

**FOR DISTRIBUTION AT THE
REGULAR CITY COUNCIL
MEETING
FEBRUARY 7, 2023**

AGENDA NO. 2023-049

AN ORDINANCE AMENDING CHAPTER 153, SECTION 153.112 PERTAINING TO SITE SUITABILITY, CHAPTER 153, SECTION 153.157 PERTAINING TO STREET DESIGN AND CHAPTER 155, SECTION 155.106 PERTAINING TO ALL DRIVE-UP SERVICE FACILITIES OF THE 1988 CITY OF SPRINGFIELD CODE OF ORDINANCES, AS AMENDED

AGENDA NO. 2023-050

A RESOLUTION AUTHORIZING THE RELEASE OF THE MINUTES AND AUDIO RECORDING OF THE NOVEMBER 2, 2021, EXECUTIVE SESSION OF THE SPRINGFIELD CITY COUNCIL

ORDINANCE FACT SHEET

ORD. REQUEST FORM NO: 23-11
DATE OF 1ST READING: February 7, 2023

OFFICE REQUESTING: Public Works CONTACT PERSON: Nathan Bottom
PHONE NUMBER: 789-2255

EMERGENCY PASSAGE: No ☒ Yes ☐ If yes, explain justification.

TYPE OF ORDINANCE: Code FISCAL IMPACT: \$

(If amending a previous ordinance, please attach a copy of the previous ordinance)

SUGGESTED TITLE:

AN ORDINANCE AMENDING CHAPTER 153; SECTION 153.112 PERTAINING TO SITE SUITABILITY, CHAPTER 153, SECTION 153.157 PERTAINING TO STREET DESIGN AND CHAPTER 155, SECTION 155.106 PERTAINING TO ALL DRIVE-UP SERVICE FACILITIES TO THE 1988 SPRINGFIELD CITY CODE OF ORDINANCES FOR THE OFFICE OF PUBLIC WORKS

Please list supporting documentation (i.e., contract, agreement, change order, bid book, etc.)

CONTRACTOR / VENDOR NAME: VENDOR NO:

CONTRACT TERM: Change in Scope Yes ☐ No ☐

CONTRACT AMOUNT:

(Original amount if change order)

Change Order #

Additional Amount

Method of Purchase (check one) Previous Ord #'s
☐ Low Bid ☐ Other: Is Purchasing Agent approval required? No ☐ Yes ☐
☐ Low Bid Meeting Specs ☐ Exception: Is Purchasing Agent approval attached? No ☐ Yes ☐
☐ Low Evaluated Bid Code Provision:

Accounting information (if more than four accounts, please attach list)

REVENUE					
Fund	Agency	Org	Activity	Object	Amount
1					
2					
3					
4					

EXPENDITURE					
Fund	Agency	Org	Activity	Object	Amount
1					
2					
3					
4					

FUNDS CHECK BY: Date:
DIRECTOR / SUPERVISOR SIGNATURE Date: 2/1/23
CITY PURCHASING AGENT: Date:

COMMENTS

This amendment modifies sections within Chapter 153 related to the requirements for subdivision suitability to provide more clarity on the adjacent frontage and access roadway standards, street design by adding a rock base for newly constructed streets. This ordinance also amends Chapter 155 updating minimum drive thru stacking distances to be more consistent with how respective drive-thru service facilities function.

SIGN OFF: (Mayor's Signature) (Director of OBM)

**AN ORDINANCE AMENDING CHAPTER 153, SECTION 153.112
PERTAINING TO SITE SUITABILITY, CHAPTER 153, SECTION
153.157 PERTAINING TO STREET DESIGN AND CHAPTER 155,
SECTION 155.106 PERTAINING TO ALL DRIVE-UP SERVICE
FACILITIES OF THE 1988 CITY OF SPRINGFIELD CODE OF
ORDINANCES, AS AMENDED**

WHEREAS, the City of Springfield is a home rule unit as defined in Article VII, Section 6(a) of the 1970 Illinois Constitution and has jurisdiction over matters pertaining to its government and affairs; and

WHEREAS, it is in the best interest to amend Chapter 153, Section 153.112 pertaining to site suitability, Chapter 153, Section 153.157 pertaining to street design and Chapter 155, Section 155.106 pertaining to all drive-up service facilities of the 1988 City of Springfield Code of Ordinances, as amended.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SPRINGFIELD, ILLINOIS:

Section 1: That the City Council hereby amends Chapter 153 and Chapter 155, as shown on attached Exhibit "A".

Section 2: That the City Clerk is hereby directed to publish this ordinance in pamphlet form.

