



City of Springfield

Agenda

City Council

revised

Ken McClure, Mayor

Zone Councilmembers

Monica Horton, Zone 1

Abe McGull, Zone 2

Brandon Jenson, Zone 3

Matthew Simpson, Zone 4

General Councilmembers

Heather Hardinger, General A

Craig Hosmer, General B

Callie Carroll, General C

Derek Lee, General D

August 19, 2024

6:30 PM

**Regional Police-Fire Training Center
2620 West Battlefield Road
Room 101, 102, and 103**

[Rules and procedures.](#)

1. ROLL CALL.

2. APPROVAL OF MINUTES.

2.1. Approval of Minutes. August 5, 2024, City Council Meeting.

3. FINALIZATION AND APPROVAL OF CONSENT AGENDAS.

CITIZENS WISHING TO SPEAK TO OR REMOVE ITEMS FROM THE CONSENT AGENDAS MUST DO SO AT THIS TIME.

4. CEREMONIAL MATTERS.

5. CITY MANAGER REPORT, POLICE CHIEF REPORT, AND RESPONSES TO QUESTIONS RAISED AT THE PREVIOUS CITY COUNCIL MEETING.

6. SECOND READING AND FINAL PASSAGE.

Citizens Have Spoken. May Be Voted On.

6.1. Council Bill 2024-158 (McGull)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 5 acres of property generally located at 3110 East Cherry Street from GR, General Retail, with Conditional Overlay District 158, to GR, General Retail, with Conditional Overlay District No. 255; and adopting an updated Official Zoning Map. (By: B&T Commercial Properties LLC; 3110 East Cherry Street; Z-19-2024 w/ COD 255.)

6.2. Council Bill 2024-159 (Simpson)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.73 acres of property generally located at 2456 East Sunshine Street from Planned Development 136, to GR, General Retail District; establishing Conditional Overlay District No. 254; and adopting an updated Official Zoning Map. (By: Thomas Edward Gregorski; 2456 East Sunshine Street; Z-18-2024 w/ Conditional Overlay District No. 254.)

6.3. Council Bill 2024-160 (Jenson)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 5.4 acres of property generally located at 817 West El Camino Alto Drive from R-LD, Low-Density Multi-Family Residential District, with Conditional Overlay District 214, to O-1, Office District; establishing Conditional Overlay District No. 253; and adopting an updated Official Zoning Map. (By: Ridge HZ55, LLC; 817 West El Camino Alto Drive; Z-17-2024 with Conditional Overlay District No. 253.)

6.4. Council Bill 2024-161 (Jenson)

A general ordinance amending the Official Map of the City of Springfield, Missouri, adopted pursuant to General Ordinance 1478, by changing the street name of the 1700-2000 block of South McCurry Street to South McCurry Avenue.

6.5. Council Bill 2024-165 (Horton, McGull)

A special ordinance amending the Fiscal Year 2024-2025 budget of the Department of Public Works in the amount of \$1,350,000 to appropriate 1/4-cent Capital Improvement Sales Tax fund balance reserves for sidewalk improvements and rehabilitation of existing sidewalks.

6.6. Council Bill 2024-166 (Simpson)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the renewal of the Cluster Preliminary Subdivision Plat of Reed Avenue Cottages, generally located at 4423 South Reed Avenue, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance.

6.7. Council Bill 2024-167 (Hosmer)

A special ordinance amending the Fiscal Year 2024-2025 budget of the Springfield-Greene County Park Board by increasing revenues in the amount of \$175,000.00.

7. **RESOLUTIONS.**

Citizens May Speak. May Be Voted On.

7.1. Council Bill 2024-169 (Hosmer)

A resolution adopting the goals of eliminating traffic-related deaths by 2040 and eliminating traffic-related serious injuries by 2050 as part of a Vision Zero approach to traffic safety.

7.2. Council Bill 2024-170 (Hardinger)

A resolution authorizing the City Manager, or designee, to apply for a Safe Streets and Roads for All grant of up to \$3,000,000 from the United States Department of Transportation to fund studies for a transportation master plan.

7.3. Council Bill 2024-171 (Lee)

A resolution authorizing the City Manager, or designee, to apply for a Charging and Fueling Infrastructure grant of up to \$600,000 from the United States Department of Transportation through an application submitted by the Ozarks Transportation Organization to install electric vehicle charging stations.

8. EMERGENCY BILLS.

9. PUBLIC IMPROVEMENTS.

10. GRANTS.

11. AMENDED BILLS.

12. COUNCIL BILLS FOR PUBLIC HEARING.

13. FIRST READING BILLS. Requiring One Reading.

Citizens May Speak. May Be Voted On.

13.1. Council Bill 2024-172 (Carroll)

A special ordinance to levy and assess a special tax against the lots, blocks, and parcels of ground hereinafter described and to establish rates to pay for the cost of the construction of sanitary sewers in the City of Springfield, Missouri, in Sanitary Sewer District No. 182 of Section No. 16, in the general vicinity of West Bypass and Division Street; providing for inclusion of said district in the City Sewer Financial Assistance Program; authorizing the City Clerk to issue special tax bills and deliver the same to the Director of Finance to be registered in his office in accordance with this Ordinance; and declaring that this Ordinance qualifies for approval in one reading under City Charter Section 10.15.

14. FIRST READING BILLS. Requiring Two Readings. Citizens May Speak. Not Anticipated To Be Voted On.

14.1. Council Bill 2024-173 (Carroll)

A special ordinance amending the Fiscal Year 2024-2025 budget to appropriate \$461,000 from the Marijuana Sales Tax Fund; and reducing by five the authorized full-time equivalent positions of Police Officer.

15. PETITIONS, REMONSTRANCES AND COMMUNICATIONS.

15.1. James Wilson wishes to address City Council.

15.2. Duane Keys wishes to address City Council.

15.3. Robert Iacob wishes to address City Council.

16. NEW BUSINESS.

17. UNFINISHED BUSINESS.

18. MISCELLANEOUS.

19. CONSENT AGENDA – FIRST READING BILLS. See Item #3.

19.1. Council Bill 2024-174 (Jenson)

A special ordinance authorizing the City Manager, or designee, to enter into a License Agreement with Missouri State University, for the purpose of allowing the installation and maintenance of a public shuttle shelter onto City right-of-way at 901 East Elm Street.

20. CONSENT AGENDA – ONE READING BILLS. See Item #3.

20.1. Council Bill 2024-175 (Hardinger)

A resolution confirming the appointment of Lori Vaccaro and the reappointment of Martin Gugel and Matt Schaefer to the Convention and Entertainment Community Improvement District Board of Directors.

20.2. Council Bill 2024-176 (Hosmer)

A resolution acknowledging the reappointment of Travis Shaw to the Springfield Enhanced Enterprise Zone Board as the representative of the affected school districts.

21. CONSENT AGENDA – SECOND READING BILLS.

22. END OF CONSENT AGENDA.

23. ADJOURN.



City of Springfield

Minutes

City Council - Revised

Ken McClure, Mayor

Zone Councilmembers	General Councilmembers
Monica Horton, Zone 1	Heather Hardinger, General A
Abe McGull, Zone 2	Craig Hosmer, General B
Brandon Jenson, Zone 3	Callie Carroll, General C
Matthew Simpson, Zone 4	Derek Lee, General D

August 5, 2024

6:30 PM

**Regional Police-Fire
Training Center
2620 West Battlefield Road
Room 101, 102, and 103**

1. ROLL CALL.

Mayor McClure acknowledged the passing of Sam Hamra at age 92. He noted Mr. Hamra was an entrepreneur, businessman, and philanthropist, who produced evidence of his love for the community in many ways. He added Mr. Hamra was a city attorney of the City of Nixa in the 1960s and helped them establish an electrical distribution system. He further noted Mr. Hamra focused on children's health through his support of the St. Jude's Children's Miracle Network, Cox Health, and Legal Services of Southern Missouri. Mayor McClure noted many benefited from Mr. Hamra's generosity, and he was a good friend to so many in the community.

Present: Councilmember McGull, Councilmember Carroll, Mayor Pro Tem Simpson, Councilmember Jenson, Councilmember Hardinger, Councilmember Hosmer, Councilmember Lee, Councilmember Horton, and Mayor McClure. Absent: None.

2. APPROVAL OF MINUTES.

2.1. Approval of Minutes. July 22, 2024, City Council Meeting.

Mayor Pro Tem Simpson moved to approve the July 22, 2024, City Council Meeting minutes as presented. Councilmember McGull seconded the motion, and it was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

3. FINALIZATION AND APPROVAL OF CONSENT AGENDAS.

CITIZENS WISHING TO SPEAK TO OR REMOVE ITEMS FROM THE CONSENT AGENDAS MUST DO SO AT THIS TIME.

The Consent Agenda was approved as presented by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

4. CEREMONIAL MATTERS.

5. CITY MANAGER REPORT AND RESPONSES TO QUESTIONS RAISED AT THE PREVIOUS CITY COUNCIL MEETING.

Mr. Gage noted officials with the United States Environmental Protection Agency (EPA) Region 7 were in Springfield to present the City with a \$1 million grant. The EPA selected the City to receive funds through the Revolving Loan Fund Grant program. The grant provided funding for recipients to offer loans and subgrants to carry out cleanup activities at Brownfields sites. The funding announced today will help communities continue to address the economic, social, and environmental challenges caused by Brownfields sites.

Mr. Gage noted Springfield's National Night Out would be Tuesday, August 6, from 5:00 to 7:00 p.m., at Meador Park. It will be a free, city-wide event bringing together law enforcement, health and safety organizations, and neighborhood groups for a night of safety education and fun activities for the whole family.

Mr. Gage noted the first phase of renovations at Springfield-Greene County Health's Harold K. Bengsch Building were completed. He added services returned to that location on Tuesday, August 6. Some administrative offices would remain at the Cox Medical Tower until the second phase of the renovation was complete.

Mr. Gage noted the Birthplace of Route 66 Festival would begin Thursday night at 7:00 p.m. with the Emerald City Band Concert on the main stage at Jefferson Street and McDaniel. Friday night's highlight would be the annual parade, beginning at 6:00 p.m. The weekend would be full of music, vintage cars, and activities for people of all ages.

Mayor McClure noted he was pleased to be a part of the ceremony when the EPA presented \$1 million for Brownfields cleanup.

Councilmember Hosmer asked Mr. Gage to provide an update on Rosewood Estates. He noted the tenants would have three years to find alternate housing and asked if the City could assist with the transition. Mr. Gage responded the City could inventory community housing resources. Councilmember Hosmer asked if the Missouri Housing Development Commission (MHDC) policy could be looked at. Mr. Gage responded this would be reviewed.

Councilmember Jenson noted the number of Low-Income Housing Tax Credit (LIHTC) that would expire in the next few years. He added this could contribute to a housing crisis. Councilmember Jenson asked if there would be a long-term plan. Mr. Gage responded these expire at different times, and they would review.

Councilmember Hosmer expressed his belief the City needs to be prepared for the number of units soon expiring as affordable housing. He asked for the number of properties that were currently in the process of aging out of LIHTC.

6. SECOND READING AND FINAL PASSAGE.

Citizens Have Spoken. May Be Voted On.

6.1. Council Bill 2024-145 (McClure)

A special ordinance calling an election on Tuesday, November 5, 2024, in the City of Springfield, Missouri, to submit to the qualified voters the question of whether to enact a city sales tax at the rate of three-quarters of one percent (3/4-cent), one-quarter for the purpose of funding public safety initiatives, to include funding the remaining obligation of the Springfield Police Officers' and Firefighters' Pension and increasing police officer and firefighter pay, with said one-quarter to not sunset, and two-quarters for the purpose of funding projects consistent with the City's comprehensive plan, to include capital improvements, community and neighborhood initiatives, and park projects, with said two-quarters to sunset after a period of ten years; and declaring an emergency pursuant to City Charter Section 2.12.

Councilmember Jenson expressed his support for the proposed. He thanked the Citizen's Commission on Community Investment for their work and expressed his belief the proposed was critical to the current and future needs of the community.

Mayor Pro Tem Simpson expressed his belief the proposed could be one of the most important things done as a Council. He added the current tax was a success story as the pension plan was on the brink of insolvency and was now over 90 percent funded. Mayor Pro Tem Simpson noted the proposed would allow an opportunity to keep taxes at the same level and put funds into the next generation. He further noted the proposed would allow the pension to be fully funded, increase salaries for Police Officers and Firefighters, address public safety and quality of life, and for investments in housing programs.

Ordinance 28033. Council Bill 2024-145 (McClure) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

6.2. Council Bill 2024-147 (Lee)

A general ordinance amending Chapter 118 of the Springfield City Code, 'Vehicles for Hire,' Sections 118-31, 118-49, and 118-52, for the purpose of aligning City Code with current technology and state statute with regard to the use of electronic taximeters within the City of Springfield.

Councilmember Jenson thanked staff for the follow up work and expressed his belief this would show the community the body was responsive to concerns.

Mayor McClure noted he was pleased the issue was brought to the attention of City Council.

Ordinance 6864. Council Bill 2024-147 (Lee) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

6.3. Council Bill 2024-148 (Hosmer)

A special ordinance authorizing the City Manager, or designee, to accept a grant renewal in the amount of \$100,000 from the Missouri Children's Trust Fund for use by the Springfield-Greene County Health Department to continue operating the Family Connects Program; enter into necessary agreements to carry out the grant; and amend the Fiscal Year 2024-2025 budget in the amount of \$100,000 to appropriate the grant funds.

Ordinance 28034. Council Bill 2024-148 (Hosmer) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

6.4. Council Bill 2024-149 (Hosmer)

A general ordinance amending the Springfield City Code Chapter 2 "Administration" Article III "Officers and Employees" to add a new Section 2-95 "Appointed officer and employee code of ethics."

