

MINUTES OF MEETING
Springfield-Sangamon County Regional Planning Commission
October 18, 2017

1. CALL TO ORDER.

Chairman Val Yazell called the meeting to order at 9:32 AM. She asked those in attendance to please sign the attendance sheets.

2. ROLL CALL.

Mary Jane Niemann called the roll.

JULY 2017	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY 2018	FEBRUARY	MARCH	APRIL	MAY	JUNE	COMMISSION MEMBERS
X	X	X	X									
	X	X	X									Larry Hamlin, Vice-Chairman
X	X	X	X									Joe Gooden, Secretary
		X	X									Mayor Jim Langfelder – <u>B. Drew</u>
X	X	X	X									Andy Van Meter – <u>B. McFadden</u>
X	X	X	X									Alderman Joe McMenamin
	X	X										Alderman Andrew Proctor
X		X										Greg Stumpf – J. Stone
	X	X	X									George Preckwinkle – <u>C. Stratton</u>
	X	X										Leslie Sgro – E. McKinley
X	X		X									Frank Vala – <u>R. Blickensderfer</u>
X	X		X									Brian Brewer – <u>F. Squires</u>
X	X	X	X									Dick Ciotti – <u>G. Humphrey</u>
X	X	X	X									Jeff Vose
X	X	X	X									Kenneth Springs
X	X	X	X									Greg Kruger
X		X										Eric Hansen

Others

Abe Forsyth	Brad Mills
Trustin Harrison	Paul Rice
John Kang	Will Summers
John Klemm	Rosaria Vicari
Mayor Jim Langfelder	Steve Walker

Staff

Molly Berns	Jordan Leaf
Ethan Hendricks	Mary Jane Niemann
Shannan Karrick	Norm Sims
Steve Keenan	Joe Zeibert

3. **MINUTES OF MEETING.**

Chairman Yazell asked if there were any additions or corrections to the minutes of the September 20, 2017, Regional Planning Commission meeting. There were none. The minutes were accepted as mailed.

4. **MINUTES OF THE EXECUTIVE POLICY BOARD.**

There was no meeting of the Executive Policy Board since the last Regional Planning Commission meeting. However, Chairman Yazell reminded Executive Policy Board members of the meeting immediately following this meeting in the Commission's conference room. The Board will address several important matters, including a review of the Commission's budget submission for the upcoming fiscal year.

Chairman Yazell reminded the Commission that the Executive Policy Board is made up of:

- the County Board Chair, or his designee,
- the Mayor, or his designee,
- the Regional Planning Commission's officers,
- the member at large, which is Commissioner Hansen (not able to attend today), and
- the representative of special districts, which is Commissioner Ciotti, or his designee, which is Mr. Humphrey.

Chairman Yazell noted that members of the Board, as well as their authorized designees, should have received the agenda for the meeting as well as the budget briefing packet.

5. **REPORT OF OFFICERS.**

Chairman Yazell noted that official notice has been received indicating that Norm Sims, Executive Director will be retiring effective December 29, 2017. Chairman Yazell thanked him for all of his service and said he will be missed. She noted that he has trained a wonderful staff. Frank Squires asked to make a motion that Sims' retirement not happen. Norm Sims said his retirement would happen at that time. He noted that the staff has been working very hard to make it an easy transition. He said he has every confidence that work will get done and get done well. Chairman Yazell said she had every faith herself.

6. **REPORT OF THE EXECUTIVE DIRECTOR.**

- A. **SSCRPC Staff Family Addition** - Sims reported that staff member Emily Prather recently gave birth to a daughter, Chloe Nell Prather. Mother and daughter are doing well. Sims noted that there have been eight children born to members of the current staff during their employment at the SSCRPC. He pointed out that those eight represent 2/3 of the replacement rate of current SSCRPC staff. He noted that the staff is doing its best to improve population growth in the region.
- B. **Small Rural Communities Corridors Project** – As per the agreement with IDOT, this project was expected to be completed by May 2018. Work is on track to be completed in November 2017 thanks to SSCRPC staff member, Jordan Leaf and consultant, Massie Massie & Associates. It is important since the communities will get the information they need to apply to the State for transportation alternative grants in December 2017 should they desire.
- C. **Land Evolution & Assessment Model** – Sims noted that the Land Evolution & Assessment Model developed by UIUC has been used by SSCRPC staff in the update of the City's Comprehensive

Plan. He stated that the use of the model has gotten enough notice that staff was asked to present at IDOT's fall planning conference.

- D. City of Springfield Comprehensive Plan** – Sims reported that the staff recently delivered copies of the final draft plan to Mayor Langfelder's office. The Mayor's office has asked the Commission to extend the contract a couple of months so staff would be available during the time the draft plan is progressing through the public review process. He noted that the plan is the City's plan, not the Commission's plan. The Land Evolution & Assessment Model was utilized during the update process. The model allowed staff to input variables to see how land use would be affected. The one thing staff found that was affecting land use and development was population growth. Sims then explained population growth scenarios via a PowerPoint Presentation. (See attached). Sims noted that the Commission will be getting two additional components to the base model that will allow for greater detail.

On behalf of the Comprehensive Plan Steering Committee, Bonnie Drew thanked the staff who worked horrendous hours tying together information. She stated that the plan was outstanding and is available on the city's website for public review.

Sims noted that what is in the plan is what came from the public review process (ward meetings, citizen survey, U-Plan-It application, Planners on the Plaza) during the update of the plan.

Chairman Yazell echoed Bonnie Drew's comments regarding the hard work of the staff on the update.

Alderman Joe McMenamain asked if zoning changes were anticipated or if growth was anticipated premised on zoning that currently exists when current and proposed land uses are compared.

Sims stated that the land use plan identifies uses in the area that would be preferred. Zoning will identify what will be allowed. So there is a crossover there, but where you will see it is for example when it goes to the Planning & Zoning hearing, staff will respond whether or not the use and zoning is consistent with the comprehensive plan. Some areas are not development ready. Infrastructure needs to be in place before an area is development ready. The roadway network is also identified in which funding is available during the next 20 years as per the Long Range Transportation Plan. Sims recommended that the plan be reviewed and updated every five years as infrastructure is added.

Chairman Yazell recommended reading the policy recommendations to get a better perspective.

7. CORRESPONDENCE.

There was no correspondence.

8. PUBLIC HEARING.

There was no one who wished to address the Commission.

9. COMMITTEE REPORTS.

Land Subdivision Committee (LSC) – There were two projects to be reviewed and acted upon by the Planning Commission this month:

Centennial Pointe

Location & Sketch Map

Variance of Sec. 153.157(j) - Stub Streets

Variance of Sec. 153.157(l) – Restriction of Access

Description: Pt. N½, NW¼, SE¼, Section 10, T15N, R6W – East side of Lenhart Road, north of Bunker Hill Road

LSC Action: Recommend approval of a Variance of Sec. 153.157(j)–Stub Streets, recommend approval of a Variance of Sec. 153.157(l) – Restriction of Access - to allow a maintenance entrance to Lenhart Road for access to the detention pond, and recommend approval of the Location & Sketch Map.

Joe Zeibert stated that this development is located off of Lenhart Road, directly across from Centennial Park and consists of 50 lots on 19.85 acres. All essential services are available to serve the site and this development is in accord with the comprehensive plan. The property is currently zoned R-2 in the City of Springfield and the proposed use is allowed in the current zoning classification. This development was reviewed 3-5 years ago and has expired which requires the developer to resubmit and go through the process.

Zeibert noted that a Variance of Sec. 153.157(j) – Stub Streets was requested. The ordinance requires that when development occurs, stub streets be provided to those areas not yet developed. In this case, there is an area to the south which is owned by Hope Church. The developer indicated that the only area for drainage/detention is located along the south property line due to the topography of the area. The Land Subdivision Committee recommended approval of the variance request regarding stub streets.

Zeibert reported that a Variance of Sec. 153.157(l) – Restriction of Access was also requested to allow access to an arterial road. Maintenance access for mowing and upkeep of the detention area is being requested. The Land Subdivision Committee recommended approval of the variance request regarding restriction of access.

Zeibert noted that there were concerns expressed at the Land Subdivision Committee meeting regarding the width of Lenhart Road. The City Engineer and City Traffic Engineer indicated at that meeting that the developer will be required to improve Lenhart Road to meet the minimum access road requirements. The ordinance requires 20' pavement width with 24' roadbed to be completed before the final plat is completed. The location & sketch map is the first phase of the development process. The Land Subdivision Committee recommended approval of the location & sketch map.

Paul Rice who resides at 6150 West Iles Avenue addressed the Commission. He said he was not opposed to the development as it is part of the growth of the city. He noted that he spoke before the group in 2004 when Centennial Subdivision was originally proposed. He said this development may only be 50 lots, but consists of duplexes which would be 100 homes. According to the City Engineer, that is approximately seven and a half cars per household per day making trips to town. That would be 750 additional cars on Lenhart Road that will go south to Bunker Hill Road and north to Iles Avenue as well as Old Jacksonville Road. Rice said the width of the road was discussed, but said he did not see it and didn't see it happen with Iles Avenue when Centennial Subdivision was built. He said there may be 20' of pavement, but there is no rock on the side. He noted that he has a small farm set up and is a good neighbor. He stated that he pulls a lot of people out of the ditch along Iles Avenue in the wintertime because there is a drop off. He felt it is not improved to the way it should be for the amount of car traffic. He asked how many Commissioners who will vote today have driven on Lenhart Road. He stressed that the quality of the road is not good. He stated that in the vicinity of Charleston Estates and Old Jacksonville Road, it is

underlayment underneath the asphalt and there is no support. The width may be there, but it is not a quality road. The corner of Bunker Hill Road and Lenhart Road is a very poor intersection. He believes there will be challenges ahead if more traffic is added. He said if merit can be found to improve those, it would be worth the expense.

