different things from committee members about whether Pajim Lane will be connected or not. He said he understood that there were questions about a spite strip existing between the proposed subdivision and the end of Pajim Lane that would prevent the street from connecting. He said the residents of Pajim Lane strongly object to their street becoming a through street and connecting to the proposed subdivision. He said there are several issues regarding the development that would cause changes to the essential character of the area, impinge on adequate supply of air and light to adjacent property, increase the congestion of traffic, and significantly diminish or impair the property values along Pajim Lane. He said depending on the clarification of the developers and the City's intents, his concerns may be addressed. He said that because Pajim Lane is a cul-de-sac, the neighborhood does not have to worry about traffic. He said it allows children to play in the street or driveway safely. He said this would not be possible if Pajim Lane was a through street. He said while 24 lots seem like a small subdivision, there are only 8 driveways onto Pajim Lane. He said having a through street on Pajim Lane would triple the number of residence using the street. He said it would essentially quadruple the capacity of the street, and he did not believe any street could handle that load without changing the essential character of the neighborhood. He said there were other issues regarding quality of life. He said people walk their dogs, watch the sunset, and other activities from the safety of Pajim Lane. He said there is some traffic friction exiting Pajim Lane onto Bradfordton Road. He said it is currently at a tolerable level, but adding the traffic congestion from this development would make it worse. He said there is a childcare center across Bradfordton Road from Pajim Lane. He said connecting Pajim Lane to this development would increase the traffic and create a safety concern with the childcare center. He said the childcare center occasionally has parties with many cars parked on the premises. He said regarding light and air, the residents have the pleasure of safely watching the sunset from the end of their lane. He said if Pajim Lane was connected into the development, traffic would back up onto Pajim Lane while turning north or south onto Bradfordton Road. He said this would increase air pollution, and the additional houses would serve as a wind block, reducing the ability for pollution to be cleared from the air. He said a larger concern with regards to traffic come from the fact the same person owns the lots on the west side of the proposed development. He said when that land is eventually developed, the traffic that would come through Pajim Lane would be even worse. He said Pajim Lane is narrow, deficient as a public road, and could not serve 100 or more single family dwellings. He said the intersection of Old Jacksonville Road and Bradfordton Road does not have a traffic light that supports a left turn signal. He said this can cause one to wait at least one to two light cycles to turn. He said increasing the traffic would make this even worse. He said this would all contribute to lower property values, and a lower quality of life. He said venting cars out on Pajim Lane would create further problems. He said as the plans are now, the problem would be pushed down the road. He said these are all problems that will need to be addressed eventually, but connecting Pajim Lane would cause these problems now. He said water drainage was also an issue. He said he would like to see a comprehensive water study due to existing topographical and water collection issues. He said there is also episodic

flooding on sections of Bradfordton Road and Old Jacksonville Road. He said it would be nice to see a water study in addition to a traffic study. He said another concern was what would happen to wildlife. He said farmland is a habitat for deer. He said he has had a collision with a deer in the past. He said adding residences to farmland would change the distribution of the deer, and he would appreciate a wildlife study to see what would happen in addition to the increased traffic. He said these issues should be discussed before the plan continues.

Abe Forsyth, a resident on Pajim Lane and County Board Member, asked if Pajim Lane was not being connected to the development. Nate Bottom confirmed that Pajim Lane was not being connected. Forsyth asked if there would be another entrance at the south end of the development. Andy Bodine said that there would not be an entrance at the south end of the development, and that it would end in a cul-de-sac. Forsyth said he believed that traffic control was the biggest issue. He said he believed the development would be a nice subdivision.

Roz Harmon, a resident of Pajim Lane, asked if Pajim Lane was not being connected to the development. Nate Bottom confirmed Pajim Lane was not being connected to the development. Harmon asked if Pajim Lane was being expanded and improved. Joe Zeibert said that there would be some pavement constructed towards Pajim Lane but it would not be connected. Nate Bottom clarified, saying Pajim Lane would be constructed to the west, and Right-of-Way would be conveyed for Pajim Lane to the east to potentially be developed in the future. He said there would be Right-of-Way, but no roadway. Harmon said that Bradfordton Road is very narrow with no shoulder, and only one traffic light which makes it difficult to exit in the morning. She said she has the same concerns as her neighbors with regards to the increased traffic. She asked what the time frame of the project is, and if her property would be disturbed by the development because her house is at the end of Pajim Lane. Gregg Humphrey said the time frame is based on the developer, and if the road is not built towards the existing Pajim Lane, her property would not be disturbed. She asked for clarification about existing Pajim Lane and whether or not it was being improved. Brian Wright said that existing Pajim Lane was not being paved, and her property would not be disturbed. Harmon said she supports the comments of her neighbors.