Ordinance 6865. Council Bill 2024-149 (Hosmer) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

7. RESOLUTIONS.

Citizens May Speak. May Be Voted On.

7.1. Council Bill 2024-151 (Hardinger)

A resolution authorizing the City Manager, or designee, to apply for a Youth Homelessness Demonstration Program Grant from the United States Department of Housing and Urban Development, in a minimum amount of \$600,000, to develop and implement a coordinated community plan to end youth homelessness.

Bob Atchley, Senior City Planner, provided a brief overview of the proposed. Mr. Atchley noted the proposed would allow the City to apply for a grant, in partnership with the Community Partnership of the Ozarks (CPO), on behalf of the local Continuum of Care. He added the grant was an annual competitive grant program not associated with the CARES Act or American Rescue Plan Act funding. Mr. Atchley further noted the grant would be used to develop and implement a coordinated community plan to end youth homelessness and provide for new and innovative projects for that purpose. The funding could be renewed each year. He added the grant was awarded based on two factors: the number of youth in the community in poverty and the two bedroom fair market rent data. He added the minimum

grant award was \$600,000.

Councilmember Hosmer asked how many homeless youths there were in Springfield or Greene County.

An opportunity was given for citizens to express their views.

Emily Fessler, Continuum of Care Coordinator with the Community Partnership of the Ozarks, spoke in support of the proposed. Ms. Fessler noted the alliance was comprised of social service agencies, housing providers, advocates, local government representatives, and community members. Ms. Fessler further noted she was representing the Homeless Youth Task Force in support of the City's application. She added annual point in time counts indicated there were approximately 123 children and 30 youth aged 18 to 24 staying in emergency shelter or sleeping outside. Ms. Fessler noted the funding would provide assistance in developing a community plan to end homelessness.

Councilmember Jenson thanked Ms. Fessler and noted the grant would be a planning grant which would open the door for additional funding opportunities. Ms. Fessler responded the grant was renewable. The first two years would be planning, and additional years would be implementation. She added they would be able to potentially build new youth housing, expand voucher programs, and investigate affordable housing for youth.

Councilmember Jenson thanked Ms. Fessler. Ms. Fessler noted the point in time count did not include individuals who were doubled up or couch surfing. She added the numbers were most likely higher. Ms. Fessler further noted approximately 950 Springfield Public Schools students had experienced homelessness in the most recent school year. These students included unsheltered, couch surfing, and doubled up situations.

Councilmember Hosmer asked the plan for the funds. Ms. Fessler responded the plan would look for gaps between the needs of youth in the community and services available.

With no further appearances, the public hearing was declared closed.

Resolution 10769. Council Bill 2024-151 (Hardinger) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

7.2. Council Bill 2024-152 (Horton)

A resolution approving the use of funds from the 1/4-Cent Capital Improvements Sales Tax Minor Neighborhood Improvement Program in the amount of \$93,705 to partially fund sidewalk improvements on High Street from Kansas Expressway to Newton Avenue (Zone 1) to meet requirements in accordance with the City's Americans with Disabilities Act transition plan.

Dan Smith, Director of Public Works, provided a brief overview of the proposed. Mr. Smith noted the funding would fill a critical sidewalk gap on High Street from Kansas Expressway to Newton Avenue. He further noted the request was from Councilmember Horton based on the needs of Zone 1. He added the project cost was \$185,000. \$93,705 would come from funds available in the Minor Neighborhood Improvement Program and be combined with a larger sidewalk project to leverage funds for the remaining segment.

Councilmember Horton thanked Mr. Smith and noted staff were able to pinpoint areas to be leveraged for the allocation. Councilmember Horton asked when the City intended to be fully compliant with the Americans with Disabilities Act (ADA). Mr. Smith responded an ADA transition plan update was in process and would be brought to City Council.

Mayor McClure noted he was pleased to see how much work was going on with sidewalk improvements and thanked Mr. Smith and the department for their work.

An opportunity was given for citizens to express their views.

Becky Volz, a Woodland Heights resident, noted the stretch of road on High Street had been a concern as there was not a safe place to walk. She expressed her appreciation for the improvements. Ms. Volz expressed her belief the City needed to be more proactive with code enforcement on sidewalk parking.

Councilmember McGull thanked Ms. Volz for speaking. He noted sidewalks improve property values and thanked staff for their work.

With no further appearances, the public hearing was declared closed.

Councilmember Horton noted the Neighborhood Works Program and the Minor Neighborhood Improvement program could be doubled with possible funds from the 3/4-cent tax and could benefit from this.

Resolution 10770. Council Bill 2024-152 (Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

7.3. Council Bill 2024-153 (Lee)

A resolution authorizing the City Manager, or designee, to apply for federal grant funds in the amount of \$400,000 from the United States Department of Agriculture, Office of Urban Agriculture and Innovative Production Pilot Program to fund expansion of the Dish-to-Dirt Program for food waste reduction.

Ashley Krug, Market Development Coordinator, provided a brief overview of the proposed. Ms. Krug noted the proposed would allow for application for federal grant funds in the amount of \$400,000 to expand the program to divert food waste from the landfill. The Dish to Dirt program received over 60,000 pounds of food waste through the program. The proposed would also allow expansion of the food waste program, educational programming, and composing products.

Councilmember Carroll asked if the program would expand to include composting stations at events. Ms. Krug responded composting opportunities had been provided at City events and these would be slowly implemented.

Councilmember McGull asked if the funds could be used to provide for home composting. Ms. Krug responded these were currently purchased out of the existing budget and additional home composting units could be added.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

Resolution 10771. Council Bill 2024-153 (Lee) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

7.4. Council Bill 2024-154 (Simpson)

A resolution granting a Short-Term Rental Type 2 permit for the property generally located at 603 East McGee, for the purpose of allowing the establishment of a Short-Term Rental Type 2 pursuant to Section 36-473 of the Land Development Code.

Bob Hosmer, Planning Manager, provided a brief overview of the proposed. Mr. Hosmer noted the process for a short-term rental included a notification to individuals within 500 feet of the property, a neighborhood meeting was to be held, and 55 percent of adjacent signatures were needed. He further noted the applicant held a neighborhood meeting with five attendees. Mr. Hosmer added 67 percent of necessary signatures were obtained. The approval of City Council was needed as the property was on a short block face. Mr. Hosmer noted the applicant paid taxes owed.

Mayor McClure noted the software identified the locations, a cease-and-desist order was sent, and the applicants paid the taxes.

Councilmember Hosmer asked how it was determined how much in taxes an owner should pay. David Holtmann, Director of Finance, responded a form was sent to the owners. The owners reported the number of nights and rate the property operated, and the Finance Department staff checked the calculations. He further noted the amount was certified by the owner similar to how hotel taxes were collected.

Mayor Pro Tem Simpson clarified if not for the short block face, the property would have been approved. Mr. Hosmer responded affirmatively.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

Ordinance 10772. Council Bill 2024-154 (Simpson) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: Councilmember Hosmer. Absent: None. Abstain: None.

7.5. Council Bill 2024-155 (Jenson)

A resolution granting a Short-Term Rental Type 2 permit for the property generally located at 1131 West Whiteside Street, for the purpose of allowing the establishment of a Short-Term Rental Type 2 pursuant to Section 36-473 of the Land Development Code.

Bob Hosmer, Planning Manager, provided a brief overview of the proposed. Mr. Hosmer noted the proposed would allow for a Short-Term Rental Type 2 at 1131 West Whiteside. Mr. Hosmer noted the applicant had a neighborhood meeting with nine in attendance and received 25 percent of the needed signatures. Mr. Hosmer further noted four protest petitions were received.

Councilmember Jenson asked why one of the signatures was invalid. Mr. Hosmer responded the property was not adjacent. He added the other invalid signatures were because the signatures were not from owners of the properties.

An opportunity was given for citizens to express their views.

Anna Ortiz, a representative of the owner, noted the concern from neighbors was because they wanted an owner to live in the house. Ms. Ortiz noted they take care of the house and all visitors had to pass a background check through Airbnb. Ms. Ortiz further noted they attempted to obtain all the signatures but were not successful.

Councilmember McGull asked what type of renters have rented the house. Ms. Ortiz responded people who had come here for work such as doctors and nurses, and visitors for attractions such as Route 66. Ms. Ortiz noted the Airbnb platform tracks the number of renters. Councilmember McGull asked how applicants were screened. Ms. Ortiz responded Airbnb screens the applicants, and the owner decides who could stay.

Councilmember Carroll asked if the property was surrounded by other renters. Ms. Ortiz responded affirmatively. Councilmember Carroll asked if Ms. Ortiz lives locally. Ms. Ortiz responded affirmatively. She noted the property was a family investment.

Councilmember Jenson thanked Ms. Ortiz for speaking. He asked Ms. Ortiz how much time she spent in the neighborhood. Ms. Ortiz responded they clean the house and upkeep the garden. Councilmember Jenson noted the protest and concerns of the neighbors and asked Ms. Ortiz what plans were for the property if the proposed were to fail. Ms. Ortiz responded the plan was to speak to City Council and get approval. Councilmember Jenson asked why they chose to utilize the property as a short-term rental. Ms. Ortiz noted they assure a clean home and safety. She added the short-term rental was a way to assure the money they need.

Councilmember Hosmer asked when the property was acquired and how long it operated as a short-term rental. Ms. Ortiz noted approximately five years ago and used as a short-term rental approximately six months after purchase.

With no further appearances, the public hearing was declared closed.

Councilmember McGull expressed his belief the ordinance allows for the opportunity for citizens to follow their dream. He noted issues could be addressed when the license was applied for. Councilmember McGull noted there were healthcare providers that utilize short-term rentals in the City. He expressed his support for the proposed.

Mayor Pro Tem Simpson expressed his support for the proposed.

Councilmember Hosmer expressed his belief the proposed didn't meet the requirements of the ordinance, and it was the role of City Council to decide if the proposed had met the community standards. He expressed his belief short-term rentals were a neighborhood and community issue.

Councilmember Jenson noted denial would not render the property void of financial opportunity but would not allow the proposed in the neighborhood.

Resolution 10773. Council Bill 2024-155 (Jenson) was approved by the following vote: Ayes: Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hardinger, Councilmember Carroll, and Councilmember Lee. Nays: Councilmember Jenson, Councilmember Hosmer, and Mayor McClure. Absent: None. Abstain: None.

7.6. Council Bill 2024-156 (McGull)

A resolution granting a Short-Term Rental Type 2 permit for the property generally located at 2649 East Loren Street, for the purpose of allowing the establishment of a Short-Term Rental Type 2 pursuant to Section 36-473 of the Land Development Code.

Bob Hosmer, Planning Manager, provided a brief overview of the proposed. Mr. Hosmer noted the applicant held a neighborhood meeting and did not receive the number of signatures needed. He further noted four letters of opposition were received, two outside the map boundary. Mr. Hosmer added the property was identified by software as not licensed, and the taxes had been paid to date for dates between July 2023 and March 2024.

Councilmember Hosmer asked why 1133 East Loren was not considered adjacent. Mr. Hosmer responded it was due to where the property line falls. Councilmember Hosmer asked if there were consequences for operating illegally in the City. David Holtmann, Director of Finance, responded there was a 5 percent penalty. Councilmember Hosmer asked if there was any type of audit on the amount owed. Mr. Holtmann responded the applicant certifies the amount and provides the information to the City. The City then verifies the calculations to ensure the correct tax amount was paid. Mr. Holtmann added there had the capability to review bookings as part of the audit. Councilmember Hosmer questioned if the short-term rental platform could be required to present rental information to the City. Mr. Paul responded the topic would be presented at the next committee meeting.

An opportunity was given for citizens to express their views.

Esteban Goyes spoke in support of the proposed. Mr. Goyes expressed his belief he had obtained 75 percent of signatures from adjacent property owners. He added the other owner resided in China.

Councilmember Carroll verified the remaining signature was for a property whose owner lived in China. Mr. Goyes responded affirmatively and noted the property had a property manager. Councilmember Carroll asked Mr. Goyes if he lived locally. Mr. Goyes responded he was from the area and currently lived in Kansas.

Councilmember Horton thanked Mr. Goyes for coming into compliance. She expressed her support for the proposed.

Councilmember Jenson noted there was some neighborhood opposition to the proposed and complaints that the property was not well maintained. Mr. Goyes responded he visits approximately every other week and a cleaning crew would make sure the property was kept up. Councilmember Jenson asked how many short-term rentals Mr. Goyes operates. Mr. Goyes responded one. Councilmember Jenson noted there were complaints the garage door was open. Mr. Goyes responded there were video devices placed on the property.

Councilmember Carroll noted the complaints received were general in nature about lawns not being cared for in the area.

With no further appearances, the public hearing was declared closed.

Resolution 10774. Council Bill 2024-156 (McGull) was approved by the following vote: Ayes: Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: Councilmember Jenson and Councilmember Hosmer. Absent: None. Abstain: None.

7.7. Council Bill 2024-157 (Horton)

A resolution amending the Major Thoroughfare Plan in the City's Forward SGF Comprehensive Plan, Chapter 9, Transportation & Mobility, by removing a future primary arterial and adding a future collector.

Scott Bachman, Transportation Planner, provided a brief overview of the proposed. Mr. Bachman noted the Major Thoroughfare Plan was maintained for the area by the Ozarks Transportation Organization (OTO) in coordination with member jurisdictions and includes existing and potential future roadways. He added the City's portion of the plan was contained in the ForwardSGF Comprehensive Plan. The proposed amendments were proposed by OTO and Greene County since corridors run through both jurisdictions. Mr. Bachman noted the first amendment would remove a future primary arterial from South Farm Road 115 and extending to West Farm Road 124 due to cost. The second amendment requested addition of a future collector West Chestnut Expressway North to a future extension of West Farm Road 128 to provide adequate movement and funnel traffic.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

Resolution 10775. Council Bill 2024-157 (Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

7.8. Council Bill 2024-169 (Jenson, Hardinger, and McGull)

A resolution expressing support for the residents of Jenny Lind Hall, encouraging the U.S. Department of Housing and Urban Development (HUD) to investigate Millennia Management for compliance with federal law, and, in the event that HUD discovers violations, urging it to exercise all enforcement options necessary to remediate such violations.