Alderman McMenamain thanked Rice for taking the time to come and make comments. He said Rice's comments were very consistent with comments he heard at the Ward 10 town hall meeting which Mayor Langfelder initiated. Alderman McMenamain said he heard several constituents talk about Lenhart Road that night. One resident at that meeting spoke up and said there should be a moratorium on building along Lenhart Road until the infrastructure is improved. Alderman McMenamain said Rice made very valid points representing the older part of town. There is resentment in the older part of town regarding the roads that have been here for 50, 60, 70 years that are not up to standard, but newer growth is accommodated which puts limited city resources on further far west expansion when infill could be done closer to town. He stated the Commission and city engineers have done a good job in recommending widening of the road.

Mayor Jim Langfelder addressed the Commission as a resident. Mayor Langfelder noted the importance of feedback from the residents which is why town hall ward meetings were set up to have that open dialogue. He stated that he allows his engineers and directors to speak freely so the aldermen understand that his opinion might not be in sync with theirs. He recommended that Commission members keep an open mind and make the best informed decision moving forward. Mayor Langfelder stated that he has driven Lenhart Road and said it is not in very good shape at all. He felt that even though the newly updated city comprehensive plan is not yet adopted, it should be followed and development wouldn't happen until you have infrastructure in place or at least the commitment to have that infrastructure. Mayor Langfelder said the city hears from developers all the time about money being withheld for decades, but the city does not move forward or they do not have the financial resources to move forward. He said he had a conversation with corporation counsel as well as Director Mark Mahoney and Nate Bottom to actually put a plan in place and timeline for improving the road. He said his personal preference would be that if it was approved, it should be contingent on the city coming up with a plan of action for improvement of that road within a 5-year time frame. He then referenced the round-about on Archer Elevator Road. He said the city gets questions about the why the roundabout is being done when the common person would like development to go from Wabash all the way to Iles Avenue. The reason it was done first is because they build out a quarter of a mile each way. Mayor Langfelder said still we have to push to get the other portion done, that we need to be more proactive, more visionary. He stated that issue has come up a lot of times since he took office 2½ years ago. He appreciated the staff of the Regional Planning Commission that really put forward the comprehensive plan under the direction of the Deputy Mayor. He thought it was incumbent based on the feedback received from the general public. In conversations with Public Works and with developers that make the commitment for road improvements, the city does not act on them or see them as a priority. He felt a commitment should be made if this is accepted that it should be contingent upon the road being improved within a reasonable amount of time, in his opinion within five years. He asked Commissioners to vote their consciences.

Alderman McMenamain noted that when someone votes no on something like a far west development, it potentially encourages development in areas that are zoned appropriately and have the infrastructure in place where the roads have been improved.

Gregg Humphrey moved to concur with the Land Subdivision Committee recommendation to approve. Commissioner Larry Hamlin said he would second that motion if the infrastructure street was in place before any building was done. Humphrey said he understood what Hamlin was trying to do, but noted the Land Subdivision Committee, of which he is the Chair, reviewed it on a technical matter and the vehicle is

actually there and will be put in place per the substandard roadway agreement. As long as it is followed through with at the City Council level when the final plat is approved, then the roadway would be improved. That is how it is supposed to be done. It just has to be followed through at that level.

Sims clarified for Commission members. What we are dealing with here is the location & sketch map and a recommendation to the City Council.

Zeibert said the process is a location & sketch map, then a preliminary plan that deals with drainage, phasing, utilities, etc., and then the final plat. Before the final plat could be approved, the City Engineer will collect the securities for whatever improvements are required at that time before final signature is obtained to get recorded. So there are a couple of steps to go.

Commissioner Joe Gooden asked if road improvements were required when homes were constructed in the existing Centennial Subdivision. Zeibert stated there were requirements to improve the road, but did not recall exactly what they were, but said he could look it up. Commissioner Gooden asked if improvements were done before or after the subdivision was constructed. Zeibert said he was sure that Iles Avenue was improved; however, he did not remember what occurred on Lenhart Road. Commissioner Gooden said Centennial Subdivision does not adjoin Iles Avenue. Zeibert said it has two access points, one to Iles Avenue and one to Lenhart Road. Commissioner Gooden asked if the access point to Iles Avenue had been developed. Zeibert said it had been connected.

Steve Walker said when Centennial Park Place was developed in 2004, the developer paid the county and work was done by the county and township to widen Lenhart Road from the entrance of Centennial all the way north to Iles Avenue to the standards in the subdivision ordinance and also from the intersection of Lenhart Road and Iles Avenue west to the entrance to Centennial. The substandard roadway agreement was also paid. Walker said south on Lenhart Road, Hope Church has paid the substandard roadway agreement and they participated in some of that work as they were developing at the same time. Water mains were extended down Lenhart Road and sanitary sewer is located there. All of the infrastructure was put in place.

Commissioner Gooden asked if the improvements associated with this new development would be consistent with what was put in place ten years ago. Walker said that was correct.

Just as a matter of order, Sims said he heard a motion on the floor to approve the recommendation of the Land Subdivision Committee, but has not heard a second yet which would have led to the discussion on this. Brian McFadden seconded the motion.

McFadden said there are improvements that need to be made for safety reasons. The substandard roadway agreement which he helped author and frankly was not super proud of because it was kind of a Band-Aid approach at the time. The way the agreement works is the developer and City jointly agree to improve the road and the developer puts their contribution into a bond to set it aside and the city has to do its part and come up with funding. Right now he thought the only things holding up those improvements to Lenhart Road is the city's contribution. He said he does not say that to pick on the city, but it has been happening for a long time due to financial pressures. He stated at this early stage in the process, he did not see a reason to hold it back at this point because there will be more technical review and the City Council will have the final say.

Rice stated that he did not think that Iles Avenue was improved to the 24' road width. He thought it was widened to 20'. Walker said it was widened by the county and township who did the work and were reimbursed by the developer.

Gregg Humphrey moved to concur with the action of the Land Subdivision Committee to recommend approval of Centennial Pointe - Location & Sketch Map, Variance of Sec. 153.157(l) – Restriction of Access and Variance of Sec. 153.157(j) – Stub Streets. Brian McFadden seconded the motion and motion passed with 8 voting yes (Yazell, McFadden, Stratton, Blickensderfer, Squires, Humphrey, Vose, Springs) and 5 voting no (Hamlin, Gooden, Drew, McMenamin, Kruger).

The Vineyard (formerly known as The Davis Farm)

Location & Sketch Map

Variance of Sec. 153.157(j) – Stub Streets

Description: Pt. E½, SW¼, Section 35, T16N, R6W – South side of Old Salem Lane, west of Bradfordton Road

LSC Action: Recommend approval of a Variance of Sec. 153.157(j) –Stub Streets and recommend approval of the Location & Sketch Map.

Zeibert noted that originally this development was submitted under the name, The Davis Farm. Since then the developer has decided on the name, The Vineyard for this development. Formerly known as The Davis Farm will be tagged on to The Vineyard so that interested parties may continue to track this development as it proceeds through the process. Zeibert noted that this development consists of 60 acres located south of Old Salem Lane, west of Bradfordton Road. Bradfordton Road will eventually be extended through the southern portion of this property. The developer would like to create a public road access onto Old Salem Lane and develop 24-25 one acre single-family lots. The remaining area will remain agriculture. This area will have to be annexed to the city or rezoned in the county. Zeibert believed the developer intends to annex to the city. When this development was originally submitted for review, the developer intended to extend Pajim Lane. Currently, Pajim Lane which connects to Bradfordton Road is stubbed into this property. It was determined by the City of Springfield's surveyor that there is a 3' strip of ground that prohibits the connection at this time. It was determined at the Land Subdivision Committee meeting that the road will not be constructed to connect with Pajim Lane at this time and only the right-of-way will be conveyed to the city to be clarified/resolved at some point. Zeibert noted that this is the first step in the development process being the location & sketch map. A Variance of Sec. 153.157(j) – Stub Streets was also requested similar to the one requested in Centennial Pointe. The ordinance requires that stub streets be provided to adjacent property that is yet to be developed. Due to the topography and the ravine, a variance was requested and approved by the Land Subdivision Committee. There were also concerns expressed with the alignment of a connection in the future. Bradfordton Road also prohibited an adequate connection or a stub to this area. The Land Subdivision Committee recommended approval of the location & sketch map and Variance of Sec. 153.157(j) – Stub Streets.

Alderman McMenamin asked Zeibert to identify the roads surrounding this development. He asked if there were road improvement issues with this development. Zeibert said there were concerns brought up regarding the width of Pajim Lane.

Sims said he thought concerns raised were directed to Pajim Lane and not the other roads surrounding this development. Zeibert said that was correct. Zeibert said when this development originally came through, the staff recommendation was to recommend approval with improvements to Pajim Lane since that connection was to be made. Now that the connection will not be made, there will be no added traffic to that road.

McFadden asked Zeibert to show the location of the future Bradfordton Road extension. Zeibert said the extension will eventually go through the portion that is agriculture and noted that there are no plans to develop that portion at this time. The developer's main focus at this time is the 24 to 25 one acre residential lots. Sims said it is not part of the development as submitted. McFadden asked if there was floodplain. Zeibert said no, that it was a natural drainage area. Zeibert said generally a connection is made with an existing road, but geometrically it would be hard to connect it. That is one of the reasons why the variance was recommended for approval for the stub streets to the south.

McMenamin asked which arterial road the constructed homes would exit onto. Zeibert said they would exit to Old Salem Lane and there will be improvements to Old Salem Lane and the intersection. McMenamin asked who would pay for the improvements. Zeibert said he believed it would be the developer. The City Traffic Engineer indicated that improvements would be needed. A security for those improvements would be needed at the final plat stage.

