



City of Springfield

Agenda

Administrative Review Committee

September 10, 2026

3:30 PM

Via Zoom/ 2 East Conference Room
840 Boonville Avenue
Springfield, Mo 65802

1. ROLL CALL.

2. MINUTES FROM LAST MEETING.

2.1. August 13, 2026

3. HEARINGS.

3.1. ARC2026-00039

3253 N SUMMIT AVE ~ Millstone ~ ARC

Applicant: JARED DAVIS

Work Type: 06.Planned Development - Final Development Plan (Administrative)

4. JOIN ZOOM MEETING.

Meeting ID: 912 8621 5381

Passcode: 334931

In accordance with ADA guidelines, if you need special accommodations when attending this meeting, please notify the Planning and Development office at 417-864-1611 as soon as possible to accommodate your needs.

August 13, 2026
MINUTES OF THE Administrative Review Committee (ARC)
Springfield, Missouri

The Administrative Review Committee met in regular session in Development Review Conference Room #199 and/or via Zoom.

ARC2026-00035

500 S NATIONAL AVE

Applicant: GARRETT ENGINEERING LLC

Work Type: 11.Modify sight triangle

ATTENDANCE: Justin Crighton, Chad Zickefoose and Kellie Foster (zoom). Staff: Laura Vales, Monica Percy, Tim Rosenbury and Grady Porter (zoom)

REPRESENTATIVE: Brian Kubik, Josh Burris, Ryan Stewart and David Garrett.

PUBLIC:

Staff: Original request was for a 25x25 foot site triangle, whereas the standard is 30x30 feet. The newly approved right-of-way (ROW) (ARC 2026-00037) rendered the 25x25 foot triangle unworkable, placing it within the building's corner.

Staff/Rep: The proposed adjustment is for a 15x15 foot site triangle was proposed to fit within the new parameters.

ARC ACTION:

Chad motioned to approve the reduced right-of-way triangle at the corner of National Avenue and Elm Street from 30x30 to 15x15 feet from the existing right-of-way on Elm Street to the new right-of-way line on National Avenue. Justin seconded the motion. 3/0 **Approved**

Result: Approved

ARC2026-00036

3515 E OLIVE ST

Applicant: OLSSON

Work Type: 06.Planned Development - Final Development Plan (Administrative)

ATTENDANCE: Justin Crighton, Chad Zickefoose and Kellie Foster (zoom). Staff: Laura Vales, Monica Percy, Tim Rosenbury and Grady Porter (zoom)

REPRESENTATIVE: Will Hoey, Jane Earnhart and Shelly Sirrat

PUBLIC:

Staff: No major issues the Planning Department, Public Works, and Building Development Services with the plan moving forward to the Planning and Zoning Commission.

ARC ACTION:

Justin motioned to approve the Final Development Plan for approval to the Planning and Zoning Commission. Chad seconded the motion. 3/0 **Approved**

Result: Approved

ARC2026-00037

500 S NATIONAL AVE

Applicant: GARRETT ENGINEERING LLC

Work Type: Right of Way Reduction

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ATTENDANCE: Justin Crighton, Chad Zickefoose and Kellie Foster (zoom). Staff: Laura Vales, Monica Percy, Tim Rosenbury and Grady Porter (zoom)

REPRESENTATIVE: Brian Kubik, Josh Burris, Ryan Stewart and David Garrett.

PUBLIC:

Staff/Rep: requesting a reduction in the required right-of-way width at the intersection of Elm Street and South National.

Rep: Believes the city's initial request to move the building 42 feet back was deemed "excessive," especially given the presence of historic buildings to the north of Elm Street that are right on the street. Has previously pushed the building as close to the property line as possible, against their client's preference, to create a pedestrian/bicycle path and plaza in front, aligning with Springfield's zoning goals and the current proposal already includes a significant plaza area (25-30 feet from the existing curb).

Staff: Chad noted the required right-of-way width along National Avenue would be reduced from 50 feet (measured from the original centerline of the Elwood plat) to 35 feet and an additional 15-foot permanent easement would be established for sidewalk, utility, and multi-use purposes, bringing the total to the 50-foot mark. This adjustment would require the building to be moved approximately 6 feet to the east from its current proposed position (to align with the "red line" on the plan), this measure is to accommodate a future 12-15 foot right-turn lane on Elm Street. The resulting space in front of the building could be developed as a combination of green space and hardscape, including street trees (with careful consideration for root systems) to support street vending, sidewalk cafes, and enhance streetscape life.

Staff/Rep: Applicant indicated they would be amenable if they can make the building fit within the new "red line" boundary and asked if the work on the building can continue while the new plan is developed. Staff noted that the work can continue.

ARC ACTION:

Chad motioned to approve the reduced required right-of-way width along National Avenue from 50 feet (from the existing centerline of the original Elwood plat) to 35 feet, plus a permanent 15-foot-wide sidewalk, utility, and multi-use easement. Chad seconded the motion. 3/0 Approved

Result: Approved

ARC2026-00038

3908 E WOODHUE ST

Applicant: DEVELOPMENT REVIEW OFFICE/PLANNING CITY OF SPRINGFIELD

Work Type: 01.Land Development Code Unclear

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Springfield, Missouri

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ATTENDANCE: Justin Crighton, Chad Zickefoose and Kellie Foster (zoom). Staff: Laura Vales, Monica Percy, Tim Rosenbury and Grady Porter (zoom)

REPRESENTATIVE: Not applicable

STAFF: A single-family residential lot on a private street requested a 30-foot-wide driveway to accommodate a 3-car garage. For public streets, the maximum driveway width is 22 feet. However, a provision suggests frontage design standards may not apply to buildings not facing public streets. Historically, private streets allowed driveway widths to match garage widths. Existing homes in similar gated, private subdivisions already have 30-foot driveways for 3-car garages. Applying the 22-foot rule strictly to new builds in these areas would create inconsistency and potential hardship for homeowners.

Concerns Raised:

The definition and regulation of "private internal access lanes" versus "private streets" in the code.

The impracticality of enforcing a 22-foot maximum when most existing neighbors have wider driveways.

The impact on lot aesthetics and open space requirements (75% open space).

The desire for larger garages and backyards, often at the expense of front yard space.

Proposed Solution: A city-wide amendment to allow wider driveways (e.g., 30 feet for 3-car garages) on both private and public streets, starting at the right-of-way line. This was acknowledged as a "big change" for public streets.

ARC ACTION:

No motion was made on this topic. Discussion highlighted the need to address the inconsistency for private streets, potentially through a text amendment, while also considering the implications for public streets and maintaining neighbor

Chad motioned to approve the August 6, 2026 minutes. Justin seconded the motion. 3/0 Approved

Result: Other