Jason Gage, City Manager, provided a brief overview of the proposed. Mr. Gage noted the proposed was related to conditions of the property over the last few months and concerns about ownership taking responsibility for the issues. The proposed would encourage sharing of the information with the United States Department of Housing and Urban Development (HUD) and ask them to enforce as needed regarding the property.

Councilmember Jenson thanked Jordan Paul for his assistance in drafting the resolution. He noted going to the property with other Councilmembers to hear the tenants' concerns.

Councilmember Hardinger thanked Councilmember Jenson for initiating the resolution and noted they met with the property owners and were assured the issues would be resolved. She added the purpose of the resolution was to hold the property manager accountable.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

Resolution 10776. Council Bill 2024-169 (Jenson, Hardinger, and McGull) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

8. EMERGENCY BILLS.

9. PUBLIC IMPROVEMENTS.

10. GRANTS.

11. AMENDED BILLS.

12. COUNCIL BILLS FOR PUBLIC HEARING.

Citizens May Speak. Not Anticipated To Be Voted On.

12.1. Council Bill 2024-158 (McGull)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 5 acres of property generally located at 3110 East Cherry Street from GR, General Retail, with Conditional Overlay District 158, to GR, General Retail, with Conditional Overlay District No. 255; and adopting an updated Official Zoning Map. (By: B&T Commercial Properties LLC; 3110 East Cherry Street; Z-19-2024 w/ COD 255.)

Michael Sparlin, Senior City Planner, provided a brief overview of the proposed. Mr. Sparlin noted the proposed would allow for modification of the conditional use permit. He added the property would remain General Retail district. Mr. Sparlin further noted the applicant intended to expand the existing business by increasing the allowed square footage of the building.

An opportunity was given for citizens to express their views.

Caleb Freeland, a representative of the owner, spoke in support of the proposed. Councilmember McGull asked Mr. Freeland to thank the owner for investing in the community. He asked if the intent was to expand the dog park. Mr. Freeland responded they would add additional kennels.

With no further appearances, the public hearing was declared closed.

12.2. Council Bill 2024-159 (Simpson)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.73 acres of property generally located at 2456 East Sunshine Street from Planned Development 136, to GR, General Retail District; establishing Conditional Overlay District No. 254; and adopting an updated Official Zoning Map. (By: Thomas Edward Gregorski; 2456 East Sunshine Street; Z-18-2024 w/ Conditional Overlay District No. 254.)

Michael Sparlin, Senior City Planner, provided a brief overview of the proposed. Mr. Sparlin noted the proposed would allow for rezoning to General Retail district to establish a restaurant. He added the rezoning would take the property out of the planned development. Mr. Sparlin further noted there was a sinkhole on the property and when building permits were submitted a sinkhole plan would have to be approved by the Public Works Director.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

12.3. Council Bill 2024-160 (Jenson)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 5.4 acres of property generally located at 817 West El Camino Alto Drive from R-LD, Low-Density Multi-Family Residential District, with Conditional Overlay District 214, to O-1, Office District; establishing Conditional Overlay District No. 253; and adopting an updated Official Zoning Map. (By: Ridge HZ55, LLC; 817 West El Camino Alto Drive; Z-17-2024 with Conditional Overlay District No. 253.)

Councilmember Carroll, Councilmember Lee, and Mayor McClure recused themselves from Council Bill 2024-160 and left the dais.

Bob Hosmer, Planning Manager, provided a brief overview of the proposed. Mr. Hosmer noted the proposed would allow for rezoning of property at 817 West El Camino Alto Drive from Low-Density Multifamily Residential with Conditional Overlay District 214 to Office District with Conditional Overlay District 253. He further noted the applicant intended to build a senior living center. The conditional overlay would require additional evergreen bufferyard against the Quail Creek property. Mr. Hosmer added there would be a maximum one story with 400 feet of the west property line and no amenities within 100 feet of the property line.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

Councilmember Carroll, Councilmember Lee, and Mayor McClure returned to the dais.

12.4. Council Bill 2024-161 (Jenson)

A general ordinance amending the Official Map of the City of Springfield, Missouri, adopted pursuant to General Ordinance 1478, by changing the street name of the 1700-2000 block of South McCurry Street to South McCurry Avenue.

Bob Hosmer, Planning Manager, provided a brief overview of the proposed. Mr. Hosmer noted the proposed would allow a street name change from the 1700 to 2000 block of South McCurry Street to South McCurry Avenue. Mr. Hosmer further noted north-south streets are typically designated as avenue while east-west roadways are designated as streets. He added only one property owner would be affected by the change.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

13. FIRST READING BILLS. Requiring One Reading.

Citizens May Speak. May Be Voted On.

13.1. Council Bill 2024-162 (Horton)

A special ordinance authorizing the City Manager, or designee, to enter into a Financial Assistance Agreement with the Missouri Department of Natural Resources for the purpose of accepting American Rescue Plan Act grant funds to support construction of stormwater infrastructure on Nichols Street from Dickerson Avenue to Hutchinson Avenue in the amount of \$205,432; amending the Fiscal Year 2024-2025 budget; and declaring that this Ordinance qualifies for approval in one reading pursuant to Section 2.16(25) of the City Charter.

Scott Bachman, Transportation Planner, provided a brief overview of the proposed. Mr. Bachman noted the proposed would allow stormwater improvements along the south side of Nichols Street between Dickerson Avenue and Hutchinson Avenue. He added the improvements would consist of concrete, curb and gutter stormwater inlets, stormwater pipe, and sidewalk and driveway modifications.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

Ordinance 28035. Council Bill 2024-162 (Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

13.2. Council Bill 2024-163 (Horton)

A special ordinance authorizing the City Manager, or designee, to enter into a Financial Assistance Agreement with the Missouri Department of Natural Resources for the purpose of accepting American Rescue Plan Act grant funds in the amount of \$187,492 to support construction of stormwater infrastructure on Clifton Avenue from Kearney Street to High Street; amending the Fiscal Year 2024-2025 budget; and declaring that this Ordinance qualifies for approval in one reading pursuant to Section 2.16(25) of the City Charter.

Scott Bachman, Transportation Planner, provided a brief overview of the proposed. Mr. Bachman noted the proposed would allow stormwater improvements along the east side of Clifton Avenue between Kearney Street and High Street. He added the improvements would consist of concrete, curb and gutter stormwater inlets, stormwater pipe, and sidewalk and driveway modifications.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

Ordinance 28036. Council Bill 2024-163 (Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

13.3. Council Bill 2024-164 (McGull, Jenson, Simpson, Horton)

A special ordinance approving the plans and specifications for the 2024 Federal Resurfacing Project STBG-5900(851); accepting the bid of \$3,840,106.50 from Blevins Asphalt Construction Company, Inc. for construction of the project; authorizing the City Manager, or designee, to enter into a contract with such bidder; and declaring that this Ordinance qualifies for approval in one reading pursuant to Section 2.16(25) of the City Charter.

Jason Saliba, Professional Engineer, provided a brief overview of the proposed. Mr. Saliba noted the City entered into an agreement with the Missouri Highway and Transportation Commission for the reimbursement of up to 80 percent of the total project cost for street rehabilitation. He further noted roughly 16.5 miles of roadway were selected for the project and the estimated cost was \$4.7 million. Mr. Saliba added bids were opened July 16, and the low bid was from Blevins Asphalt for \$3.84 million, which was \$860,000 under the engineer's estimate. He noted the City's 20 percent share was already budgeted from the 1/8-cent transportation tax.

Councilmember Lee noted that was a great engineer's estimate.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

Ordinance 28037. Council Bill 2024-164 (McGull, Jenson, Simpson, Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

14. FIRST READING BILLS.

Requiring Two Readings. Citizens May Speak. Not Anticipated To Be Voted On.

14.1. Council Bill 2024-165 (Horton, McGull)

A special ordinance amending the Fiscal Year 2024-2025 budget of the Department of Public Works in the amount of \$1,350,000 to appropriate 1/4-cent Capital Improvement Sales Tax fund balance reserves for sidewalk improvements and rehabilitation of existing sidewalks.

Dan Smith, Director of Public Works, provided a brief overview of the proposed. Mr. Smith noted the proposed would provide funding for a larger sidewalk project including additional funding to complete a critical gap and continue progress on the Americans with Disabilities Act (ADA) Transition Plan, Mr. Smith further noted the plan would also include repairing sidewalks to meet ADA standards and filling additional critical gaps in the sidewalk system in both Zones 1 and 2. He added the project would be bid within a month or so and move forward fairly quickly.

Councilmember Horton noted the sidewalk bills had been reaffirming. She further noted during Public Works Week, the top areas individuals reported as needing improvements were fixing streets, reducing flooding, and improving property values. Councilmember Horton expressed her support for improvements in these areas. Mr. Smith commended staff for their work.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

14.2. Council Bill 2024-166 (Simpson)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the renewal of the Cluster Preliminary Subdivision Plat of Reed Avenue Cottages, generally located at 4423 South Reed Avenue, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance.

Bob Hosmer, Planning Manager, provided a brief overview of the proposed. Mr. Hosmer noted the proposed was for renewal of a preliminary plat. He further noted the property was currently vacant, approximately 4.74 acres, and zoned Single-Family residential. He added the renewal was part of a cluster development which allowed smaller lot sizes with additional open space in the development.

Councilmember Hosmer asked why a renewal was requested. Mr. Hosmer responded the preliminary plat was good for two years. There were environmental issues the applicant encountered, so they were requesting a two-year renewal.

Councilmember McGull asked if the applicant would need to break ground within the two years. Mr. Hosmer responded they would need to finalize the final plat, and public improvements would either be escrowed or complete.

An opportunity was given for citizens to express their views.

Craig Bills spoke in opposition to the proposed. Mr. Bills noted there were no changes made to the property after last approval. Mr. Bills expressed his concern the cluster development criteria had not been followed. He expressed his belief the development would not be compatible with adjoining properties. Mr. Bills further noted, if approved, a row of duplexes would be constructed on each side of the street and a large portion of five acres of trees would need to be cleared. Mr. Bills added a large drainage area would be further inundated with runoff.

Bruce Adib-Yazdi spoke in opposition to the proposed. Mr. Adib-Yazdi noted he was speaking as a concerned citizen. He further noted he was an advocate of increasing diversity and density of housing in the community. He added a cluster development was rare. Mr. Adib-Yazdi expressed his belief there was no good way to objectively measure the 12 criteria in the cluster development ordinance. He added the regulations called for cluster developments to provide a total environment better than could be achieved under standard regulations. Mr. Adib-Yazdi expressed his belief this had not been reviewed in enough depth to determine if a cluster development would be better. He asked City Council to consider alternatives to the project.

Councilmember Jenson thanked Mr. Adib-Yazdi for speaking. He expressed his struggle with balancing the need for diverse units versus process. He asked Mr. Adib-Yazdi if there was something beyond that. Mr. Adib-Yazdi responded the section stated there should be no adverse impact, and the project should have a series of unique lot configurations and styles.

Councilmember Jenson asked staff if the improvements would be available for the public given the proposed would be a gated community. Mr. Hosmer responded the open space would be common area for the subdivision. Councilmember Jenson asked how natural features would be preserved. Mr. Hosmer responded some existing trees would be retained in the common area.

Councilmember Hosmer asked if there was a public notice. Mr. Hosmer responded public notices were not required for renewals. He added the posting of the property protocol was followed.

Councilmember Lee asked for clarification on what aspects were before City Council. He noted much of the discussion seemed to be related to rezoning and not the preliminary plat. Mr. Hosmer responded the zoning was not changing in the proposed, but the renewal of the preliminary plat and streets and easements were to be considered. He added single family homes would be built, and the cluster development would allow the lots to be reduced. Open space in the common area would be increased to accommodate the smaller lot size.

Caleb Freeland, a representative of the applicant, spoke in support of the proposed. Mr. Freeland noted since the last plat approval, the development was sold. He added they then discovered a spring on site which required a redesign of the stormwater design. He further noted the cluster requirements had been met. Mr. Freeland noted they would preserve the visual appeal of the neighborhood to the extent possible.

Councilmember McGull asked if the natural area would only have trees. Mr. Freeland responded there would be trees and a berm to restrict stormwater leaving the development.

Mayor Pro Tem Simpson asked how many homes would be constructed in the development. Mr. Freeland responded 22.

With no further appearances, the public hearing was declared closed.

14.3. Council Bill 2024-167 (Hosmer)

A special ordinance amending the Fiscal Year 2024-2025 budget of the Springfield-Greene County Park Board by increasing revenues in the amount of \$175,000.00.

Ron Schneider, Director of Parks and Recreation, provided a brief overview of the proposed. Mr. Schneider noted the proposed would allow for a budget adjustment of approximately \$150,000. He further noted the change was due to a development with Brightspeed Internet, who had agreed to a multi-year sponsorship arrangement at the ice park. Mr. Schneider added the agreement would provide temporary naming rights to Brightspeed. He noted in addition, Brightspeed would reimburse for the cost to provide co-branded signs and logo placement with 50 percent paid this year and the remainder next year. Mr. Schneider further noted the initial term would be ten years with the option to renew after that.