John Kang, a resident of 7 Pajim Lane, addressed the Commission. He noted that he spoke at the Land Subdivision Committee meeting on October 5 and that his comments today are an extension and modification of those comments. Kang submitted written comments for the record. (See attached).

Kang stated that even though the current project does not include making Pajim Lane a through street, he and some area residents would like to go on the record that they oppose the possibility of Pajim Lane becoming a through street. They are concerned as there are existing drainage issues with the farmland. He said they would like diligent evaluation of potential adverse effects to allow for plan modification to mitigate those impacts.

Kang noted that this project could have a significant traffic impact on Pajim Lane with the addition of 24 lots being proposed. Adjacent to Pajim Lane, there are currently eight driveways that open onto Pajim Lane, so a through street would essentially create four times the traffic on that road. At the intersection of Bradfordton Road and Pajim Lane, there is a house which serves as a child care facility which causes 10 to 20 vehicles to be there so increased traffic flow there could represent a significant additional impact to life and limb of children and families. If the street were to be eventually connected, there are concerns about traffic congestion, impairment of property values and any road improvements could involve taking property from the existing landowners due to the narrowness of the current street. He noted that the land bordering the current street is basically used for drainage and has old growth trees which add to the function and value of the land which would have to be considered in mitigation. He said they would be concerned that the additional pavement would add to current problems, not only with localized water collection and potential flooding, but also increase water pressure against basement walls in the area. In turn there might be changes in water flow that would impact septic tanks because all of the current residents of Pajim Lane have individual septic systems, and are not currently connected to municipal sewer lines.

McFadden asked if the main issue was making Pajim Lane a through street. Zeibert said it was. McFadden noted it was early in the process with more technical review ahead. He asked if it was possible to make sure that Pajim Lane would never be a through street and what technical problems that may present. Sims said it depends on what McFadden meant by a technical problem, but he did not think it would cause a legal problem. Sims said it may affect how this area might function in the future. Sims said he did not think that there would be anything that would prohibit the Commission from making a recommendation to the City Council related to whether or not Pajim Lane should be a through street or not. The City Council could dispose of that recommendation.

Alderman McMenamin asked if the developer was in attendance. The developer was in attendance.

John Klemm, developer of the proposed project, addressed the Commission. He said he had no problem whatsoever eliminating the easement through there, that it was more of a request from Public Works. He noted that the other thing to keep in mind is the “spite strip” that is preventing the connection to the property of the folks to the east. He said it is not anything the developer has control over. He pointed out that as long as the owner of the strip does not do anything to take away that strip, the road can never be connected. He asked Commissioners to keep in mind that this development is only 24 lots and they are putting in a right turn lane at Bradfordton Road and Old Salem Lane. He said he will be subject to the substandard road agreement process where this project adjoins Old Salem Lane.

Alderman McMenamain asked Klemm if he was the developer for the Centennial Pointe project discussed earlier. Klemm stated that he was not. Pertaining to The Vineyard (formerly known as The Davis Farm) project, McMenamain stated that Klemm had been involved in a major dispute with the city regarding the substandard roadway agreement (also referred to developer's agreement) that McFadden referred to that was worked out years ago where the developers participate in the cost of arterial roadway improvements that are becoming necessary as a result of new development. Alderman McMenamain said the City Council saw the exchange between Klemm and the city attorney and it seems that Klemm's position was that his cost share is much less than what the city attorney's review of it should be. Alderman McMenamain said he looked at the language and said he personally agreed with the city attorney in that dispute. Chairman Yazell stated that she did not feel that that previous issue was relevant in discussion of this project. Alderman McMenamain felt that it was relevant due to the need for some infrastructure improvements for this project and he wanted to alert everyone that this developer had issues on a previous project. Alderman McMenamain said he was worried about the same issues regarding the substandard roadway network agreement occurring during this project.

Klemm stated the city attorney did not take a position. Alderman McMenamain said Klemm disagreed with the city attorney's position as to the interpretation of the code. Klemm said he did not disagree with the city attorney's position, because the city attorney did not take one. Klemm said he has not heard back. Klemm said he was disagreeing with the interpretation of the Springfield ordinance. Klemm said all the developers that he is aware of that he interacts with are more than willing to pay their specific and unique impact on a road and that's where the issue lies. Klemm said that he did not think that is at this level for discussion. Klemm said he has been trying to interact with the city since March and said he has not gotten very far. Klemm said the roadway at the intersection of Old Bradfordton Road and Old Salem Lane is substandard right now. He said this project has nothing to do with that. He said he would participate in putting in a right turn lane there to expedite the traffic coming down Old Salem Lane, but that is a need that is there now, not because of this project.

Roger Blickensderfer asked what the Land Subdivision Committee's recommendation was. Zeibert said the Land Subdivision Committee recommended approval.

Commissioner Gooden asked as to future development requiring the road to pass through Pajim Lane, is there any reason that a new roadway that would extend to Bradfordton Road could not be located north or south of it and leave the responsibility of the future developments to the east to extend that road. He suggested perhaps moving Lots 18, 19 and 20 farther north and putting a new roadway between current Lots 17 and 18 so the access point would go east to Bradfordton Road. Zeibert said that issue did not come up and what was submitted was acted upon. Zeibert said it could be possible, but was not proposed. Sims pointed out there was a drainage concern in that area and that would be addressed in the preliminary plan stage. Sims said he did not know if doing this would have a positive or negative effect. Zeibert said there were existing lots there.

Gregg Humphrey moved to concur with the action of the Land Subdivision Committee to recommend approval of The Vineyard (FKA The Davis Farm) - Location & Sketch Map and Variance of Sec. 153.157(j) – Stub Streets with the requirement that no roadway access be allowed to the subdivision from Pajim Lane. Joe Gooden seconded the motion and the roll call vote was unanimous.

For informational purposes, Zeibert then summarized projects reviewed by the Land Subdivision Committee at their October 5, 2017 meeting that do not require action by the Regional Planning Commission:

Spring Crest – 3rd Addition – Final Plat

Zeibert stated that this development is located off of Koke Mill Road, north of Pine Creek. An assisted living facility is located to the south. This is the last phase of the development process. This project consists of 32 lots on 10 acres. The Land Subdivision Committee recommended approval of the final plat.

Parkwood Acres Minor Subdivision – Final Plat

Zeibert noted that this development is located next to Buffalo in the county's subdivision jurisdiction. This development consists of two lots which the developer wishes to reconfigure. The Land Subdivision Committee recommended approval of the final plat.

10. UNFINISHED BUSINESS.

There was no unfinished business.

11. NEW BUSINESS.

There was no new business.

12. SPECIAL ANNOUNCEMENTS.

Sims reminded Executive Policy Board members that the Executive Policy Board meeting will begin as soon as all members and staff attending report to the SSCRPC's conference room.

13. ADJOURNMENT.

Chairman Yazell noted that the next Regional Planning Commission will be held on November 15, 2017.

There being no further business, Commissioner Hamlin moved to adjourn, Frank Squires seconded the motion and the meeting adjourned at 10:41 AM.

Respectfully Submitted,

MJN

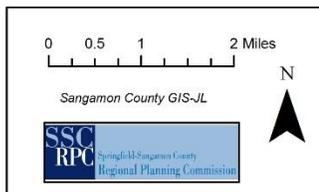
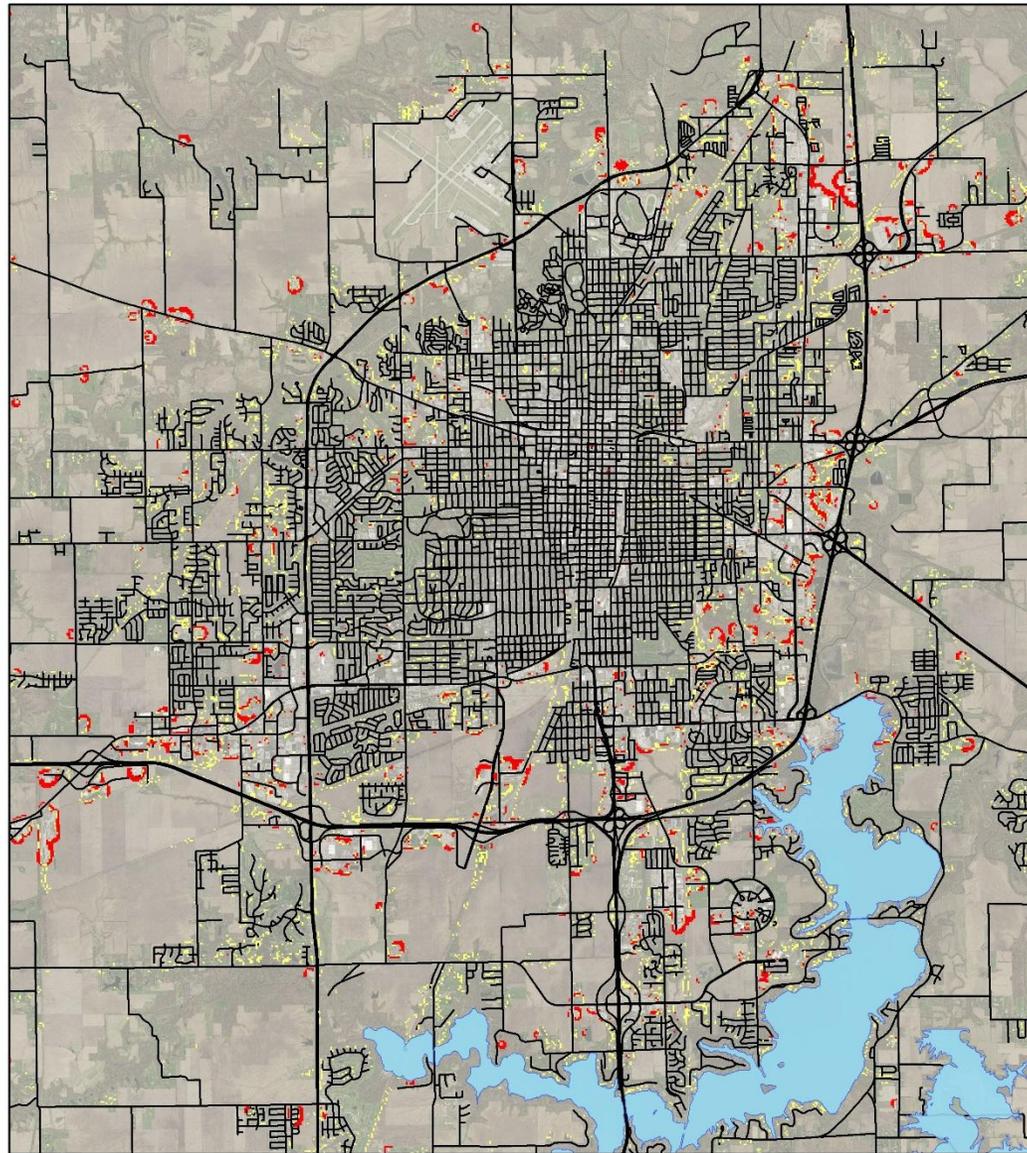
Mary Jane Niemann
Recording Secretary