Section 3: That this ordinance shall become effective immediately after its passage and publication in pamphlet form and recording by the City Clerk.

PASSED: _____, 2023

SIGNED: _____, 2023

RECORDED: _____, 2023

Mayor James O. Langfelder

ATTEST: _____
City Clerk Frank J. Lesko

Approved as to legal sufficiency:

Requested by: Mayor James O. Langfelder

Office of Corporation Counsel / Date

Land Subdivision Ordinance Modifications

§ 153.112. - Subdivision site suitability ~~(a) Essential Utilities~~

(4) Streets

c. Existing streets providing access to a proposed subdivision and/or being incorporated into a proposed subdivision's street system shall be suitable provided it meets the requirements established herein.

1. This subsection shall not apply to subdivisions estimated to produce an average of 30 daily vehicle trips or less.

2. When a proposed subdivision is estimated to produce an average of more than 30 daily vehicle trips, then a street shall be considered suitable if:

A. Along the frontage of the subdivision, the minimum roadway standards are met if:

1. The road surface is a minimum of 22 feet wide, with adequate road bed extending under the shoulder a minimum six inches;

2. The pavement is constructed of asphalt or concrete;

a. If the existing street is oil mat, the street may be constructed to meet the minimum standards by milling the pavement 4 1/2 inches to achieve a maximum 2% cross slope and constructing a 3 1/2 inch HMA overlay

In no scenario shall the pavement thickness be reduced as a result of the proposed improvement;

3. The street includes two-foot wide paved shoulders on both sides of the street;

a. If shoulders do not exist and must be constructed to meet the minimum standards, but adequate ROW does not exist on the opposite side of the street to construct a two-foot wide shoulder, then a four-foot wide paved shoulder shall be constructed on the subdivision side and a six-inch wide paved shoulder shall be constructed on the opposite side;

4. The financial impact on the developer will be limited to the cost of providing the following for minimum standards:

a. Widening the road surface to 22 feet wide. Widening shall be a minimum of 1 foot wide per side and shall be accomplished with 8 inches of CA-6 and 6 inches of HMA.

b. Road bed of 8 inches of CA-6, which shall extend a minimum of 6 inches from the shoulder.

c. Pavement milling a maximum of 3-1/2 inches

d. Construction of a 3-1/2 inch HMA overlay

e. Grading and ditching as necessary along the frontage of the subdivision.

f. Construction of 2 foot wide paved shoulders on both sides of the street. If shoulder do not exist and must be constructed to meet the minimum standards, but adequate ROW does not exist on the opposite side of the street to construct a two foot wide shoulder, then a four foot wide paved shoulder shall be constructed on the subdivision side and a six inch wide paved shoulder shall be constructed on the opposite side.

g. The design, which shall be completed by the Developer's Engineer.

If the City Engineer determines the pavement structure or roadway design is deficient for any reason, the City will be financially responsible for remedying such other deficiencies. In such event, in lieu of providing pavement milling and the 3-1/2 inch overlay, the subdivider shall instead provide an equivalent payment to the City in cash or by way of letter of credit (PILOC – Payment in Lieu of Construction), prior to final plat approval. Such funds shall be available to the City for a period of up to five years from the date of the recording of the final plat, so that the City can plan for the improvements of other deficiencies in the subject street, and use the subdivider's payment to cover the cost of the milling and overlay at the same time. If, after the expiration of such five year period, the City has not remedied the other deficiencies in the subject street and applied the subdivider's payment to the milling and overlay of the subject street, the City shall fully refund to the subdivider the cash payment for release or release the letter of credit.

~~deficient street, and providing street surface for responsibility of the City.~~
If the City Engineer deems that the pavement structure is inadequate based on sampling and testing conducted by the Developer's Engineer, repairs to the base will be required ahead of the surface construction. The cost of the base repairs will be the responsibility of the City. If, however, the roadway requires an exorbitant amount of base repairs to complete the roadway reconstruction, the subdivision may be classified as unsuitable and no repairs will be made.

5. If the City Engineer deems that the pavement structure is inadequate based on sampling and testing conducted by the Developer's Engineer, repair to the base will be required ahead of the surface construction. The cost of the base repairs will be the responsibility of the City.

6. There is a minimum vertical clearance of 13 feet, six inches;

7. The street has good drainage;

8. Access roads and access road intersections meet safety standards, including sight distance; and

9. The design shall be completed by the developer's engineer and determination of compliance with this section shall be made by the city engineer.