Councilmember McGull thanked Mr. Schneider and expressed his belief ways to monetize should always be reviewed.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

15. PETITIONS, REMONSTRANCES AND COMMUNICATIONS.

15.1. Nathan Madden wishes to address City Council.

Nathan Madden addressed City Council. Mr. Madden noted he owns three homes in Springfield. He addressed rental inspections in the City and noted there were two things that exist: increasing affordability issues for housing and the percentage of rental units that were unsafe. Mr. Madden expressed his concern that the proposed solutions would hurt good citizens. He noted feeling discouraged as he spent time deciphering ordinances, permits, and red tape. He asked City Council to make the City an attractive place for good players to bring their effort, money, and time. He expressed his belief that money would be either taken away from other programs or in the form of increased taxes. Mr. Madden noted he had a simple proposal.

Mayor McClure asked Mr. Madden to elaborate. Mr. Madden noted the population was increasing faster than the amount of housing units, and essentially, this would create an affordability issue. He further noted the City could have a short list of unlivable or unsafe living conditions and a mechanism for citizens to alert the City of the conditions. Mr. Madden added that a month-to-month agreement could require a landlord to provide a tenant with six months' notice to obtain alternative housing, and the City could impose fines for those not following protocol. Mr. Madden noted he would provide an email to City Council outlining his plan.

15.2. Katie Schmidt wishes to address City Council.

Katie Schmidt addressed City Council. Ms. Schmidt, a gold star mother, noted her son Private 1st Class, Andrew T. Engstrom paid the ultimate price on July 4th, 2007. She provided a brief explanation of the meaning of each flag's colors and symbols. Ms. Schmidt asked City Council to procure the Honor and Sacrifice and Honor and Remember flags. Mayor McClure thanked Ms. Schmidt for bringing the flags to City Council's attention.

16. NEW BUSINESS.

16.1. As per RSMo. 109.230 (4), City records that are on file in the City Clerk's office and have met the retention schedule will be destroyed in compliance with the guidelines established by the Secretary of State's office.

16.2. Refer to the Community Involvement Committee discussion and potential recommendation of creation and funding of a program to remove trash from City property by working jointly with non-profit organizations who provide jobs to the underprivileged.

16.3. Refer to the Finance and Administration Committee discussion and review of the Public Works bidding process.

Mayor McClure asked if there was any objection to the matter being referred to committee.

Councilmember Horton asked the need for the topic to be referred. She expressed her belief the bidding process was addressed. Mayor Pro Tem Simpson responded the issue was brought forth by Councilmember Lee and had arisen from discussion City Council had over the past few months. He noted the issue was the number of bids that had come in significantly over the estimate and occasionally as a shortage. Mayor Pro Tem Simpson further noted the intent of the referral was to review the bid process and look into steps that could improve the process.

Councilmember Horton expressed her belief the topic was thoroughly reviewed at a recent City Council Lunch meeting.

Councilmember Horton moved to not refer the topic. Councilmember Hosmer seconded the motion.

Councilmember McGull expressed his belief there was always room for improvement. He further expressed his belief committee was a good way to review the issue.

Mayor Pro Tem Simpson responded the committee would review the process which sometimes results in beneficial change.

Councilmember Lee expressed his belief more bidders would improve the bidding process. He noted the engineers do a good job. He expressed his belief that in an oversight role it would be beneficial to understand why few bids were received.

Mayor McClure noted the motion was in the negative. Councilmember Horton withdrew her motion to not refer and Councilmember Hosmer withdrew his second.

Mayor Pro Tem Simpson moved to refer to the Finance and Administration Committee discussion and review of the Public Works bidding process. Councilmember Jenson seconded the motion, and it was approved by the following vote: Ayes: Councilmember Jenson, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: Councilmember Horton. Absent: None. Abstain: None.

17. UNFINISHED BUSINESS.

18. MISCELLANEOUS.

19. CONSENT AGENDA – FIRST READING BILLS.

20. CONSENT AGENDA – ONE READING BILLS. See Item #3.

20.1. Council Bill 2024-168 (Hosmer)

A resolution confirming the appointment of Clayton Baker, Kristofer Booth, and Nicole Brown to the Downtown Springfield Community Improvement District Board of Directors.

Resolution 10777. Council Bill 2024-168 was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Simpson, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: None. Absent: None. Abstain: None.

21. CONSENT AGENDA – SECOND READING BILLS. See Item #3.

21.1. Confirm the following reappointments to the Springfield-Greene County Public Library Board: Aaron Jones and David Yancey with terms to expire July 1, 2027. **Confirmed.**

22. END OF CONSENT AGENDA.

23. ADJOURN.

Mayor Pro Tem Simpson moved to adjourn. Councilmember Carroll seconded the motion, and it was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Mayor Pro Tem Simpson, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor McClure. Nays: Councilmember McGull and Councilmember Hosmer. Absent: None. Abstain: None.



EXPLANATION TO COUNCIL BILL 2024-158 (MCGULL)

FILED: 08/07/2024

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 5 acres of property generally located at 3110 East Cherry Street from GR, General Retail, with Conditional Overlay District 158, to GR, General Retail, with Conditional Overlay District No. 255; and adopting an updated Official Zoning Map. (By: B&T Commercial Properties LLC; 3110 East Cherry Street; Z-19-2024 w/ COD 255.)

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 5 acres of property generally located at 3110 East Cherry Street from GR, General Retail with Conditional Overlay District No. 158 to GR, General Retail with Conditional Overlay District No. 255. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:

ZONING CASE NUMBER Z-19-2024/ CONDITIONAL OVERLAY DISTRICT NO. 255

The applicant is requesting to rezone approximately 5 acres of property generally located at 3110 East Cherry Street from GR, General Retail with Conditional Overlay District No. 158 to GR, General Retail with Conditional Overlay District No. 255.

REMARKS: The applicant is requesting to rezone approximately 5 acres of property generally located at 3110 East Cherry Street from GR, General Retail with Conditional Overlay District No. 158 to GR, General Retail with Conditional Overlay District No. 255. The applicant intends to build an expansion of the existing commercial dog park. This addition would exceed the limitation of indoor building square footage of 6,000 square feet required by existing COD No. 158.

The proposed Conditional Overlay District removes the limitation on indoor building square footage while maintaining all other provisions. The base GR district will remain with this application. The Planning and Zoning Commission held a public hearing on July 11, 2024, and recommended approval, by a vote of 8 to 0.

The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. The applicant is requesting to rezone approximately 5 acres of property generally located at 3110 East Cherry Street from GR, General Retail with Conditional Overlay

District No. 158 to GR, General Retail with Conditional Overlay District No. 255. The applicant intends to build an expansion of the existing commercial dog park. This addition would exceed the limitation of indoor building square footage of 6,000 square feet required by existing COD No. 158.

2. The proposed Conditional Overlay District removes the limitation on indoor building square footage while maintaining all other provisions. The base GR district will remain with this application.

3. This application is consistent with the Business Flex placetype which is intended for an eclectic mix of light industrial, office, storage, warehouse, and distribution centers, complemented by the occasional commercial sales and services. The property is proposed to allow GR uses, which would allow more commercial sales and services that is intended to complement the existing uses in the area.

4. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.

5. There are few changing conditions in the area affected that make the proposed rezoning necessary. Minor development of property within the vicinity has been occurring.

6. The range of uses in the proposed GR district is compatible with the uses permitted on other property in the immediate vicinity.

7. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.

8. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.

9. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.

10. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Business Flex placetype and on the finding of facts above.

Submitted By: Michael Sparlin, Senior City Planner



Authorized for inclusion on the agenda pursuant to City Code section 2-33:

- Attachments:**
1. Z-19-2024 COD 255 - 3110 East Cherry Street_Ord
 2. Z-19-2024 COD 255_exhA
 3. Z-19-2024 COD 255_exhB
 4. Z-19-2024 COD 255_exhC
 5. Z-19-2024 COD 255_exhD

One-rdg. _____
P. Hrngs. X
Pgs. 24
Filed: 07-30-24

Sponsored by: McGull

First Reading: _____

Second Reading: _____

COUNCIL BILL 2024- 158

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 5 acres of property generally located at 3110 East Cherry Street
4 from GR, General Retail, with Conditional Overlay District 158, to
5 GR, General Retail, with Conditional Overlay District No. 255; and
6 adopting an updated Official Zoning Map.
7 _____
8

9 WHEREAS, an application has been filed for a zoning change of the property
10 generally located at 3110 East Cherry Street from GR, General Retail District with
11 Conditional Overlay District 158 to GR, General Retail District, and establishing
12 Conditional Overlay District No. 255; and
13

14 WHEREAS, Conditional Overlay District No. 255 shall modify the requirements of
15 the Springfield Land Development Code Section 36-421, General Retail District, by
16 requiring that the property described in "Exhibit B" comply with the requirements
17 described in "Exhibit A," both attached hereto and incorporated herein by this reference;
18 and
19

20 WHEREAS, following proper notice, the Planning and Zoning Commission held a
21 public hearing on July 11, 2024, a copy of the Record of Proceedings from said public
22 hearing being attached hereto and incorporated herein by this reference as "Exhibit C,"
23 and said Commission made its recommendation; and
24

25 WHEREAS, the City has reviewed the applicant's request and prepared a staff
26 report concerning the application, which is attached hereto and incorporated herein by
27 this reference as "Exhibit D"; and
28

29 WHEREAS, proper notice was given of a public hearing before City Council, and
30 said hearing was held in accordance with the law.
31

32 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
33 SPRINGFIELD, MISSOURI, as follows, that:

Section 1 – The property described in "Exhibit B" is hereby rezoned from GR, General Retail District, with Conditional Overlay District No. 158 to GR, General Retail District, with Conditional Overlay District No. 255. Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' is hereby amended, changed, and modified consistent with this Ordinance.

Section 2 – City Council hereby establishes Conditional Overlay District No. 255, which shall contain the requirements and standards provided in “Exhibit A.” The requirements of Conditional Overlay District No. 255 shall modify the requirements of the Springfield Land Development Code Section 36-421, General Retail District, by requiring the property described in “Exhibit B” to comply with the requirements contained in “Exhibit A.”

Section 3 – City Council hereby directs the City Manager, or designee, to update the City's digital zoning map to reflect this rezoning, and City Council adopts the map thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in the Springfield Land Development Code, Section 36-306, 'Official zoning maps and rules of interpretation.'

Section 4 – The Official Zoning Map herein adopted shall be maintained and archived in the same digital form in which this Council has approved its adoption.

Section 5 – This Ordinance shall be in full force and effect from and after passage.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: *Natalia L. Davis*, Assistant City Attorney

Approved for Council action: Chas. Li Page, City Manager

EXHIBIT A

PROVISIONS FOR CONDITIONAL OVERLAY DISTRICT NO. 255

The requirements of Section 36-421 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. Uses – All uses in the GR, General Retail District as per Section 36-421 of the *Springfield Zoning Ordinance*, are prohibited except the following:
 - (a) Accessory uses permitted by section 36-450
 - (f) Churches and other places of worship, including parish houses and Sunday schools but excluding overnight shelters
 - (h) Commercial off-street parking lots and structures.
 - (k) Eating and drinking establishments use group
 - (u) Public and private parks
 - (x) Retail sales use group
 - (gg) Veterinary clinics, animal hospitals, pet daycare services, pet grooming facilities and kennels. Veterinary clinics, animal hospitals, pet daycare services, pet grooming facilities and kennels. No outside activities shall be permitted for kennels. Veterinary clinics, animal hospitals, pet daycare services and pet grooming facilities may have supervised outside activities, which are defined as having a single animal under the physical control of an individual. All outside activity spaces shall be fully enclosed and screened from adjacent residential uses, districts and all public rights-of-way with a six-foot tall barrier that is in conformance with subsection 36-480(3). No outside activity spaces shall be located within 25 feet of any residential use or district, and all animal waste shall be collected and disposed of on a daily basis.

EXHIBIT B
LEGAL DESCRIPTION

ALL OF LOT ONE (1) IN CHERRY HILLS VILLAGE SUBDIVISION, A SUBDIVISION IN
GREENE COUNTY, MISSOURI.

EXHIBIT C
RECORD OF PROCEEDING – July 11, 2024

Z-19-2024 COD 255
3110 East Cherry Street
Applicant: B&T Commercial Properties, LLC

Mr. Michael Sparlin stated that this is a request to rezone approximately 5 acres of property from GR, General Retail with Conditional Overlay District No. 158 to GR, General Retail with Conditional Overlay District No. 255.

Mr. Nathan Adams, 3213 W. Bypass and here to answer any questions.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Z-19-2024 COD 255, Commissioner Doennig seconded the motion. It Passed with the following vote: Ayes: Commissioner Ridge, Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Lebeck, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Scott. Abstain: None.