LEAM

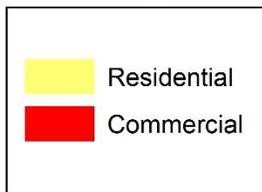
**(Land Use Evolution and Impact Assessment
Model)**

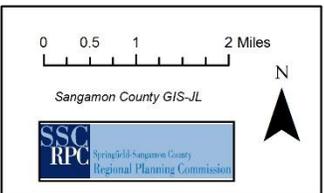
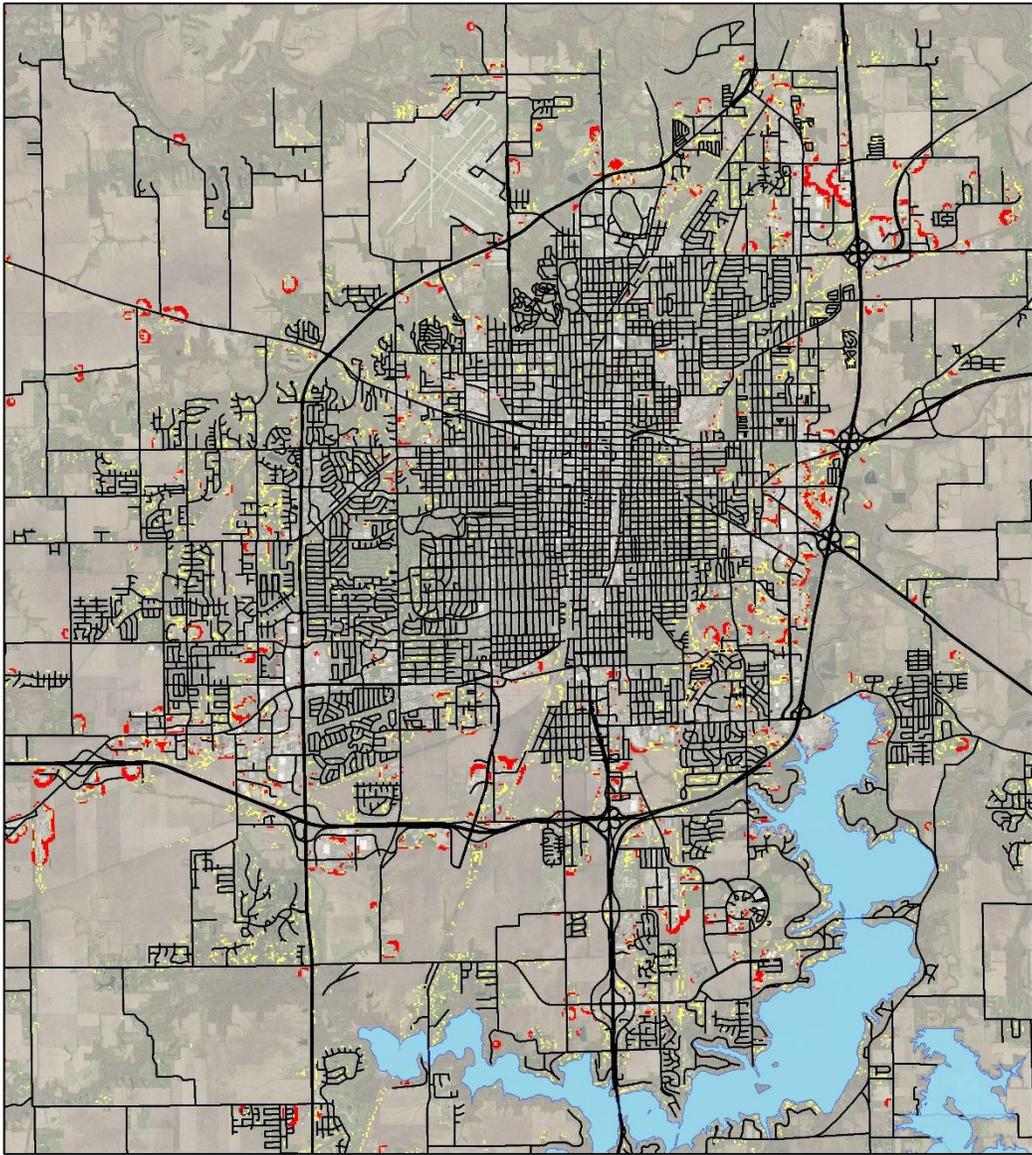
for the

Springfield Comprehensive Plan

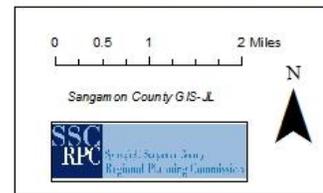
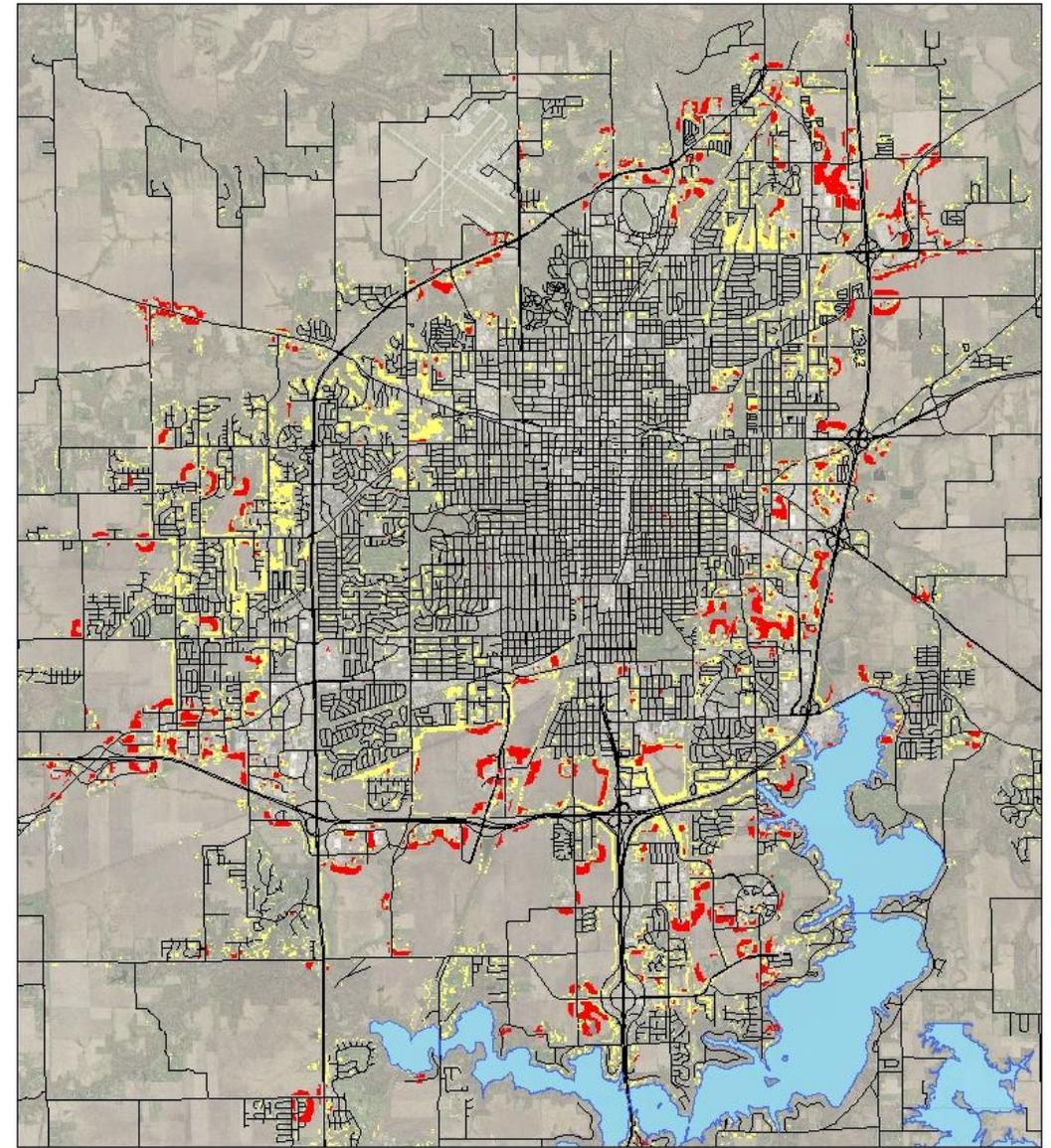
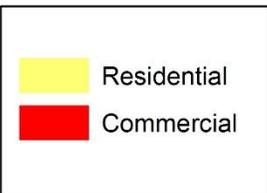