B. Between the subdivision and the terminus point, the minimum roadway standards are met if:

1. The road surface is a minimum of 20 feet wide;

2. The pavement is constructed of asphalt or concrete;

a. If the existing street is oil mat, the street may be constructed to meet the minimum standards by milling the pavement to achieve a maximum 2% cross slope and constructing a 3 ½ inch HMA overlay;

b. If the existing road surface is greater than 20 feet, but is not asphalt or concrete, the road must be constructed as described in "a" above and shall maintain the existing surface width. In no case shall the pavement width be reduced;

3. The financial impact on the developer will be limited to the cost of providing the following for minimum standards:

a. Widening the road surface to 22 feet wide. Widening shall be a minimum of 1 foot wide per side and shall be accomplished with 8 inches of CA-6 and 6 inches of HMA.

b. Pavement milling a maximum of 3-1/2 inches

c. Construction of a 3-1/2 inch HMA overlay

d. Grading and ditching as necessary along the frontage of the subdivision.

e. The design, which shall be completed by the Developer's Engineer.

If the City Engineer determines the pavement structure or roadway design is deficient for any reason, the City will be financially responsible for remedying such other deficiencies. In such event, in lieu of providing pavement milling and the 3-1/2 inch overlay, the subdivider shall instead provide an equivalent payment to the City in cash or by way of letter of credit (PILOC – Payment in Lieu of Construction), prior to final plat approval. Such funds shall be available to the City for a period of up to five years from the date of the recording of the final plat, so that the City can plan for the improvements of other deficiencies in the subject street, and use the subdivider's payment to cover the cost of the milling and overlay at the same time. If, after the expiration of such five year period, the City has not remedied the other deficiencies in the subject street and applied the subdivider's payment to the milling and overlay of the subject street, the City shall fully refund to the subdivider the cash payment for release or release the letter of credit. Any additional structural pavement deficiencies directly under existing street shall be the responsibility of the City of Springfield as described in Section 153.112(a)(4)c.2.A.4;

4. Any additional structural pavement deficiencies directly under existing street shall be the responsibility of the City of Springfield as described in Section 153.112(a)(4)c.2.A.4

5. There is a minimum vertical clearance of 13 feet, six inches;

~~6.6.~~ The street has good drainage;

~~7.6.~~ Access roads and access road intersections meet safety standards, including sight distance; and

~~8.7.~~ The design shall be completed by the developer's engineer and determination of compliance with this section shall be made by the city engineer.

~~Instead of the "XYZ" Language that was proposed for Payment In Lieu of Construction, the alternative would be to modify Section 153.145.3 Time to Construct. I do not recommend any of the language that the developers group proposed as part of this section.~~

§ 1553.10657. – Street DesignAll drive-up service facilities

For all drive-up services, including but not limited to banks, savings and loans, restaurants, and all retail stores, reservoir parking for five automobiles shall be provided for each drive-in window or station.

(c) Pavement Construction—All local and collector streets shall be installed in accordance with the following pavement standard—For all drive-up service facilities, the minimum site stacking distances shall be in accordance with the following table:

<u>Food and Beverages Services</u>	<u>150 feet per lane from window, with at least 50 feet of the total from any leading off boxes</u>
<u>Automated Car Wash</u>	<u>200 feet per lane from point of entrance</u>
<u>Coin Operated Car Wash</u>	<u>80 feet per lane</u>
<u>Truck Wash Stations</u>	<u>100 feet per lane (single lane);</u> <u>80 feet per lane (two lanes);</u> <u>75 feet per lane (three or more lanes);</u>
<u>Other Drive-up and Drive Thru</u>	<u>125 feet per lane, and depending on projected use, may require additional buffer distance</u>

This requirement is in addition to, and not in lieu of, any other existing requirements as called for in this chapter. These requirements shall not apply to drive-up service facilities already in existence and use on the effective date of this provision. If the use or drive-up service facility is modified or changed, then the requirements in this provision shall apply.

(1) Subgrade:

(a) Subgrade shall be prepared and compacted in accordance with Section 201 of the IDOT Standard Specifications for Road and Bridge Construction.

(2) Base Course:

(a) geotextile fabric for ground stabilization, meeting the requirements of Section 210 of IDOT's Standard Specifications for Road and Bridge Construction

(b) 6" Compacted Aggregate Sub base (CA-6). For Asphalt Alternate:

(c) 4" Compacted Aggregate Sub base (CA-4). For Concrete Alternate:

(3) Asphalt pavement alternate:

(a) The pavement design will consist of 4" of bituminous concrete binder course and 2" of bituminous concrete surface course, in accordance with the latest edition of the IDOT Standard Specifications for Road and Bridge Construction. Mix designs shall be submitted to the subdivider's engineer and the City Engineer for approval prior to paving, and shall be appropriate mix designs for the forecasted traffic volume and anticipated vehicle composition.