Bob Hosmer, AICP
Planning Manager



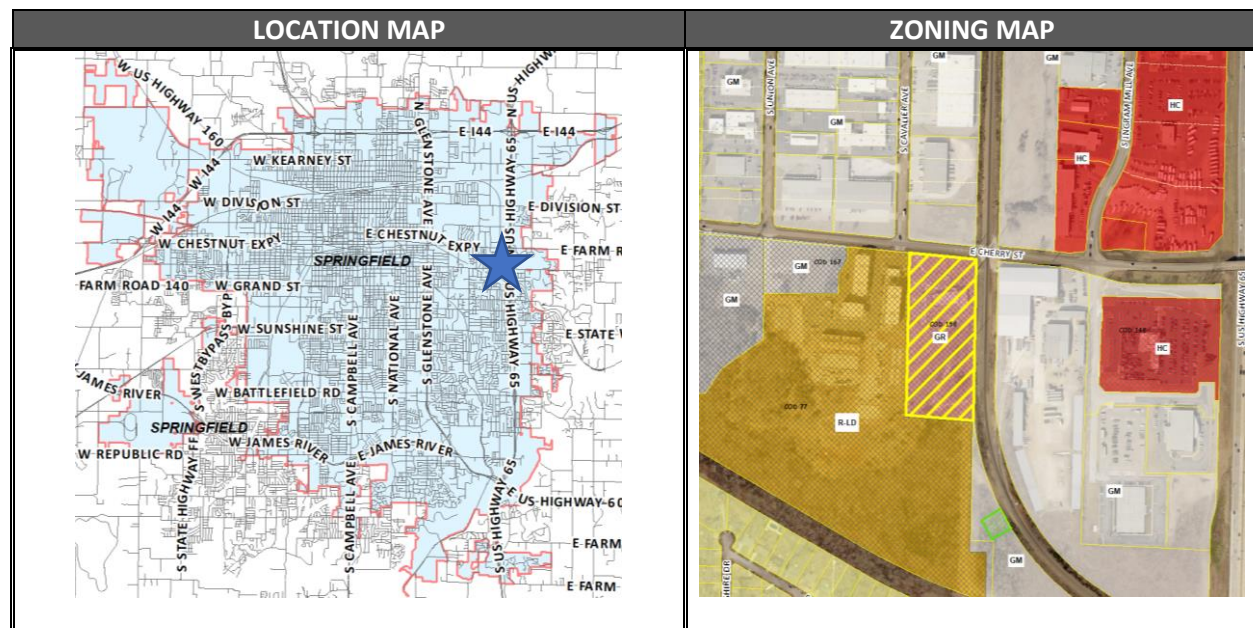
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-19-2024 with Conditional Overlay District No. 255
Location:	3110 East Cherry Street
Total Acres:	5 acres
Applicant:	B & T Commercial Properties LLC
Existing Land Use:	Commercial Dog Park
Neighborhood Meeting:	June 20, 2024
Planning and Zoning Commission:	July 11, 2024
City Council:	August 5, 2024
Public Notification:	Mail, posted property, and legal in Daily Events
Staff:	Michael Sparlin, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-19-2024 with Conditional Overlay District No. 255 as set forth in Attachment 1 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

Request to rezone approximately 5 acres of property generally located at 3110 East Cherry Street from GR, General Retail with Conditional Overlay District No. 158 to GR, General Retail with Conditional Overlay District No. 255.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was a portion of a larger property and was rezoned to R-LD with COD No. 77 in October 2014. The other areas that were included in the rezoning were zoned to GM and HC with the COD No. 77.

The subject property was rezoned to the existing zoning in November 2018.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GR DISTRICT
Use Limitations	(a) All outdoor automobile parking areas used for the purpose of retail or wholesale storage or sale of motorized or commercial vehicles shall be prohibited. Other outdoor activities that are not specifically permitted may only be allowed as an accessory use to the permitted uses as provided in subsection 36-421(2), permitted uses, as follows: 1. If any portion of the premises abuts any residential zoning district, the outdoor activities may be permitted, provided they meet the provisions of, and a conditional use permit is issued pursuant to Section 36-363, conditional use permits, of this

DEVELOPMENT REVIEW STAFF REPORT

	article. A building permit(s) showing compliance with all applicable codes and ordinances may be required as determined by the director of building development services. 2. If the premises abuts only nonresidential zoning districts, the outdoor activities may be permitted. A conditional use permit will not be required. A building permit(s) showing compliance with all applicable codes and ordinances may be required as determined by the director of building development services. (b) No outdoor storage except as provided in subsection 36-421(2), permitted uses, and subsection 36-421(3), conditional uses. (c) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (d) No use shall emit an odor that creates a nuisance as determined by Springfield City Code. (e) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22). (f) Streets through an adjacent residential area shall not be used to provide principal access for truck traffic to any nonresidential use in this district except on streets classified as expressways, arterials, or collectors.
Minimum Lot Size	Not applicable to the GR, General Retail District
Maximum Height	Not applicable to the GR, General Retail District
Bulk Plane	All structures shall remain below a 30-degree bulk plane as measured from the boundaries of R-SF or R-TH districts.
Minimum Yard Requirements	Front yards – 25 feet when fronting on a street classified as collector or higher, or as required by Section 36-453, Supplemental open space, and yard regulations. 15 feet when fronting a street classified as local, or as required by Section 36-453. The front yard setback may be reduced below the minimum required above if a Conditional Use Permit is approved in accordance with Section 36-363, Conditional use permits, or if a preliminary plat is approved in accordance with the City's subdivision regulations. Side yards – None, except as required by Section 36-453 and the bufferyard requirements contained in Section 36-482, Landscaping and bufferyards. Rear yards – None, except as required by the bufferyard requirements contained in Section 36-482.

DEVELOPMENT REVIEW STAFF REPORT

Minimum Open Space	Not less than 20 percent of the gross site area shall be devoted to open space, including required yards and bufferyards unless modified in accordance with subsection 36-482 (15). Open space shall not include areas covered by buildings, structures, parking, storage, loading and other paved areas and internal streets or areas containing plants for display and sale. Open space shall contain living ground cover and other landscaping materials.
Design Requirements	(a) A site plan, meeting the requirements of Section 36-360, Site plan review, shall be submitted and approved. (b) A landscape plan, meeting the requirements of Sections 36-482 and 36-483, Off-street parking and loading design standards, shall be submitted, and approved. (c) Off-street parking and vehicular use areas shall be screened from all residential uses, in accordance with Section 36-480, Screening and fencing. (d) Refuse storage areas shall be screened from view in accordance with Section 36-480. (e) Mechanical and electrical equipment, including air conditioning units, shall be screened from view in accordance with Section 36-480. (f) Lighting shall be designed to reflect away from any adjacent residential area and in accordance with Section 36-484, Lighting standards. (g) Accessory buildings and structures shall meet the requirements of Section 36-450, Accessory structures and uses.
Buffering and Landscaping	Future development must comply with the interior and perimeter landscaping requirements, as applicable to a future site plan, per subsections 36-482 (9) (a) and (b), unless the property owner opts to utilize the point system described in subsection 36-482 (10) instead.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the Business Flex placetype.

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the Business Flex placetype.

This placetype includes areas with an eclectic mix of light industrial, office, storage, warehouse, and distribution centers, complemented by the occasional commercial sales and services. Business Flex areas are located on secondary roadways, where good street

DEVELOPMENT REVIEW STAFF REPORT

connectivity and access to major roadways and distribution routes can be easily accessed. Located in expanded areas adjacent to higher, more intense industrial uses and city corridors, Business Flex provide support services, sales, service, and supply of goods to consumers and contractors, where high visibility road frontage is not a priority. Planning for this placetype focuses on ensuring Business Flex operations have sufficient land available to expand and grow, while not dominating corridors where high visibility, retail frontage is prioritized.

Placetypes are not as rigid as zoning districts and allow for supporting or ancillary uses which complement and enhance its sense of place; as an extension of this, a single placetype is not likely to be defined by a single zoning district or even a collection of closely related zoning districts (e.g. industrial districts), but rather a mix of tangentially related zoning districts which together form a cohesive sense of place when developed with similar character, scale, and form.

Primary Land Uses:

- Maker spaces, artisan, and innovation spaces
- Personal and outdoor storage
- Light industry
- Warehousing and distribution facilities

Supporting Land Uses:

- Parks, greenways and open space
- Sports complexes and recreational facilities
- Urban agriculture
- Office, hospitality, retail sales and service
- Universities, colleges, and vocational schools Government, healthcare and institutional facilities
- Airport, railroad, and freight facilities

Characteristics

Transportation and Infrastructure

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups.
- Electric vehicle charging facilities are integrated and incentivized into development plans.
- As technology, trends, and funds permit, utilities are buried or consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.
- Pedestrian and bicycle infrastructure, and micro-mobility are integrated.

Urban Design- Building and Site Typology

DEVELOPMENT REVIEW STAFF REPORT

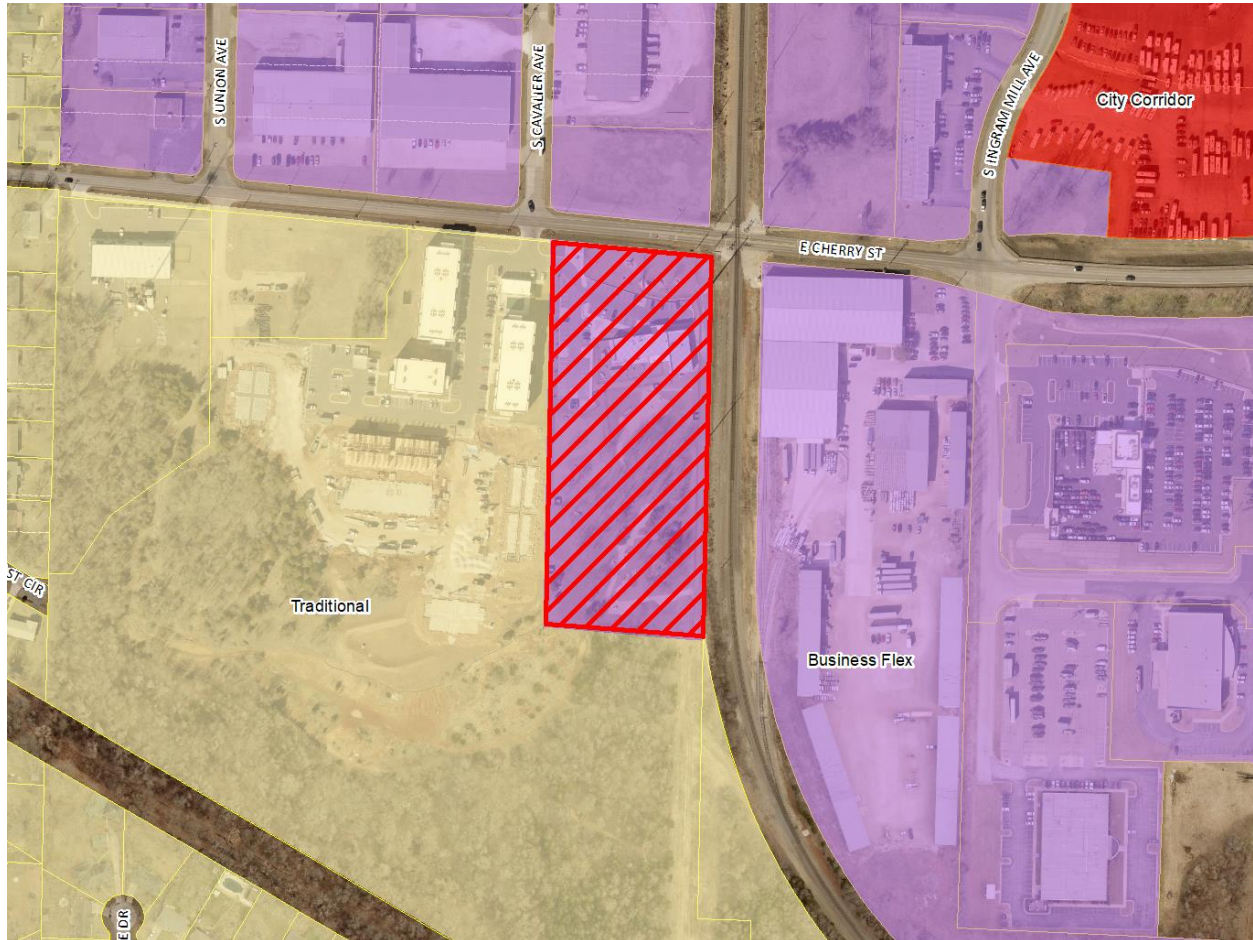
- Perimeter landscaping screens surface parking lots that accommodate the high number of employees, vehicles, delivery, and large truck traffic.
- Outside storage, auto oriented, or light industrial uses are screened from view from the right-of-way.
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- Lighting, landscaping, signage, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Design should discourage the placement of mechanical equipment along major roadways or should be completely screened, along with trash receptacles, and recycling bins.

Transitions

- Appropriate site design, parking access, massing, building orientation, screening, buffering, and separation standards are adopted and used to mitigate adjacent incompatible uses.
- Commercial and smaller office uses within the placetype are directed to its perimeter to provide a gradual transition into surrounding placetypes.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES														
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Maker, Artisan & Innovation Spaces	Public & Private Schools & Places of Worship	Government, Colleges & Vocational Schools	Personal Services & Institutional Facilities	Light Industry	Warehouse & Distribution Facilities	Heavy Industry & Manufacturing
Residential Neighborhood	●	○	◇	○	◇	◇	○								
Mixed Residential	●	●	○	○	◇	◇	○								
Downtown			●	●	●	●	●	●	●	○					
Mixed-Use	○	○	●	○	○	●	●	○							
City Corridor			●	○	○	○	○	○	○	○					
Institutional & Employment Center			○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex			○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics			○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation			●	●	○										

● **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype

○ **Supporting Land Use:**
Less prevalent and serve to support the primary land use.

◇ **Low Intensity Supporting Land Use:**
Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	GM	R-LD COD 77	GM	R-LD COD 77
LAND USE	Detention basin, warehouse	Undeveloped land	Railroad right- of-way, warehouse	Multi-family apartments
PLACETYPES	Business Flex	Traditional neighborhood	Business Flex	Traditional neighborhood

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues. Tract has access to public sewer.

FIRE DEPARTMENT:

No objections to rezoning.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	E. Cherry Street	Secondary Arterial	City	35	35	NA	No	Yes	Yes

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There are no bus stops near the property.

IMPROVEMENTS - No improvements are required for this rezoning. A traffic study is not required for this rezoning.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

The property is in the **Jordan Creek South Branch** drainage basin. The property **is not** located in a FEMA designated floodplain. Staff **is not** aware of flooding problems in the local or downstream area. The city **is** aware of a sinkhole or other Karst feature at this location. The property **does not have a stream buffer on site**. A fee in lieu of on-site stormwater detention **is not applicable because detention is already provided**.