Projected 10.03% Growth
For Springfield



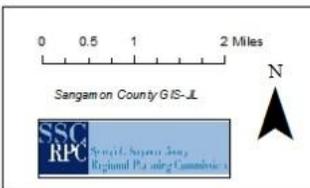
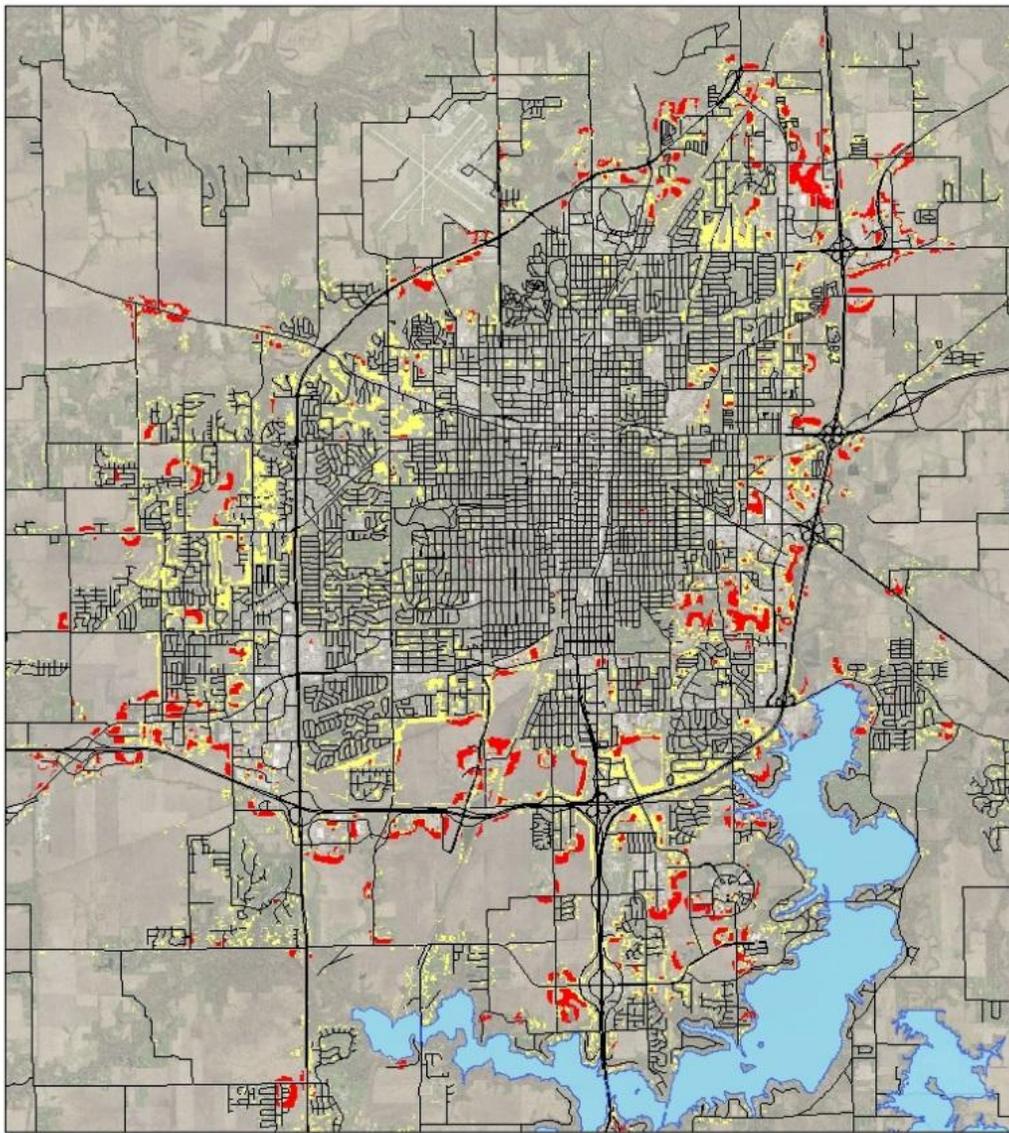


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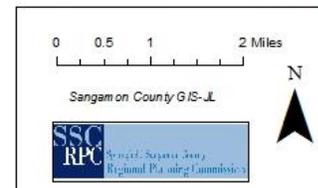
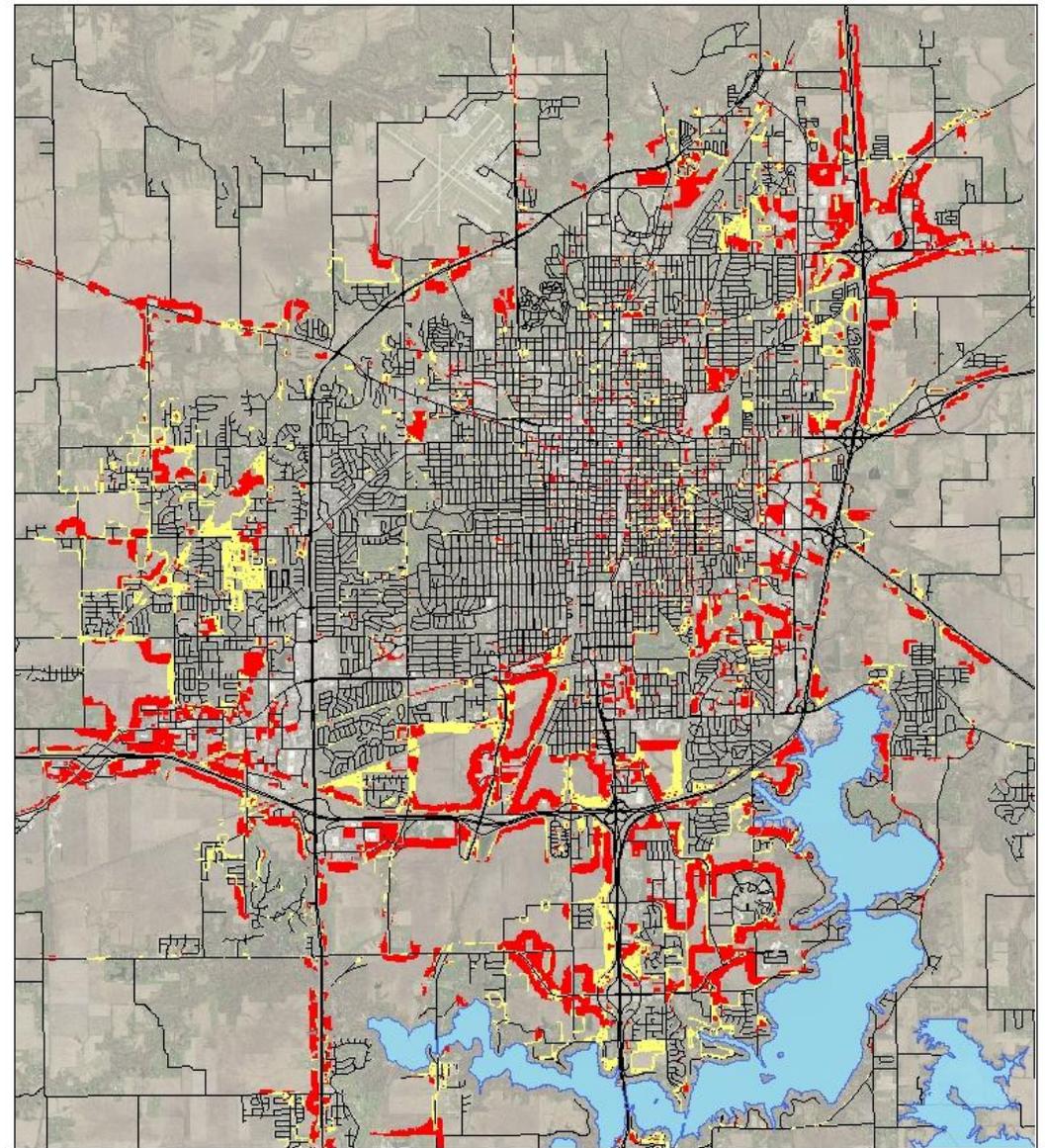
10.03% Population &
Employment Projection
from LEAM
(Existing Land Use)