(b) All subgrades shall be proof rolled and inspected by the subdivider's engineer and the City Engineer. Areas that do not pass the proof roll shall be over-excavated and backfilled with oversized aggregate material and capped with 6" of CA-6.

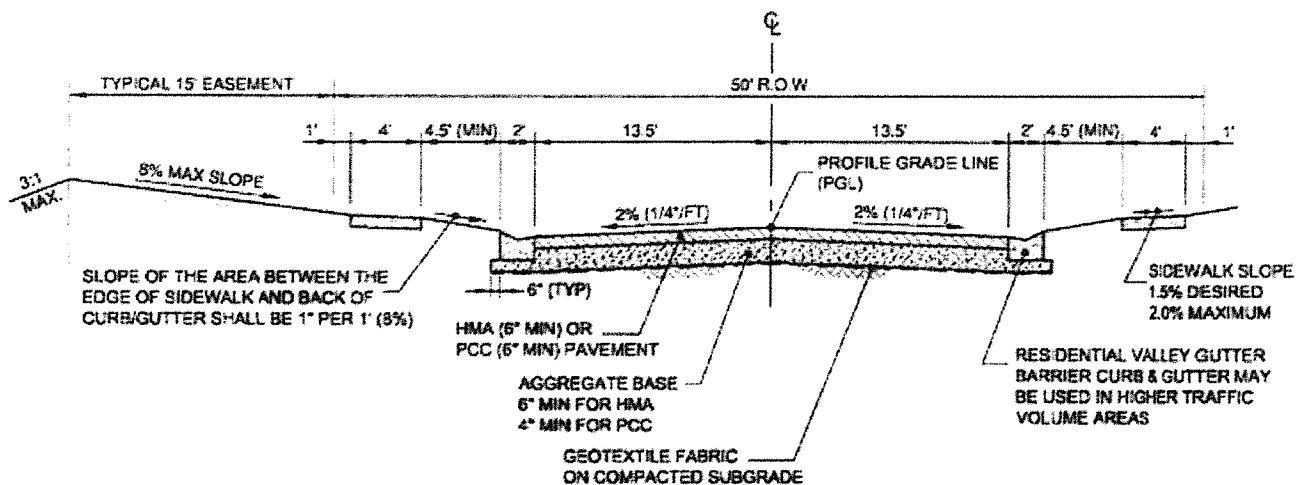
(d) All asphalt material testing shall conform to the latest Illinois DOT quality control/quality assurance procedures for documentation.

~~(4) Concrete: pavement alternate:~~

~~(a) A minimum of six inch, un-reinforced Portland cement concrete pavement, according to Section 420 of IDOT Standard Specifications for Road and Bridge Construction, shall be employed. All transverse contraction joints shall be 15 feet. Joints shall be sealed per Section 420.12 of IDOT's Standard Specifications for Road and Bridge Construction using materials which shall also follow the applicable IDOT Specifications.~~

~~(b) If the street is a minor arterial, the minimum pavement thickness shall be increased to eight inches.~~

~~(g) Typical Residential Street Section — See exhibit below for typical residential street section. For non-residential streets, a pavement design shall be provided based upon anticipated loads based on the projected annual traffic volume~~



~~(c) Minimum typical pavement sections minor and major arterial roads (REMOVE)~~

§ 153.157. – Street Design

(e) Pavement Construction - All local and collector streets shall be installed in accordance with the following pavement standard

(1) Subgrade:

(a) Subgrade shall be processed and compacted in accordance with Section 301 of the IDOT Standard Specifications for Road and Bridge Construction

(2) Base Course:

(a) geotextile fabric for ground stabilization, meeting the requirements of Section 210 of IDOT's Standard Specifications for Road and Bridge Construction

(b) 6" Compacted Aggregate Sub base (CA-6). For Asphalt Alternate.

(c) 4" Compacted Aggregate Sub base (CA-6). For Concrete Alternate.

(3) Asphalt: pavement alternate:

(a) The pavement design will consist of 4" of bituminous concrete binder course and 2" of bituminous concrete surface course, in accordance with the latest edition of the IDOT Standard Specifications for Road and Bridge Construction. Mix designs shall be submitted to the subdivider's engineer and the City Engineer for approval prior to paving, and shall be appropriate mix designs for the forecasted traffic volume and anticipated vehicle composition.