Please note that development of the property will be subject to the following conditions at the time of development:

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

1. Any development or redevelopment that increases runoff, through the increase in impervious surface, current detention requirements must be met per Chapter 3 Sec. 2.3.3. The site is using the G073 Sinkhole for Flood Control.

WATER QUALITY REQUIREMENTS

1. The existing site uses two Vegetated Filter Strips to provide for the water quality requirements. Future proposed development must maintain the VFS or replace the SCMs with equal or greater valued SCMs.

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

DEVELOPMENT REVIEW STAFF REPORT

N/A

SINKHOLES & KARST FEATURES

1. The South side of the property is within the boundary and base flood elevation of the G073 Sinkhole. The North side of the property is within the boundary and base flood elevation of the G601 Sinkhole. The previous development of the site has mapped and provided a Geotechnical Report for both sinkholes. All future development needs to adhere to the Report's findings.



DEVELOPMENT REVIEW STAFF REPORT

ADDITIONAL STORMWATER REQUIREMENTS

1. Stormwater Control Measures are the responsibility of the property owner or property owners' association to maintain, repair, and update unless the agreement is made with the City to operate. Operation and maintenance agreements are required for any permanent stormwater control measures.

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 5 acres of property generally located at 3110 East Cherry Street from GR, General Retail with Conditional Overlay District No. 158 to GR, General Retail with Conditional Overlay District No. 255. The applicant intends to build an expansion of the existing commercial dog park. This addition would exceed the limitation of indoor building square footage of 6,000 square feet required by existing COD No. 158.
2. The proposed Conditional Overlay District removes the limitation on indoor building square footage while maintaining all other provisions. The base GR district will remain with this application.
3. This application is consistent with the Business Flex placetype which is intended for an eclectic mix of light industrial, office, storage, warehouse, and distribution centers, complemented by the occasional commercial sales and services. The property is proposed to allow GR uses which would allow more commercial sales and services that is intended to complement the existing uses in the area.
4. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
5. There are few changing conditions in the area affected that make the proposed rezoning necessary. Minor development of property within the vicinity has been occurring.
6. The range of uses in the proposed GR district is compatible with the uses permitted on other property in the immediate vicinity.
7. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
8. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
9. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
10. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

DEVELOPMENT REVIEW STAFF REPORT

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Business Flex placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.

DEVELOPMENT REVIEW STAFF REPORT

ATTACHMENT 1

CONDITIONAL OVERLAY DISTRICT PROVISIONS NO. 255

The requirements of Section 36-421 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. Uses – All uses in the GR, General Retail District as per Section 36-421 of the *Springfield Zoning Ordinance*, are prohibited except the following:
 - (a) Accessory uses permitted by section 36-450
 - (f) Churches and other places of worship, including parish houses and Sunday schools but excluding overnight shelters
 - (h) Commercial off-street parking lots and structures.
 - (k) Eating and drinking establishments use group
 - (u) Public and private parks
 - (x) Retail sales use group
 - (gg) Veterinary clinics, animal hospitals, pet daycare services, pet grooming facilities and kennels. Veterinary clinics, animal hospitals, pet daycare services, pet grooming facilities and kennels. No outside activities shall be permitted for kennels. Veterinary clinics, animal hospitals, pet daycare services and pet grooming facilities may have supervised outside activities, which are defined as having a single animal under the physical control of an individual. All outside activity spaces shall be fully enclosed and screened from adjacent residential uses, districts and all public rights-of-way with a six-foot tall barrier that is in conformance with subsection 36-480(3). No outside activity spaces shall be located within 25 feet of any residential use or district, and all animal waste shall be collected and disposed of on a daily basis.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: General Retail with COD No. 158 to General Retail with COD NO 253
(existing zoning) (proposed zoning)
2. Meeting Date & Time: June 2 020244 - 80p
3. Meeting Location: 3110 E Cherry St
4. Number of invitations that were sent: 22
5. How the mailing list was generated: 32
6. Number of neighbors in attendance (attach a sign-in sheet): 1
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

Mr. Roberts was curious about what was being built. He had no concerns with the proposed expansion.

8. List or attach the written comments and how you plan to address any issues:

None

I, Nathan Adams (print name), attest that the neighborhood meeting was held on June 20, 2024 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."



Signature of person completing affidavit

Nathan A. Adams

Printed name of person completing affidavit



EXPLANATION TO COUNCIL BILL 2024-159 (SIMPSON)

FILED: 08/07/2024

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.73 acres of property generally located at 2456 East Sunshine Street from Planned Development 136, to GR, General Retail District; establishing Conditional Overlay District No. 254; and adopting an updated Official Zoning Map. (By: Thomas Edward Gregorski; 2456 East Sunshine Street; Z-18-2024 w/ Conditional Overlay District No. 254.)

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.73 acres of property generally located at 2456 East Sunshine Street from Planned Development 136 amended to GR, General Retail District with Conditional Overlay District No. 254. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:

ZONING CASE NUMBER Z-18-2024/ CONDITIONAL OVERLAY DISTRICT NO. 254

The applicant is requesting to rezone approximately 0.73 acres of property generally located at 2456 East Sunshine Street from Planned Development 136 amended to GR, General Retail District with Conditional Overlay District No. 254. The applicant intends to develop an eating and drinking establishment.

REMARKS: The applicant is requesting to rezone approximately 0.73 acres of property generally located at 2456 East Sunshine Street from Planned Development 136 amended to GR, General Retail District with Conditional Overlay District No. 254. The applicant intends to develop an eating and drinking establishment. This application allows for a more streamlined development process than the Planned Development.

The Planning and Zoning Commission held a public hearing on July 11, 2024, and recommended approval, by a vote of 8 to 0.

The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. The applicant is requesting to rezone approximately 0.73 acres of property generally located at 2456 East Sunshine Street from Planned Development 136 amended to GR, General Retail District with Conditional Overlay District No. 254. The applicant intends

to develop an eating and drinking establishment. This application allows for a more streamlined development process than the Planned Development.

2. This application is consistent with the City Corridor placetype which predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways with high volumes of traffic. This placetype is not only highly accessible by car, but also by walking, biking, and transit.

3. There is a sinkhole located on the property. The COD requires a sinkhole plan to be approved by the Director of Public Works.

4. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.

5. There are a few changing conditions in the area affected that make the proposed rezoning necessary. Minor development of property within the vicinity has been occurring.

6. The range of uses in the proposed GR district is compatible with the uses permitted on other property in the immediate vicinity.

7. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.

8. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.

9. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.

10 A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's City Corridor placetype and on the finding of facts above.



Submitted By: Michael Sparlin, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

- Attachments:**
1. Z-18-2024 COD 254 - 2456 East Sunshine Street_Ord
 2. Z-18-2024 COD 254_exhA
 3. Z-18-2024 COD 254_exhB
 4. Z-18-2024 COD 254_exhC
 5. Z-18-2024 COD 254_exhD

One-rdg. _____
P. Hrngs. X
Pgs. 24
Filed: 07-30-24

Sponsored by: Simpson

First Reading: _____

Second Reading: _____

COUNCIL BILL 2024-159

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 0.73 acres of property generally located at 2456 East Sunshine
4 Street from Planned Development 136, to GR, General Retail
5 District; establishing Conditional Overlay District No. 254; and
6 adopting an updated Official Zoning Map.
7 _____
8

9 WHEREAS, an application has been filed for a zoning change of the property
10 generally located at 2456 East Sunshine Street from Planned Development 136, to GR,
11 General Retail District, and establishing Conditional Overlay District No. 254; and
12

13 WHEREAS, Conditional Overlay District No. 254 shall modify the requirements of
14 the Springfield Land Development Code Section 36-421, General Retail District, by
15 requiring that the property described in "Exhibit B" comply with the requirements
16 described in "Exhibit A," both attached hereto and incorporated herein by this reference;
17 and
18

19 WHEREAS, following proper notice, the Planning and Zoning Commission held a
20 public hearing on July 11, 2024, a copy of the Record of Proceedings from said public
21 hearing being attached hereto and incorporated herein by this reference as "Exhibit C,"
22 and said Commission made its recommendation; and
23

24 WHEREAS, the City has reviewed the applicant's request and prepared a staff
25 report concerning the application, which is attached hereto and incorporated herein by
26 this reference as "Exhibit D"; and
27

28 WHEREAS, proper notice was given of a public hearing before City Council, and
29 said hearing was held in accordance with the law.
30

31 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
32 SPRINGFIELD, MISSOURI, as follows, that:
33

34 Section 1 – The property described in "Exhibit B" is hereby rezoned from
35 Planned Development 136, to GR, General Retail District, with Conditional Overlay
36 District No. 254. Springfield Land Development Code, Section 36-306, 'Official zoning
37 map and rules for interpretation,' is hereby amended, changed, and modified consistent
38 with this Ordinance.

39
40 Section 2 – City Council hereby establishes Conditional Overlay District No. 254,
41 which shall contain the requirements and standards provided in "Exhibit A." The
42 requirements of Conditional Overlay District No. 254 shall modify the requirements of
43 the Springfield Land Development Code Section 36-421, General Retail District, by
44 requiring the property described in "Exhibit B" to comply with the requirements
45 contained in "Exhibit A."

46
47 Section 3 – City Council hereby directs the City Manager, or designee, to update
48 the City's digital zoning map to reflect this rezoning, and City Council adopts the map
49 thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in
50 the Springfield Land Development Code, Section 36-306, 'Official zoning maps and
51 rules of interpretation.'

52
53 Section 4 – The Official Zoning Map herein adopted shall be maintained and
54 archived in the same digital form in which this Council has approved its adoption.

55
56 Section 5 – This Ordinance shall be in full force and effect from and after
57 passage.

58
59 Passed at meeting: _____

60
61 _____
62 Mayor

63
64 Attest: _____, City Clerk

65
66 Filed as Ordinance: _____

67
68 Approved as to form: Laura Vales, Assistant City Attorney

69
70
71 Approved for Council action: Juan C. Hage, City Manager
72

EXHIBIT A

PROVISIONS FOR CONDITIONAL OVERLAY DISTRICT NO. 254

The requirements of Section 36-421 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. A sinkhole plan stating how the site's sinkhole will be treated in any development of the property must be approved by the Director of Public Works.

EXHIBIT B
LEGAL DESCRIPTION

Lot One (1), Except the West 50 feet thereof, in Lone Pine Place, a subdivision in the City of Springfield, Greene County, Missouri according to the recorded plat thereof

EXHIBIT C
RECORD OF PROCEEDING – July 11, 2024

Z-18-2024 COD 254
2456 East Sunshine Street
Applicant: Thomas Edward Gregoroski

Mr. Michael Sparlin stated that this is a request to rezone approximately 0.73 acres of property from Planned Development 136 amended to GR, General Retail District with Conditional Overlay District No. 254.

Mr. Nathan Adams, 3213 W. Bypass and here to answer any questions, noting that they are going to be normal setbacks.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Z-18-2024 COD 254, Commissioner Pauly seconded the motion. It Passed with the following vote: Ayes: Commissioner Ridge, Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Lebeck, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Scott. Abstain: None.



Bob Hosmer, AICP
Planning Manager



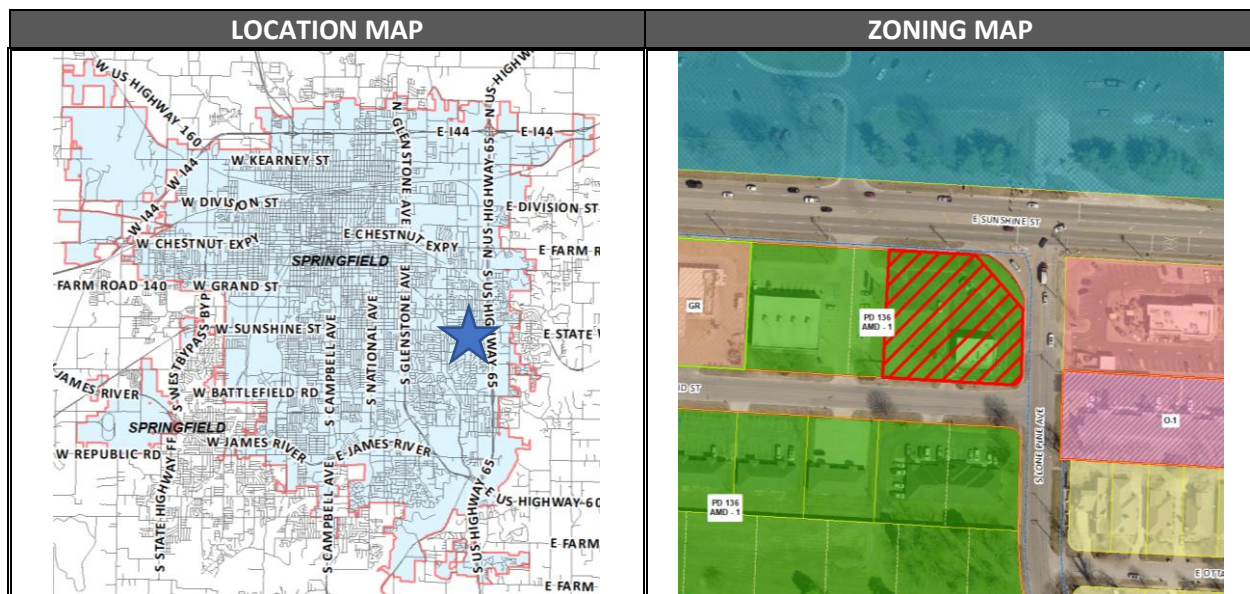
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-18-2024 with Conditional Overlay District No. 254
Location:	2456 East Sunshine Street
Total Acres:	0.73 acres
Applicant:	Thomas Edward Gregoroski
Existing Land Use:	Restaurant
Neighborhood Meeting:	June 20, 2024
Planning and Zoning Commission:	July 11, 2024
City Council:	August 5, 2024
Public Notification:	Mail, posted property, and legal in Daily Events
Staff:	Michael Sparlin, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-19-2024 with Conditional Overlay District No. 254 as set forth in Attachment 1 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