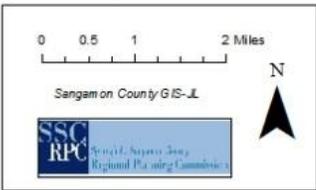
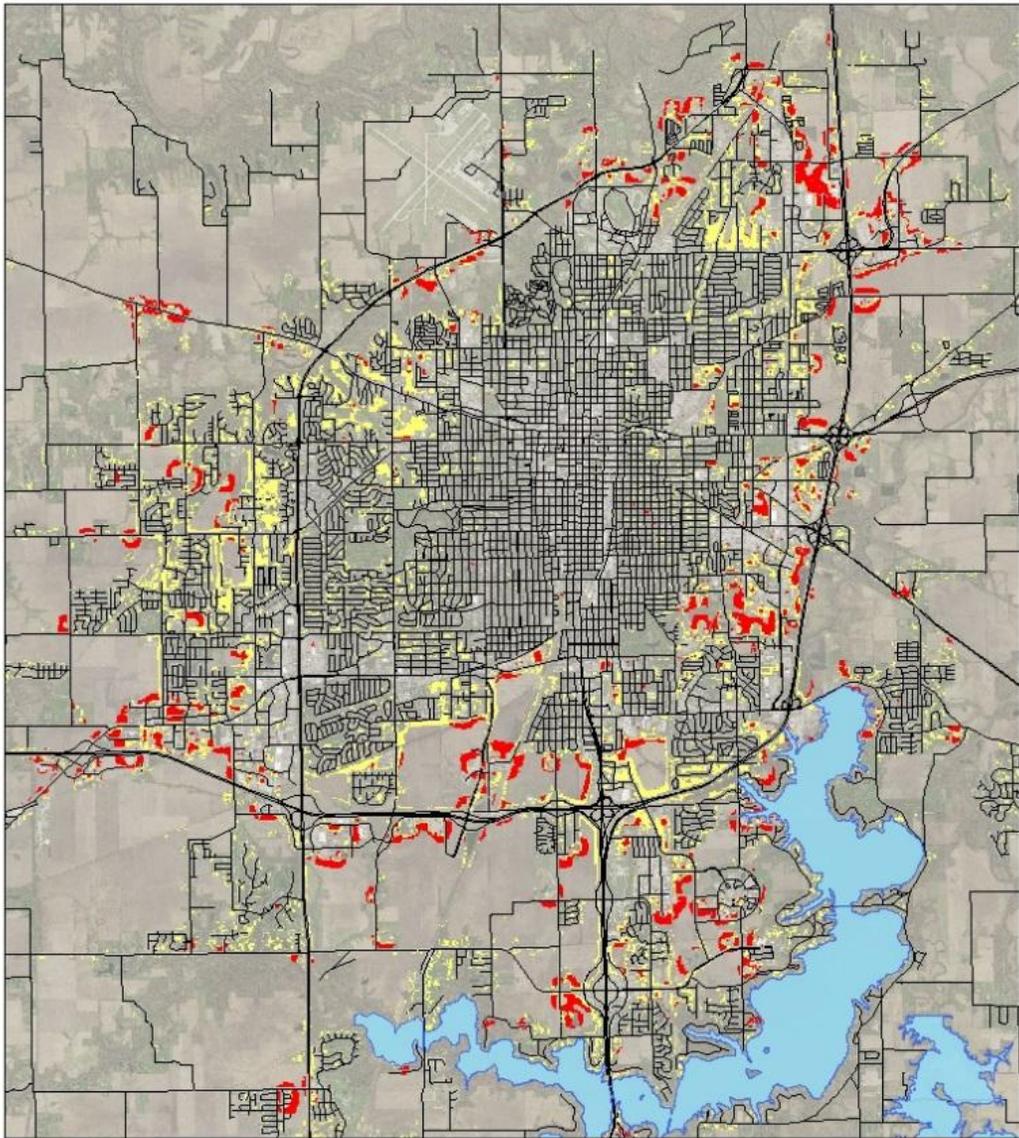
10.03% Population & Employment Projection from LEAM (Existing Land Use)

Residential
 Commercial

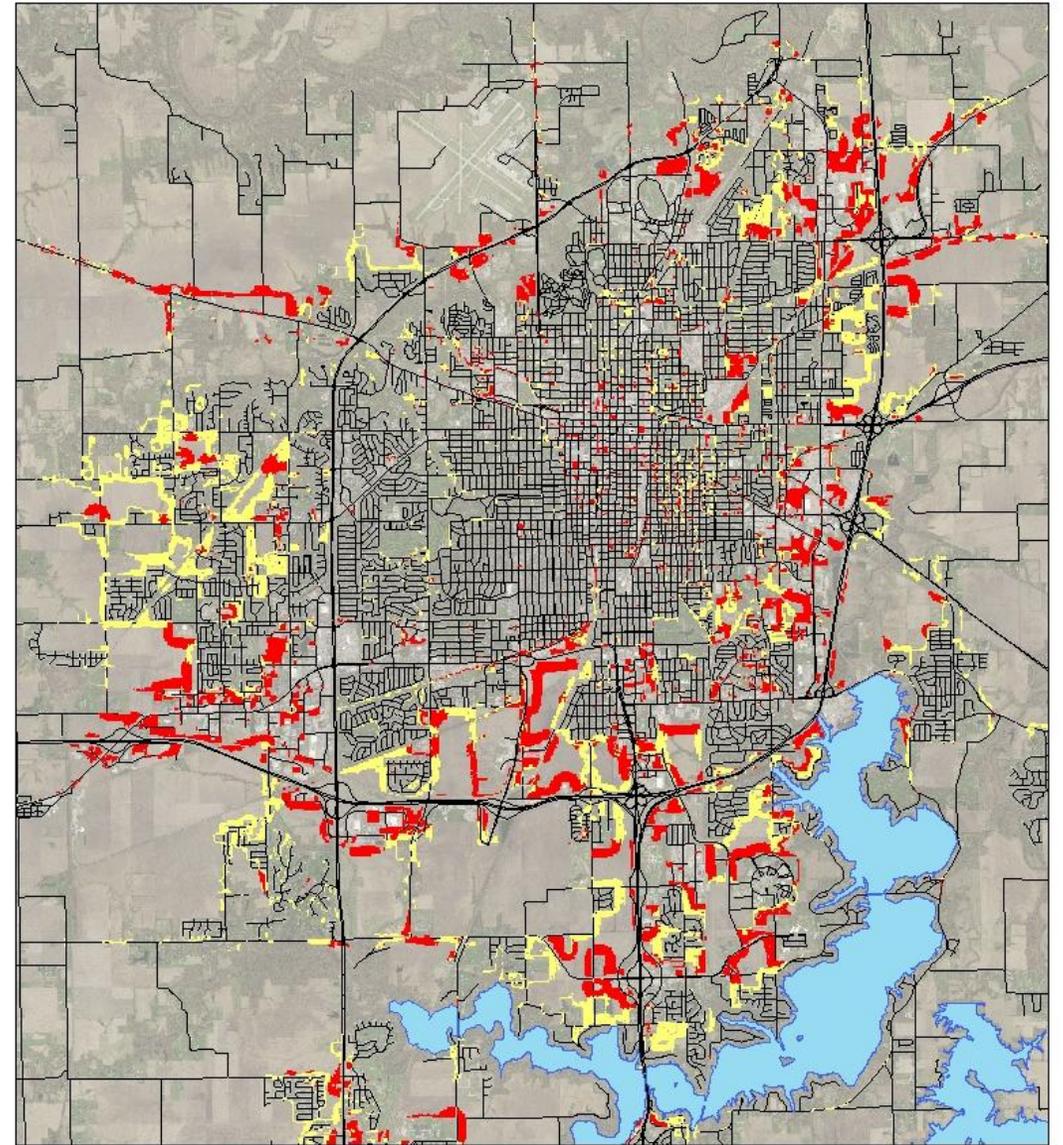


15.0% Population & Employment Projection from LEAM (Existing Land Use)

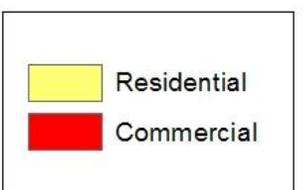
Residential
 Commercial

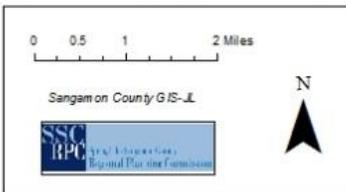
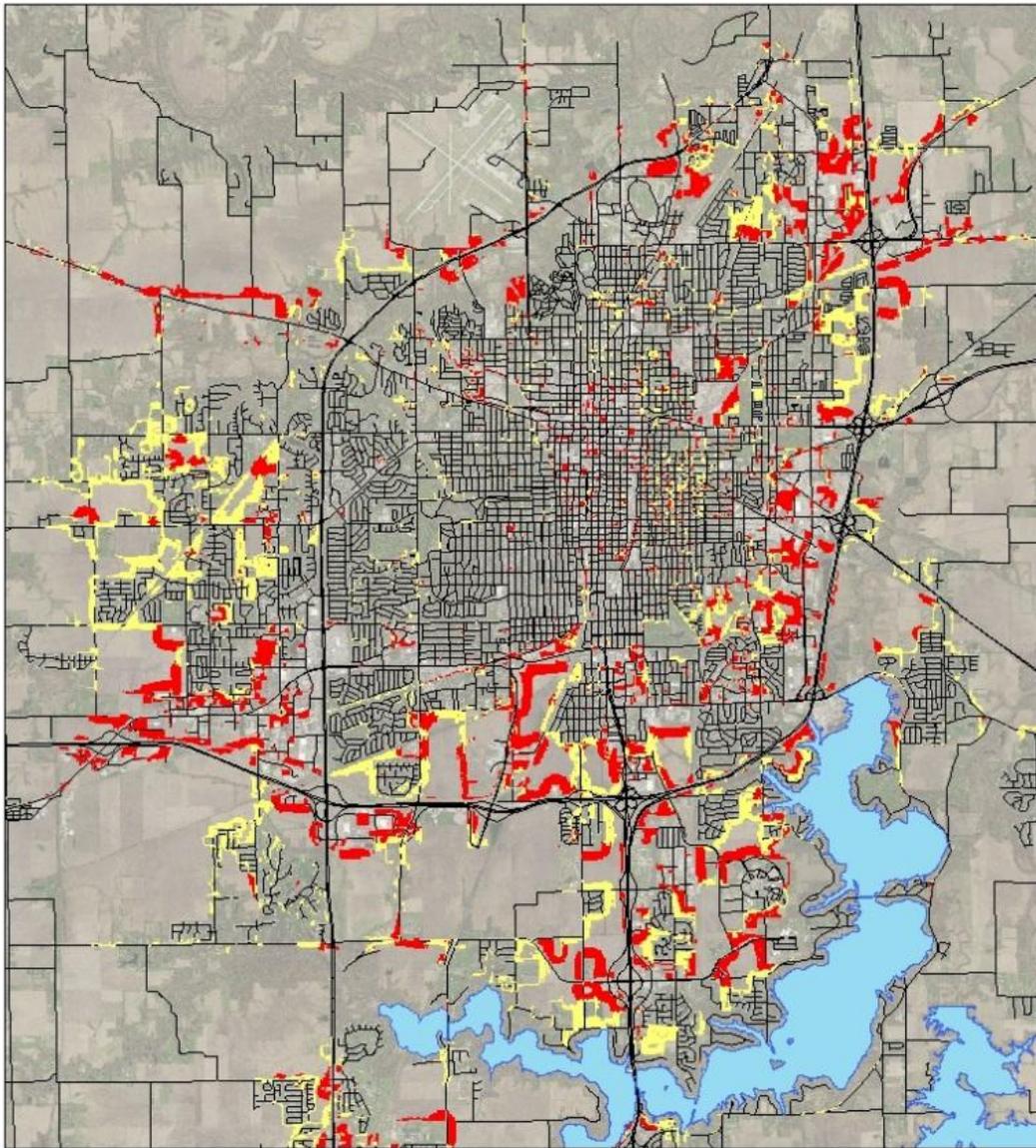