Jennifer Nass, a resident on Pajim Lane, said she was grateful to John for writing out his comments that summarize the concerns of the residents. She said they moved in three years ago because it is a small, quiet neighborhood. They purchased their house because it was on a dead end street with easy access to other parts of town. She asked what a spite strip is. Nate Bottom said the person who developed their subdivision kept a small strip land at the end of Pajim Lane. The subdivider owns that small strip of land, meaning the road does not go to the property line of the subdivision. Gregg Humphrey said the term 'spite strip' is an old term that was used to describe a small strip of land that separated a person's land from a road or other access point. He said these things were done to spite someone's neighbor, which is why the term is used. Nass asked who currently owns the spite strip in question. Gregg Humphrey said it would belong to the heirs of the James Cassidy Subdivision. Nass asked if the owner would be contacted to sell that small strip of land. Nate Bottom said they could eventually be contacted, but the City does not currently have plans to do so.

Nathan Harmon, a resident of Pajim Lane, asked which property the spite strip was on. Nate Bottom said it was located directly at the west end of Pajim Lane. Harmon asked which house owns it. Bottom said it was located directly north of his property on the west edge. Harmon asked if it was part of his property. Bottom clarified that it was not part of his property. And Bodine said it is between the north and south properties at the end of Pajim Lane. Brian Wright said it is in the Right-of-Way for Pajim Lane. Harmon asked if the spite strip is owned by the subdivider. Bottom said it is most likely owned by the subdivider. Harmon asked if the proposed development is annexed to the City, would their subdivision be annexed to the City at some point. Nate Bottom said it would be a policy decision by the City administration. He said it would be a 'hole in the donut' situation where the City could decide to annex their subdivision.

Steve Stewart, a resident of Springfield, said he believes the proposed development makes sense. He said as long as drainage, utilities, and access meets the required standards, the plans should be approved.

Haley Seif, a resident on Pajim Lane, said she and many others had to take off from work to attend the meeting. She said she was not aware the meeting was happening until a week before it was scheduled. She said there were many people that probably didn't know about the meeting. She said she felt like there were some issues about the word being spread about the meeting and the development being discussed. She said she was confused due to hearing conflicted information. Nate Bottom said originally the members of the committee were not aware of the spite strip. He said the original plan was to connect to the existing Pajim Lane, which is why it was going to be improved. He said now that Pajim will not be connected to the development due to the spite strip, existing Pajim Lane will not be improved because there will be no additional traffic on it. He said the only access to the proposed subdivision will be from Old Salem Lane, and there would be improvements to the intersection of Bradfordton Road and Old Salem Lane. Seif asked if they were annexed, what would happen to their expenses such as sewer since their subdivision uses septic tanks. Gregg Humphrey said if they were annexed, it would not affect their septic usage. He said there are plans for a stub to be constructed to the end of Pajim Lane if anyone wanted to extend it in the future to connect to sewer. He said doing so would be voluntary. Seif said she supports the comments that John made, and also had other concerns. She asked about the plans for realigning Bradfordton Road and widening Old Jacksonville Road, and when those projects would be completed. Brian Wright said there is currently no funding for those projects. He said they are at least five years away, if not longer. Seif said her concern was with the construction of new housing with existing roads that are struggling to handle the current amount of traffic. Wright said that expanding and realigning Bradfordton Road is a priority for the County, but funding needs to be acquired. He said the committee cannot limit developers based on projects that are planned. He said Bradfordton Road currently meets the minimum access requirements. He said what is being proposed is upgrades to the intersection of Bradfordton Road and Old Salem Lane. He said it would be nice to have four 12' lanes, with shoulders and sidewalks, which is what is being planned for in the future, but current funding is not available. Seif asked what was being acted on at the meeting. Zeibert said both the Variance and the Location and Sketch Map were being acted upon. He said the ordinance requires stub streets to be constructed to undeveloped land. He said there is a Variance request to allow a cul-de-sac instead of a stub street at the south end of the development. He said the Location and Sketch Map is the first phase of the process. He said the other phases of the process include the Preliminary Plan, which covers the phasing of the project and when things will be done, and the Final Plat. He said in order for the Location and Sketch Map to go forward, a Subdivision Variance was required. He said the next steps in the process included the Land Subdivision Committee making a recommendation to the Regional Planning Commission, which makes a recommendation to City Council. He said if the City Council approves the Location and Sketch Map, the Preliminary Plan will come to the Land Subdivision Committee, which then continues through the same process. Seif said it was her understanding based on the Citizen's Guide published by Sangamon County that a variance should not alter the essential character of the area, impair an adequate supply of air and light, increase the traffic congestion, or diminish or impair property values in the area. She said she believes a variance would do all of those things.