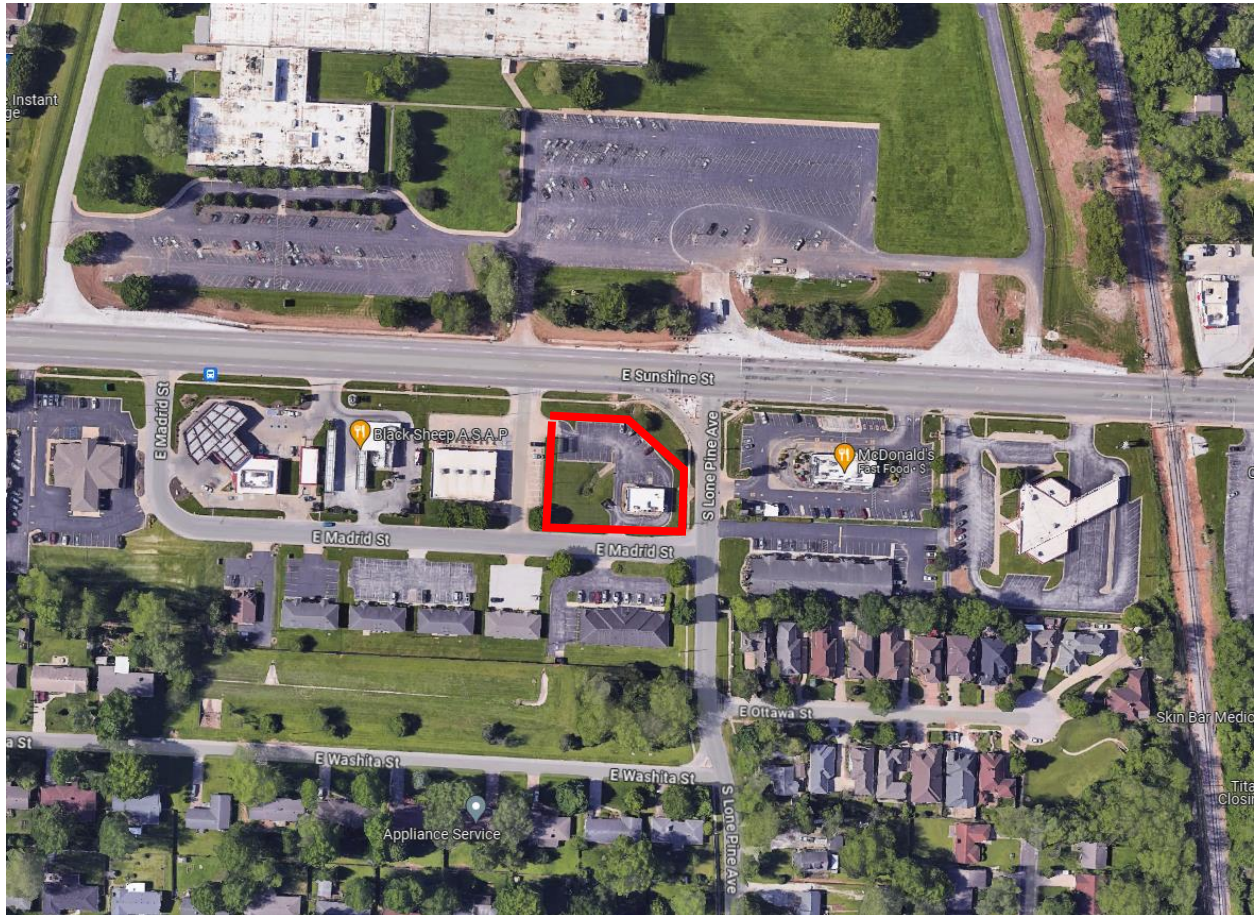
PROJECT SUMMARY:

Request to rezone approximately 0.73 acres of property generally located at 2456 East Sunshine Street from Planned Development 136 amended to GR, General Retail District with Conditional Overlay District No. 254.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



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PROPERTY HISTORY:

The subject property was rezoned to Planned Development 136 amended in February 2001.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GR DISTRICT
Use Limitations	(a) All outdoor automobile parking areas used for the purpose of retail or wholesale storage or sale of motorized or commercial vehicles shall be prohibited. Other outdoor activities that are not specifically permitted may only be allowed as an accessory use to the permitted uses as provided in subsection 36-421(2), permitted uses, as follows: 1. If any portion of the premises abuts any residential zoning district, the outdoor activities may be permitted, provided they meet the provisions of, and a conditional use permit is issued pursuant to Section 36-363, conditional use permits, of this article. A building permit(s) showing compliance with all applicable codes and ordinances may be

DEVELOPMENT REVIEW STAFF REPORT

	required as determined by the director of building development services. 2. If the premises abuts only nonresidential zoning districts, the outdoor activities may be permitted. A conditional use permit will not be required. A building permit(s) showing compliance with all applicable codes and ordinances may be required as determined by the director of building development services. (b) No outdoor storage except as provided in subsection 36-421(2), permitted uses, and subsection 36-421(3), conditional uses. (c) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (d) No use shall emit an odor that creates a nuisance as determined by Springfield City Code. (e) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22). (f) Streets through an adjacent residential area shall not be used to provide principal access for truck traffic to any nonresidential use in this district except on streets classified as expressways, arterials, or collectors.
Minimum Lot Size	Not applicable to the GR, General Retail District
Maximum Height	Not applicable to the GR, General Retail District
Bulk Plane	All structures shall remain below a 30-degree bulk plane as measured from the boundaries of R-SF or R-TH districts.
Minimum Yard Requirements	Front yards – 25 feet when fronting on a street classified as collector or higher, or as required by Section 36-453, Supplemental open space, and yard regulations. 15 feet when fronting a street classified as local, or as required by Section 36-453. The front yard setback may be reduced below the minimum required above if a Conditional Use Permit is approved in accordance with Section 36-363, Conditional use permits, or if a preliminary plat is approved in accordance with the City's subdivision regulations. Side yards – None, except as required by Section 36-453 and the bufferyard requirements contained in Section 36-482, Landscaping and bufferyards. Rear yards – None, except as required by the bufferyard requirements contained in Section 36-482.
Minimum Open Space	Not less than 20 percent of the gross site area shall be devoted to open space, including required yards and

DEVELOPMENT REVIEW STAFF REPORT

	bufferyards unless modified in accordance with subsection 36-482 (15). Open space shall not include areas covered by buildings, structures, parking, storage, loading and other paved areas and internal streets or areas containing plants for display and sale. Open space shall contain living ground cover and other landscaping materials.
Design Requirements	(a) A site plan, meeting the requirements of Section 36-360, Site plan review, shall be submitted and approved. (b) A landscape plan, meeting the requirements of Sections 36-482 and 36-483, Off-street parking and loading design standards, shall be submitted, and approved. (c) Off-street parking and vehicular use areas shall be screened from all residential uses, in accordance with Section 36-480, Screening and fencing. (d) Refuse storage areas shall be screened from view in accordance with Section 36-480. (e) Mechanical and electrical equipment, including air conditioning units, shall be screened from view in accordance with Section 36-480. (f) Lighting shall be designed to reflect away from any adjacent residential area and in accordance with Section 36-484, Lighting standards. (g) Accessory buildings and structures shall meet the requirements of Section 36-450, Accessory structures and uses.
Buffering and Landscaping	Future development must comply with the interior and perimeter landscaping requirements, as applicable to a future site plan, per subsections 36-482 (9) (a) and (b), unless the property owner opts to utilize the point system described in subsection 36-482 (10) instead.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the City Corridor placetype.

The City Corridor placetype predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways with high volumes of traffic. This placetype is not only highly accessible by car, but also by walking, biking, and transit. City Corridors provide a wide range of shopping, service, entertainment, and employment destinations for both residents and visitors. Common uses within the placetype include chain restaurants, gas

DEVELOPMENT REVIEW STAFF REPORT

stations, hotels, national retailers, movie theaters, smaller offices, and a variety of support services.

Primary Land Uses:

- Office, hospitality, retail sales and service
- Multi-family
- Sports complexes and recreation facilities
- Maker, artisan, and innovation spaces

Supporting Land Uses:

- Public and private schools and places of worship
- Parks, greenways, and open space
- Urban agriculture
- Universities, colleges, and vocational schools
- Personal and outdoor storage

Characteristics

TRANSPORTATION & INFRASTRUCTURE

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups.
- Electric vehicle charging facilities, pedestrian and bicycle infrastructure, and automated vehicle parking and loading spaces are integrated along major corridors, installed at key destinations, and incorporated into private development plans.
- As technology, trends, and funds permit, utilities are buried or consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Transit service is expanded along key commercial corridors over the long term with bus stops enhanced with shelters and live timetables.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

- Residential development and commercial buildings should be oriented to the street.
- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots provide safe access to business entrances.
- A greater focus on site design, parking access, massing, and building orientation are adopted to ensure development that is complementary to adjacent lower density residential development.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting to increase a vibrant pedestrian environment.
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.

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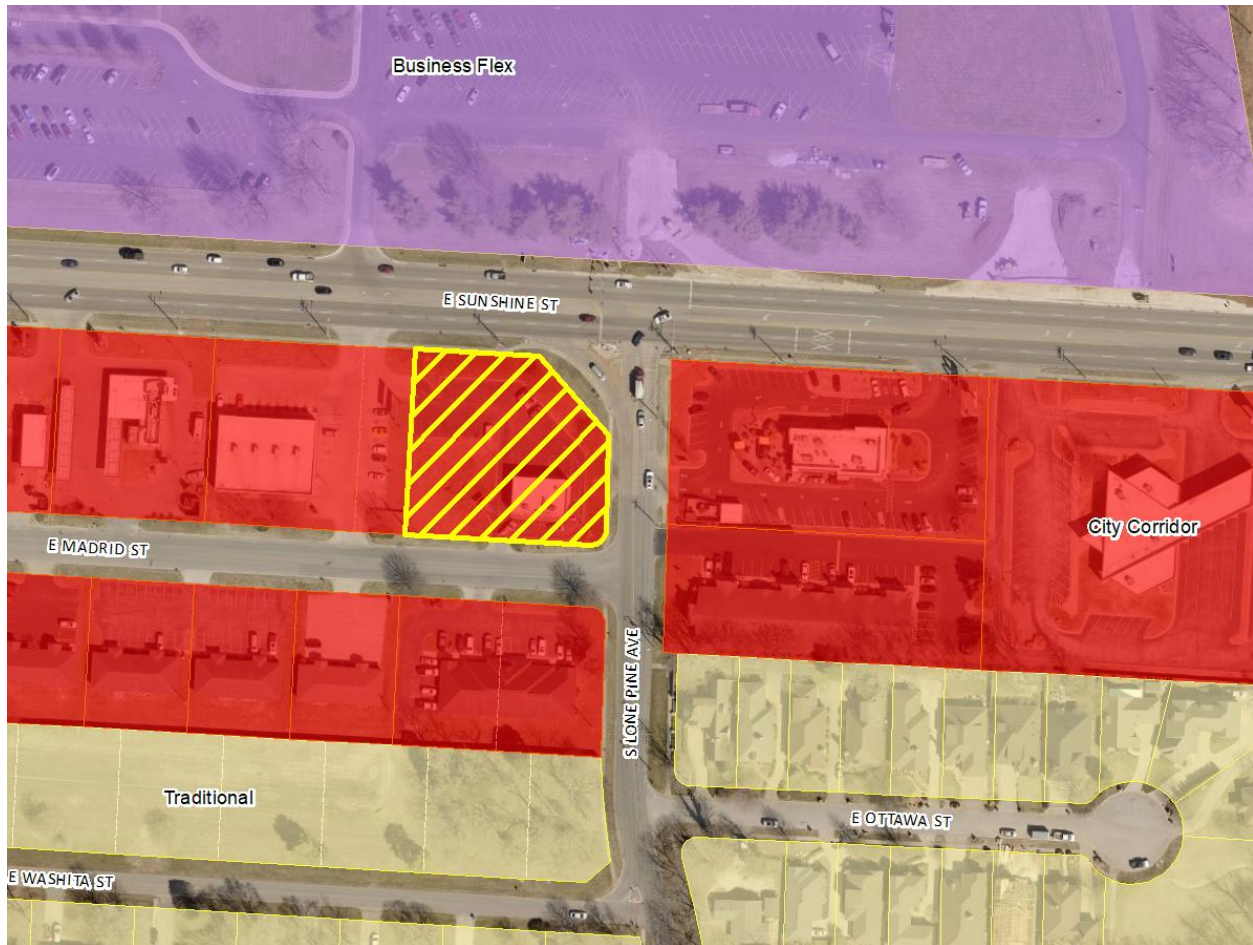
- Lighting, landscaping, signage, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Design should avoid the placement of mechanical equipment along major roadways or should be completely screened, along with adequate spacing for storage of waste receptacles.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.
- Encourage code adjustments regarding parking minimums instead of parking maximums.

TRANSITIONS:

- Office and multifamily uses can be placed on the periphery of the placetype to transition into adjacent lower density residential Placetypes.
- Higher density residential development should be integrated along existing commercial corridors in need of reinvestment, transitioning aging commercial properties to new uses and focusing future commercial development at high activity nodes.
- Commercial and higher density residential is sufficiently screened and buffered between low-density residential development.
- Multi-story buildings should be sited and designed to reduce the impact on adjacent lower intensity residential development.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES													
	Single-Family Detached	Single-Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major, Artisan & Innovation Spaces	Public & Private Schools & Places of Worship	Universities, Colleges & Vocational Schools	Government, Health Care & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry
Residential Neighborhood	●	○	◇	○	◇	◇	○							
Mixed Residential	●	●	○	○	◇	◇	○							
Downtown			●	○	○	○	●	○	○	○				
Mixed-Use	○	○	●	○	○	○	●	○						
City Corridor			●	○	○	○	●	○	○	○				
Institutional & Employment Center			○	○	○	○	○	○	○	○				
Business Flex			○	○	○	○	●	○	○	○	○	○	○	○
Industry & Logistics			○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation			●	●	○									

● **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype

○ **Supporting Land Use:**
Less prevalent and serve to support the primary land use.