10.03% Population & Employment Projection from LEAM
(Existing Land Use)

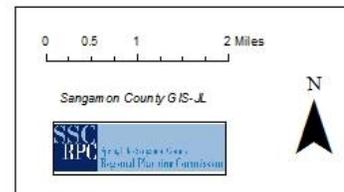
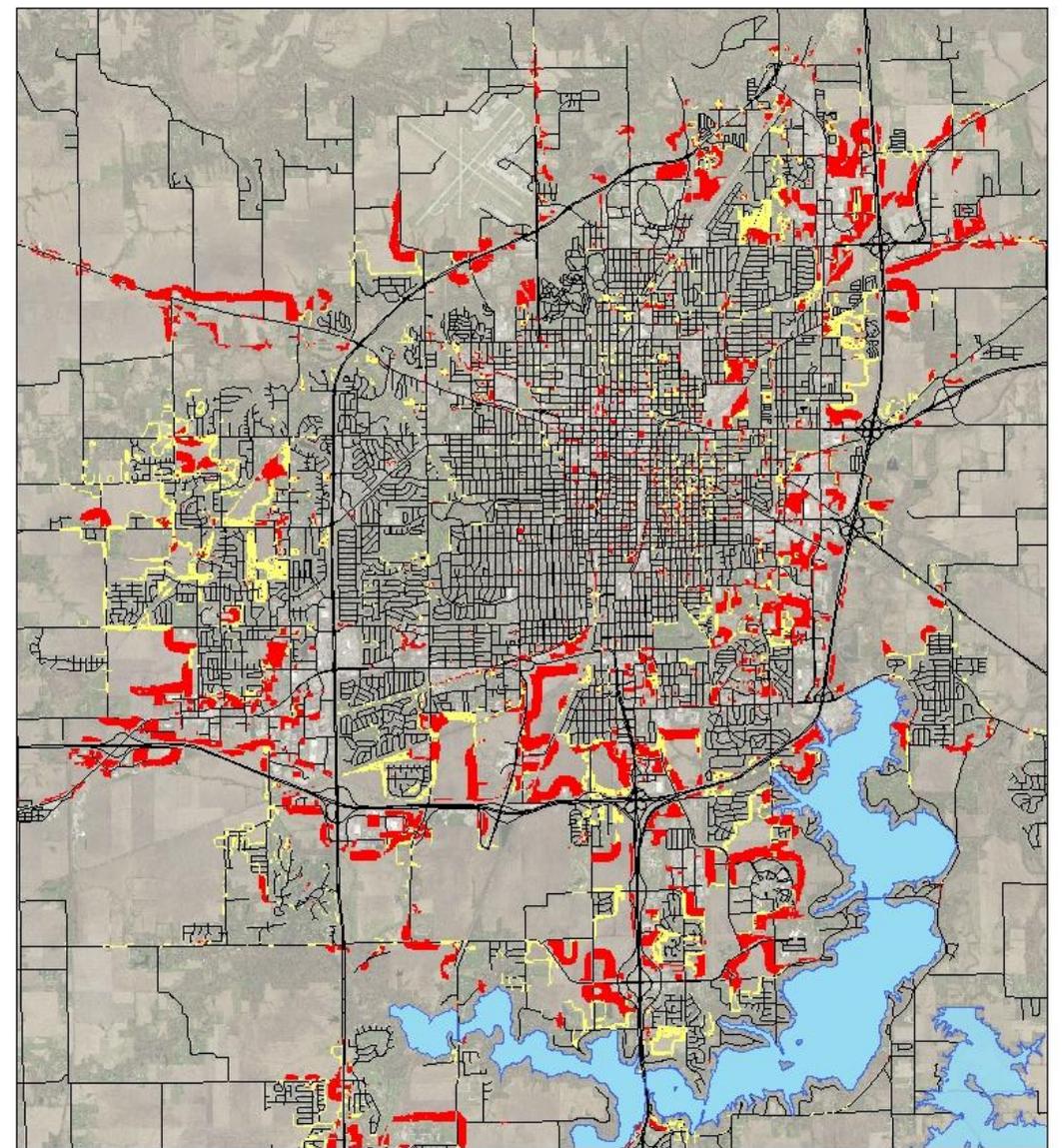


10.03% Population & Employment Projection from LEAM
(Proposed Land Use)





10.03% Population & Employment Projection from LEAM (Proposed Land Use)



15.0% Population & Employment Projection from LEAM (Proposed Land Use)



Community Concerns about Proper Mitigation of Davis Farm Project

October 18, 2017

To: Springfield Sangamon County Regional Planning Commission

200 South 9th Street, Room 212

Springfield, Illinois 62701

As landowners, residents, or neighbors of Pajim Lane, we are concerned about the environmental and economic impacts of the proposed Davis Farm Project on the current residents of Pajim Lane and our neighbors.

Specifically, we ask that public authorities representing Sangamon County, the City of Springfield, and the Springfield Sangamon County Regional Planning Commission fulfill their legal responsibilities and hold the developers of the Davis Farm Project accountable to diligent evaluation and mitigation of foreseeable and undesirable impacts created by the project.

The actual impacts will depend on the details of the project which are not settled. Details may be fluid at this stage, but the varied accounts create confusion -- and the possibility of obfuscation. Of particular concern, some presentations, statements, and discussions have described the Davis Farm Project as:

- Extending the current Pajim Lane into the Davis Farm Project, with road widening and resurfacing.
- Skipping any detention of stormwater despite removing significant acreage from direct drainage.
- Necessitating conversion of septic systems on the current Pajim Lane to municipal sewage service.

We call the following adverse impacts to your attention for mitigation. The project elements above, and others not listed, may be expected to:

1. Alter the essential character of Pajim Lane
2. Impair an adequate supply of light and air to adjacent property
3. Increase the congestion of traffic -- including add-on effects from eventual development of adjacent parcels owned by the same entity involved in the Davis Farm Project -- WPFL LLC aka Wanless Trust.
4. Diminish or impair property values on the current Pajim Lane
5. Take property from other landowners of the current Pajim Lane
6. Increase local flooding of open space and basements
7. Interfere with drainage of existing septic systems

The developers should bear the costs for mitigating these impacts. Therefore, it is crucial that these impacts be diligently evaluated so that appropriate mitigation can be included in the project plan before construction starts.

We describe our concerns in further detail below.

1. **Alter the essential character of Pajim Lane:** At present, Pajim Lane is a quiet cul-de sac accessed by eight (8) driveways. As shown in the initial sketc, the Davis Farm Project proposes subdivision into 24 lots for house construction. If this traffic flows through Pajim Lane, that will add three times the existing 8 residences along the lane. No street can grow population or traffic load four-fold without experiencing degradation to its essential character.

As a cul-de-sac, Pajim Lane does not have through traffic and is safe for residents to walk their dogs, watch sunsets, ride their bicycles, or play basketball in the driveway. This safety is particularly important for walking at night or children playing in or along Pajim Lane. The Davis Farm project would likely interfere with watching the sunset from Pajim Lane and introduce traffic hazards to this activity. These degradations in quality of life would destroy the essential character of Pajim Lane and decrease the desireability of living there.

The safety created by low traffic along Pajim Lane extends to adjacent properties along Bradfordton Road. Specifically, we are concerned for the safety of children and parents that utilize a childcare facility across from Pajim Lane. Converting Pajim Lane into a through street would expose them to additional traffic that is traveling in a complex pattern -- along both Pajim Lane and Bradfordton Road.

We note that the a variance requested by the project expresses concern about negative interactions with Comanche Drive and point out that there are safety concerns at the intersection of Pajim Lane and Bradfordton Road. Extending Pajim Lane risks the safety and viability of this childcare facility, reflecting changes to the essential character of Pajim Lane.

Converting Pajim Lane into a through street would destroy the essential character of the street by increasing traffic along the lane and abolishing the safety that current landowners and residents peacefully enjoy. Heavy vehicles including construction and moving equipment would worsen these assaults to the essential character of Pajim Lane.

These risks should be evaluated and development plans revised to mitigate impacts to the neighbors of the Davis Farm Project

2. **Impair an adequate supply of light and air to adjacent property:** As noted, Pajim Lane currently enjoys a sunset view or light that would be partially obstructed by the Davis Farm Project. Through traffic would further diminish the supply of sunset light by introducing traffic hazards. The value of sunset light is well-recognized the near universal ritual of sunset watching and immortalized in "The Little Prince."