Rosaria Vicari, a resident of Pajim Lane, said she supports the comments of John. She said her main concern is with the drainage. She said she has seen water pool together in the cornfield when it rains. She said there are four houses along Old Salem Lane with older residents that probably do not know the meeting is happening to discuss a development that would impact them. She said the water pools behind some of the houses on Old Salem Lane near the edge of the cornfield where the development is being proposed. She said she was concerned about the water and was unsure what was meant by the term detention, and whether

that was referring to a pond to collect water. Nate Bottom confirmed that she was correct. She said she hopes drainage is considered in the process of approving the development. She said she spoke to the developer who said the water would be directed to the creek running along the south edge of the development. She said she hopes the committee considers the drainage because the topography dips towards Pajim Lane which would cause problems because the existing subdivision runs on septic systems. She is concerned that the water underground will run towards the existing subdivision. She said she was only made aware of the Land Subdivision Committee meeting because of a small sign at the end of Pajim Lane. She said she would not have known about the meeting otherwise. She said she would like to be more informed about what is happening in the future. Joe Zeibert said that she could add her email to a list of other residents wanting to be updated on this project. He said they can also register as a neighborhood association to be informed about any other developments that might occur in the future. She said she had to take off from work with a short notice to be at the meeting. She said she was hearing conflicting things. She asked where the spite strip was located. Andy Bodine said the spite strip was located at the end to the dead end road, Pajim Lane. Vicari asked if Pajim Lane would not be connected. Bodine confirmed Pajim Lane would not be connected. Vicari asked about the Variance. Joe Zeibert said that the Variance was for the cul-de-sac at the end of the road going south in the proposed subdivision. He said normally the street would be extended to stub to undeveloped land. He said the requirements that were discussed earlier were zoning variance requirements, instead of subdivision variance requirements. He said the variance is to not have the stub street extend to the south. She said that her main concern coming to the meeting was regarding drainage. Nate Bottom said that drainage calculations are required to be submitted with the preliminary plan. He said the design for storm sewers are also required to be submitted with the preliminary plan. Vicari asked if Pajim Lane would be improved in any way when the Bradfordton Road extension takes place. Brian Wright said the realignment of Bradfordton Road would happen to the south of Pajim Lane. Vicari asked where the other access point to the proposed development would be. Wright said the only access point to the development is from Old Salem Lane. Nate Bottom said there is a stub street to the west that aligns with Pajim Lane for future development. Gregg Humphrey clarified that the stub would be to connect to future developments to the west of the current proposed development. Zeibert explained the comments using the Location and Sketch Map. He said Old Salem Lane is the only access point to the proposed subdivision. He said Pajim Lane will be stubbed to the west to tie in to future developments to the west. He said that the Right-of-Way was being conveyed on the west side of the spite strip for potential future development, but it would remain grass and not be paved. Andy Bodine confirmed that strip of Right-of-Way would remain grass. She asked if there was a target date for any of the developments to occur. Zeibert said the approved location and sketch map is valid for one year. He said a preliminary plan is valid for three years once it is filed. He said it could be 4-5 years before any development begins, or it could be within the next couple months, depending on the developer.

Brad Bixby made a motion to approve the variance of Sec. 153.157(j) to eliminate a stub street at the south end of the subdivision. Brian Wright seconded the motion, and the vote to approve was unanimous.

Nate Bottom made a motion to approve the Location and Sketch Map, subject to:

1. Show the entire owned and controlled by the owner in the location map;
2. Provide written acknowledgement of plan to upgrade adjacent roadways;
3. Identify Right-of-Way as per Sangamon County Highway Department requirements along Old Jacksonville Road and Bradfordton Road; and
4. Show area for detention.