(b) All subgrades shall be proof rolled and inspected by the subdivider's engineer and the City Engineer. Areas that do not pass the proof roll shall be over-excavated and backfilled with oversized aggregate material and capped with 6" of CA-6.

(c) If the street is a minor arterial, the above binder and surface shall be increased to six inches and two inches. All major arterial roadways will be designed in accordance with Illinois DOT pavement design standards

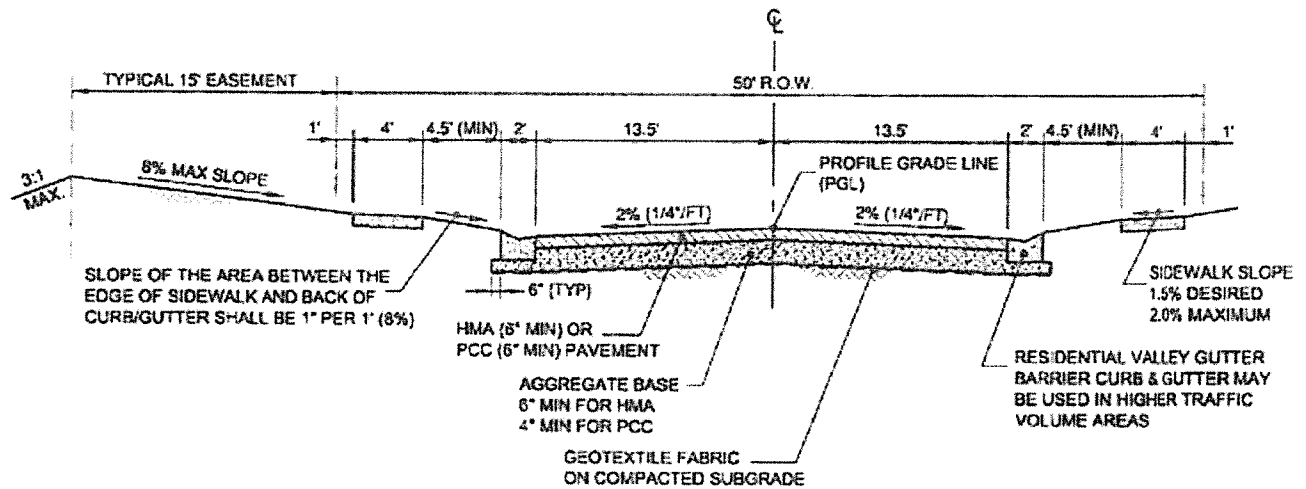
(d) All asphalt material testing shall conform to the latest Illinois DOT quality control/quality assurance procedures for documentation.

(4) Concrete: pavement alternate:

(a) A minimum of six-inch, un-reinforced Portland cement concrete pavement, according to Section 420 of IDOT Standard Specifications for Road and Bridge Construction, shall be employed. All transverse contraction joints shall be 15 feet. Joints shall be sealed per Section 420.12 of IDOT's Standard Specifications for Road and Bridge Construction using materials which shall also follow the applicable IDOT Specifications.

(b) If the street is a minor arterial, the minimum pavement thickness shall be increased to eight inches.

(q) **Typical Residential Street Section** – See exhibit below for typical residential street section. For non-residential streets, a pavement design shall be provided based upon anticipated loads based on the projected annual traffic volume



(s) Minimum typical pavement sections minor and major arterial roads (REMOVE)

**A RESOLUTION AUTHORIZING THE RELEASE OF THE MINUTES
AND AUDIO RECORDING OF THE NOVEMBER 2, 2021,
EXECUTIVE SESSION OF THE SPRINGFIELD CITY COUNCIL**

WHEREAS, on November 2, 2021, the City Council of the City of Springfield met in executive session and discussed with City staff members and the Mayor of Springfield the Wyndham Hotel; and

WHEREAS, it is the determination of the Springfield City Council that the minutes and audio recording of the November 2, 2021, executive session of the Springfield City Council no longer require confidential treatment and should be available for public disclosure.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SPRINGFIELD, ILLINOIS:

Section 1: That the minutes and audio recording of the November 2, 2021, executive session of the Springfield City Council no longer require confidential treatment and should be available for public disclosure.

Section 2: That this resolution shall become effective immediately upon its passage and recording by the City Clerk.

PASSED: _____, 2023

SIGNED: _____, 2023

RECORDED: _____, 2023

Mayor James O. Langfelder

ATTEST: _____
City Clerk Frank J. Lesko

Approved as to legal sufficiency:

Requested by: Alderman McMenamin

Office of Corporation Counsel / Date