Motor vehicles traveling from the Davis Farm Project along Pajim Lane would need to stop at the intersection with Bradfordton Road, where the current traffic control is a stop sign. During peak travel periods, traffic along Bradfordton Road requires extended waits for vehicles on Pajim Lane, but there is seldom more than one vehicle exiting Pajim Lane at a given time.

Adding traffic from the Davis Farm Project would likely result in vehicles stacking up on Pajim Lane as they wait to turn onto Bradfordton Road. This would increase air pollution along Pajim Lane. Further, the houses proposed for the Davis Farm Project may act as wind breaks, reducing the dispersion of such air pollution.

These risks should be evaluated and development plans revised to mitigate impacts to the neighbors of the Davis Farm Project

3. **Increase the congestion of traffic:** As shown in the preliminary sketch, the Davis Farm Project proposes subdivision into 24 lots for house construction. If this traffic flows through Pajim Lane,

that will add three times the existing 8 residences along the lane. As described above, the addition of traffic from 24 houses would add to congestion along Pajim Lane and backups at the intersection at Bradfordton Road, and increased hazards to the adjacent childcare facility.

Inspection of adjacent land holdings indicate that making Pajim Lane an access street for the Davis Farm Project subdivision would ultimately result in far heavier traffic loads along Pajim Lane. The Davis Farm Project involves land owned by WPFL LLC. It is reasonable to believe that WPFL LLC expects to develop these properties at a future time. As discussed further below, converting Pajim Lane to a through street with access to the Davis Farm Project would set the stage for traffic from all these developments flowing through Pajim Lane. This scenario would result in greatly increased congestion along Pajim Lane and Bradfordton Road.



The childcare facility contributes substantial traffic along Bradfordton Road, near Pajim Lane, as families drop off or pick up their children. On some weekends, the facility hosts parties that cause tens of vehicles to park on the property (see photo from 9/30/2017).

At present, this traffic has been tolerable, but making Pajim Lane a through street would likely increase the friction with vehicles exiting and entering Pajim Lane, making this intersection hazardous and eventually requiring a traffic light.

While exiting Pajim Lane onto Bradfordton Road currently involves tolerable delays, returning to Pajim Lane from Bradfordton already presents challenges and contributes to local congestion. During heavy traffic hours, it can take more than five minutes before there is a sufficient break in traffic to enable a left turn from Bradfordton Road northbound onto Pajim Lane. During that wait, additional traffic accumulates behind the turning vehicle. In turn, this feeds frustration, speeding and other aggressive driving along Bradfordton Road. Quadrupling the traffic load from Pajim Lane would substantially degrade traffic flow and increase congestion at the intersection of Pajim Lane and Bradfordton Road.

Vehicles do not disappear when they leave Pajim Lane, and they may contribute to congestion along nearby roadways and intersections. Traffic headed the intersection of Pajim Lane and Bradfordton Road may come north from Old Jacksonville Road or south from West Jefferson Street (Hwy 97). At the intersection of Bradfordton Road and Old Jacksonville Road, the current traffic control light does not include a left turn signal and lane striping does not enable traffic to pass those turning left from Old Jacksonville Road onto Bradfordton Road. During heavy traffic hours, such left turns can take most or all of a light cycle. At present, five cars or more may back up behind such left turns. Converting Pajim Lane to a through street would likely increase this congestion.

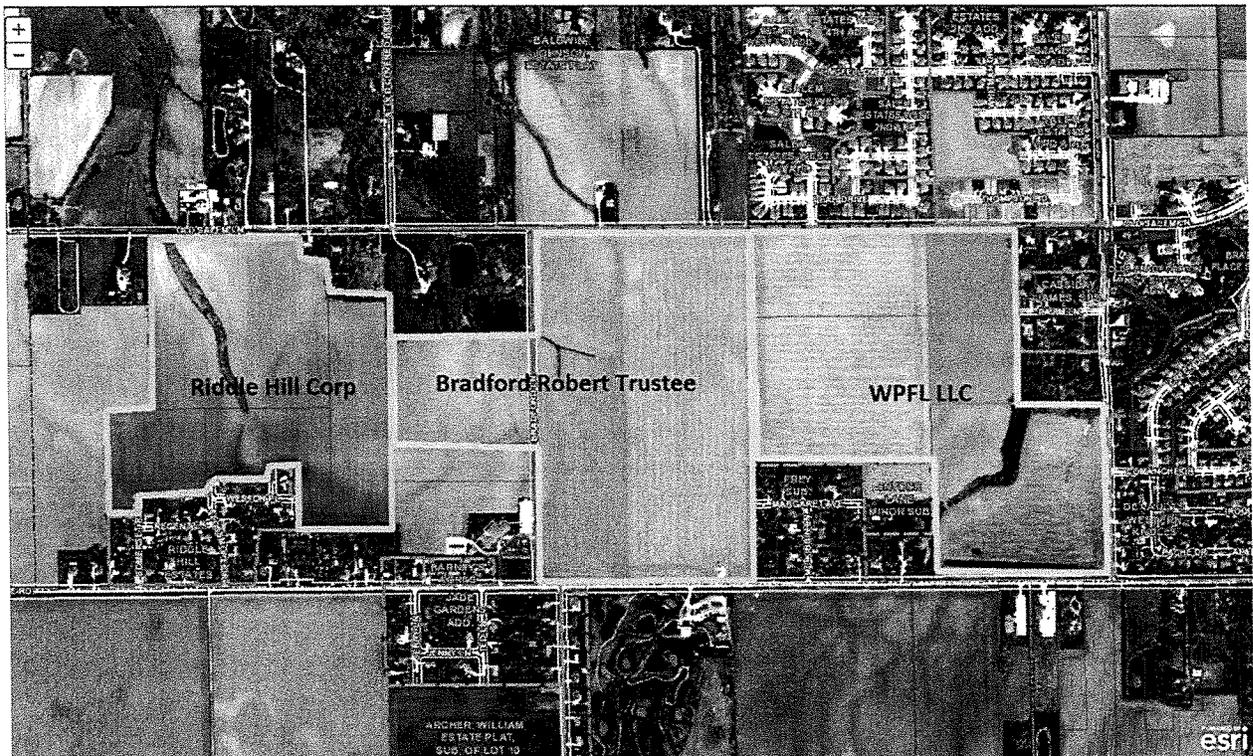
As discussed below, future projects seem likely to further increase congestion on and near Pajim Lane if it become a through street.

Connecting Pajim Lane to the Davis Farm Project Ducks the Access Question Facing WPFL LLC

A requested variance argues that the Davis Farm Project should be allowed to avoid the cost and inconvenience of connecting directly to the proposed Bradfordton Road (currently Old Jacksonville Road). But a closer look indicates that these costs can only be avoided by escalating future harms to the current residents of Pajim Lane.

WPFL LLC also owns two parcels to the west of the Davis Farm Project as well as the parcel south and east of the project. Converting Pajim Lane to a through street risks more than establishing a precedent, it risks constructing a thoroughway that would ultimately serve an untold number of additional housing units to the west of the Davis Farm Project.

The same concerns expressed in the current variance request would apply equally to similar requests for the two other parcels owned by WPFL LLC. Why wouldn't WPFL LLC make the same argument when it chooses to develop those parcels that it is making now?



Worse, the existing subdivisions to the south of WPFL LLC parcels have no obvious access to either Old Jacksonville Road or Bradfordton Lane because other owners control these parcels and there are no existing roads. Future development of these parcels would require easements and construction across property currently held by other owners.

Sooner or later, the parcels owned by WPFL LLC will require direct access to Bradfordton Road. So converting Pajim Lane to a through street for the Davis Farm Project seeks to kick the problem down the road rather than solve the problem.

Unless Sangamon County wishes to destroy Pajim Lane, it should prevent conversion of Pajim Lane to a through street and WPFL LLC should address the access issue for its properties now. These risks should be evaluated and development plans revised to mitigate impacts to the neighbors of the Davis Farm Project

4. **Diminish or impair property values on Pajim Lane:** The harms described above can be expected to diminish or impair property values for existing owners on Pajim Lane. The size of proposed Davis Farm Project houses (2200-2800 sq ft) and their location does not suggest values sufficiently high to raise or offset the harms to the essential character, access to light and air, and traffic congestion that would result from granting the requested variance.

Arguably, converting Pajim Lane to a through street would enhance the value of the Davis Farm Project by using the existing homes as a facade to distract from the stark and sterile landscape of a subdivision under construction. That such a facade would undermine the value of existing homeowners makes a bitter pill. These risks should be evaluated and development plans revised to mitigate impacts to the neighbors of the Davis Farm Project

5. **Take property from other landowners of the current Pajim Lane:** Converting Pajim Lane to a through street would require road widening and likely taking property from landowners along the current Pajim Lane. Road widening would need to find alternate means for diverting stormwater because the property adjacent to the road is used for drainage. That property features also old growth trees that may be damaged or killed by road widening. These factors should be evaluated and impacts mitigated, as well as providing just compensation to current landowners for any property taken.
6. **Increase local flooding of open space and basements:** The farmland parcels for the proposed Davis Farm Project currently drains significant stormwater away from homes along Pajim Lane. That said, significant pooling occurs along the border between the Davis Farm and the existing subdivision on Pajim Lane. Therefore, it is reasonable to expect that paving over part of Davis Farm risks worsening the existing pooling areas and exposing basements of existing homes to additional pressure from water. These risks should be evaluated and development plans revised to mitigate impacts to the neighbors of the Davis Farm Project.
7. **Interfere with drainage of existing septic systems:** The existing homes along Pajim Lane use septic systems and do not have a sewer connection. Additional water in these lots could result in sanitary issues because the function of septic systems depends on drainage into a leach field. These risks should be evaluated and development plans revised to mitigate impacts to the neighbors of the Davis Farm Project.

Respectfully submitted,

The undersigned landowners, residents, and neighbors of Pajim Lane.