Brian Wright seconded the motion to approve and the vote to approve was unanimous.

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

FILE NO. 2006-02
CENSUS TRACT # 10.03

NAME OF SUBDIVISION: Spring Crest – 3rd Addition – Final Plat

JURISDICTION: City of Springfield

DATE OF MEETING: October 5, 2017

OWNER: Spring Crest Development, LLC

ENGINEER: Vasconcelles Engineering Corporation

DESCRIPTION: Pt. NW1/4 of the SE1/4, Sec. 36, T16N, R6W – Located West of
Cash River Road and Koke Mill Road

10.69 **Acres** 32 **Lots**

MOTION TO RECOMMEND: Approve, Subject To

BY: Andy Bodine

2ND BY: Ken Springs

VOTE: Unanimous

Steve Kuper, Vasconcelles Engineering, presented the Final Plat.

Joe Zeibert, Regional Planning Commission, said the square footage of each lot shall be placed in a table on the face of the plat. He said the open space and drainage lots shall be identified. He said a letter from the City engineer approving the construction plans shall be provided. He said a document number for the existing storm sewer shall be identified on the plat. He said covenants shall be provided and the Spring Crest 2nd Addition document number shall be corrected.

Andy Bodine, Office of Public Works – City Traffic Engineer, said coordinates shall be displayed for each boundary corner to four decimal places. He said Illinois State Plane Coordinates NAD 1983 West Zone is preferred. He said a note shall be added stating setbacks shall be controlled by the City of Springfield Zoning requirements. He said the surveyor's certificate shall be on the face of the plat, and the plat shall be signed and sealed.

Andy Bodine made a motion to approve the Final Plat, Subject to:

1. Place the square footage of each lot into a table on the face of the plat;
2. Identify the drainage and open space lots;
3. Provide a letter from the City engineer approving construction plans;
4. Provide a document number for the existing storm sewer;
5. Provide covenants;

6. Correct the Spring Crest 2nd Addition document number;
7. Provide coordinates of corner boundaries using the Illinois State Plane Coordinates NAD 1983 West Zone;
8. Add a note stating setbacks shall be controlled by the City of Springfield Zoning requirements;
9. Place the surveyor's certificate on the face of the plat; and
10. Sign and Seal the final plat.

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. 2016-02
CENSUS TRACT # 40

NAME OF SUBDIVISION: Parkwood Acres Minor Subdivision – Final Plat
JURISDICTION: County
DATE OF MEETING: October 5, 2017
OWNER: Margaret and Lambert Steele, J. Lee Park
ENGINEER: Kuhn & Trello Consulting Engineers
DESCRIPTION: Pt. E1/2 of the SW1/4, Sec. 10, T16N, R3W – Located on the South side of Old US Route 36 West of the Village of Buffalo
16.63 Acres 2 Lots

MOTION TO RECOMMEND: Approve, Subject To
BY: Brian Wright
2ND BY: Ken Springs
VOTE: 10-1 to Approve

Hans Distlehorst, Kuhn and Trello Consulting Engineers, presented the Final Plat. He said the County Minor Subdivision was essentially a reconfiguration of two Tax ID numbers.

Joe Zeibert, Regional Planning Commission, said the septic fields shall be identified. He said a note to keep the septic field free and clear shall be included. He said Lot 1 shall be one acre, as it is currently shown as 0.99 acres. He said the existing water lines/utilities shall be shown. He asked if the property was served by public water. Distlehorst confirmed that it was served by public water. Zeibert said the access easement shall be shown in the key. He said the aerial lines shall be labeled as contour lines. He said the date of the floodplain map panel shall be included. He said the bearings in lines 13 and 15 of the legal description do not match those on the plat. He said the second document number in Notes shall be corrected.

Gregg Humphrey, Sangamon County Water Reclamation District, said the District objects to development without all utilities in place.

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

1. Identify the septic fields;
2. Include a note saying the septic fields shall remain free and clear;
3. Lot 1 must be 1 acre;
4. Show the existing water lines/utilities;
5. Label the aerial lines as contour lines;

6. Key in the access easement;
7. Include the date of the floodplain map panel;
8. Correct the bearings in line 13 and 15 of the legal description; and
9. Correct the second document number in Notes.

Ken Springs seconded the motion, and the vote was 10-1 to approve.