◇ **Low Intensity Supporting Land Use:**
Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	IC COD 184	PD 136 amd	GR	PD 136 amd
LAND USE	Industrial use	Office use	McDonalds	Retail sales
PLACETYPES	Business Flex	City Corridor	City Corridor	City Corridor

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues. Tract has access to public sewer.

FIRE DEPARTMENT:

No objections to rezoning.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	E. Sunshine Street	Primary Arterial	MoDOT	50	50	34,270	No	Yes	Yes
Street 2	S. Lone Pine Avenue	Secondary Arterial	City	35	30	7,480	No	Yes	Yes
Street 3	E. Madrid Street	Local	City	30	30	NA	No	No	No

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There are two (2) bus stops on Sunshine Street near the property.

IMPROVEMENTS No improvements are required for this rezoning. A traffic study is not required for this rezoning

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

The property is in the **Galloway Creek** drainage basin. The property **is not** located in a FEMA designated floodplain. Staff **is not** aware of flooding problems in the local or downstream area. The city **is not** aware of a sinkhole or other Karst feature at this location. The property **does not have a stream buffer on site**. A fee in lieu of on-site stormwater detention **is not applicable because detention is already provided**.

PW Stormwater requires the following language added to the COD from the PD136-1A.

"A sinkhole plan, stating how the site's sinkholes will be treated in the upcoming development, must be approved by the Director of Public Works."

Please note that development of the property will be subject to the following conditions at the time of development:

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

1. Detention for Flood Control is provided by the regional basin for the Lone Pine Place Subdivision.

WATER QUALITY REQUIREMENTS

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N/A

FLOODPLAIN

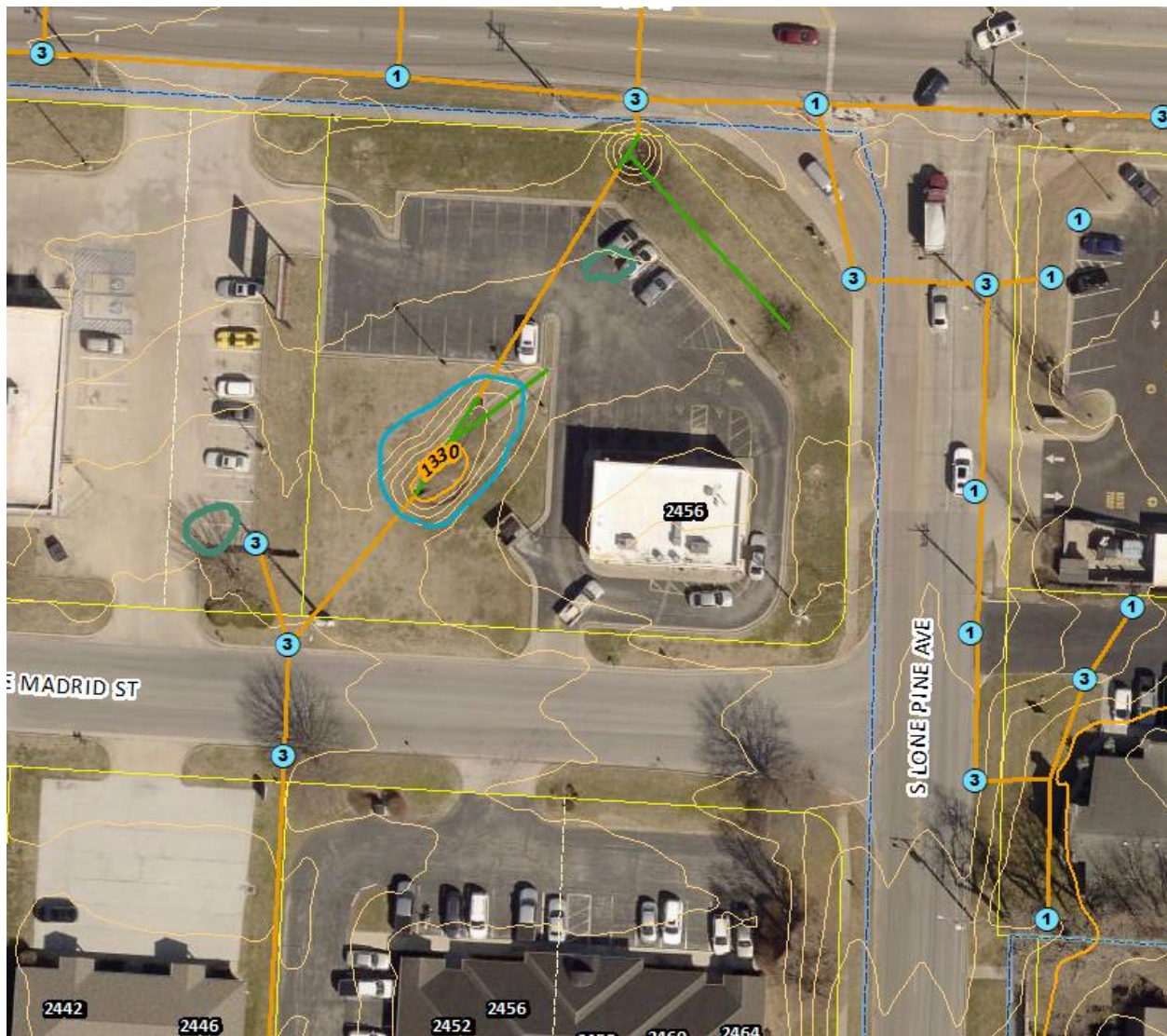
N/A

NATURAL CHANNEL & STREAM BUFFERS

N/A

SINKHOLES & KARST FEATURES

1. The original lot contains three sinkholes. Two of the sinkholes were remediated with guidance from Palmerton and Parrish. These sinkholes were covered built over with a parking area but recommended not to have any structures built on top. The third larger sinkhole is serving as a junction point for a connecting the street drainage pipe and the on-site storm sewer to the downstream storm sewer. This area should not be disturbed and needs to be maintained to continue the flow of the runoff.



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ADDITIONAL STORMWATER REQUIREMENTS

1. Stormwater Control Measures are the responsibility of the property owner or property owners' association to maintain, repair, and update unless the agreement is made with the City to operate. Operation and maintenance agreements are required for any permanent stormwater control measures.

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 0.73 acres of property generally located at 2456 East Sunshine Street from Planned Development 136 amended to GR, General Retail District with Conditional Overlay District No. 254. The applicant intends to develop an eating and drinking establishment. This application allows for a more streamlined development process than the Planned Development.
2. This application is consistent with the City Corridor placetype which predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways with high volumes of traffic. This placetype is not only highly accessible by car, but also by walking, biking, and transit.
3. There is a sinkhole located on the property. The COD requires a sinkhole plan be approved by the Director of Public Works.
4. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
5. There are few changing conditions in the area affected that make the proposed rezoning necessary. Minor development of property within the vicinity has been occurring.
6. The range of uses in the proposed GR district is compatible with the uses permitted on other property in the immediate vicinity.
7. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
8. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
9. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
10. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION:

DEVELOPMENT REVIEW STAFF REPORT

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's City Corridor placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.



DEVELOPMENT REVIEW STAFF REPORT

ATTACHMENT 1

CONDITIONAL OVERLAY DISTRICT PROVISIONS NO. 254

The requirements of Section 36-421 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. A sinkhole plan stating how the site's sinkhole will be treated in any development of the property must be approved by the Director of Public Works.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

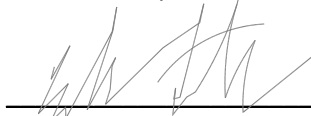
1. Request change to zoning from: PD 136 to General Retail
(existing zoning) (proposed zoning)
2. Meeting Date & Time: June 20, 2024 - 4 - 6:30p
3. Meeting Location: 2747 E Sunshine St, Springfield, MO 65804 - Fellowship Hall, Entrance
4. Number of invitations that were sent: 60
5. How the mailing list was generated: 69
6. Number of neighbors in attendance (attach a sign-in sheet): 2
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

No concerns were mentioned.

8. List or attach the written comments and how you plan to address any issues:

N/A

I, Caleb Freeland (print name), attest that the neighborhood meeting was held on 6/20/2024 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."



Signature of person completing affidavit

Caleb Freeland

Printed name of person completing affidavit

EXPLANATION TO COUNCIL BILL 2024-160 (JENSON)

FILED: 08/07/2024

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 5.4 acres of property generally located at 817 West El Camino Alto Drive from R-LD, Low-Density Multi-Family Residential District, with Conditional Overlay District 214, to O-1, Office District; establishing Conditional Overlay District No. 253; and adopting an updated Official Zoning Map. (By: Ridge HZ55, LLC; 817 West El Camino Alto Drive; Z-17-2024 with Conditional Overlay District No. 253.)

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 5.4 acres of property generally located at 817 West El Camino Alto Drive from R-LD, Low-Density Multi-Family Residential District with COD 214 to O-1, Office District and establishing Conditional Overlay District No. 253. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:

ZONING CASE NUMBER Z-17-2024/ CONDITIONAL OVERLAY DISTRICT NO. 253

The applicant is requesting to rezone the subject property, generally located at 817 W. El Camino Alto Drive from R-LD, Low-Density Multi-Family Residential District with COD 214 to O-1, Office District and establishing Conditional Overlay District No. 253. The applicant intends to develop a senior living facility.

REMARKS: The Planning and Zoning Commission held a public hearing on July 11, 2024, and recommended to approve, by a vote of 7 to 0.

The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. The Comprehensive Plan's Land Use & Development chapter identifies the subject property within the City Corridor placetype.
2. The City Corridor placetype predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways

with high volumes of traffic. This placetype is not only highly accessible by car, but also by walking, biking, and transit. City Corridors provide a wide range of shopping, service, entertainment, and employment destinations for both residents and visitors. Common uses within the placetype include chain restaurants, gas stations, hotels, national retailers, movie theaters, smaller offices, and a variety of support services. The proposed office district would permit the proposed senior living facility development which is a support service use in this placetype.

3. The O-1 Office District is intended to be a restrictive district for low intensity office or professional uses which may be located outside the center city adjacent to any of the residential districts, with appropriate buffers and landscaping so as not to create an adverse effect on adjacent residential areas.

4. The proposed Conditional Overlay District will provide additional buffering and height restrictions to the single-family neighborhood to the west. Certain use limitations are also included in the COD. These are similar restrictions that are in the current COD No. 214.

5. The applicant is not proposing any changes to the existing gate between Quail Creek Subdivision and Ward Branch Subdivision. The gate is located in public right-of-way and is controlled and maintained by Public Works.

6. The subject property is located along El Camino Alto and Buena Vista, which are classified as collector roadways.

7. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.

8. There are no known changing conditions in the area affected that make the proposed rezoning necessary.

9. The range of uses in the proposed O-1 district and COD are compatible with the uses permitted on other property in the immediate vicinity and in the City Corridor placetype.

10. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.

11. The impact of the proposed uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity. This property and others in the Ward Branch Subdivision have been provided with streets and infrastructure to support the proposed development as required by a traffic study.

12. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.

13. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION: Staff recommends approval of the rezoning request based on its compatibility with the Comprehensive Plan's City Corridor Placetype.

Submitted By: Daniel Neal, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Attachments:

1. Z-17-2024 COD 253 - 817 West El Camino Alto Drive_Ord
2. Z-17-2024 COD 253_exhA
3. Z-17-2024 COD 253_exhB
4. Z-17-2024 COD 253_exhC
5. Z-17-2024 COD 253_exhD

One-rdg. _____
P. Hrngs. X
Pgs. 25
Filed: 07-30-24

Sponsored by: Jenson

First Reading: _____

Second Reading: _____

COUNCIL BILL 2024-160

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 5.4 acres of property generally located at 817 West El Camino Alto
4 Drive from R-LD, Low-Density Multi-Family Residential District, with
5 Conditional Overlay District 214, to O-1, Office District; establishing
6 Conditional Overlay District No. 253; and adopting an updated
7 Official Zoning Map.
8 _____
9

10 WHEREAS, an application has been filed for a zoning change of the property
11 generally located at 817 West El Camino Alto Drive from R-LD, Low-Density Multi-
12 Family Residential District with Conditional Overlay District 214, to O-1, Office District,
13 and establishing Conditional Overlay District No. 253; and
14

15 WHEREAS, Conditional Overlay District No. 253 shall modify the requirements of
16 the Springfield Land Development Code Section 36-400, Office District, by requiring that
17 the property described in "Exhibit B" comply with the requirements described in "Exhibit
18 A," both attached hereto and incorporated herein by this reference; and
19

20 WHEREAS, following proper notice, the Planning and Zoning Commission held a
21 public hearing on July 11, 2024, a copy of the Record of Proceedings from said public
22 hearing being attached hereto and incorporated herein by this reference as "Exhibit C,"
23 and said Commission made its recommendation; and
24

25 WHEREAS, the City has reviewed the applicant's request and prepared a staff
26 report concerning the application, which is attached hereto and incorporated herein by
27 this reference as "Exhibit D"; and
28

29 WHEREAS, proper notice was given of a public hearing before City Council, and
30 said hearing was held in accordance with the law.
31

32 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
33 SPRINGFIELD, MISSOURI, as follows, that:

34 Section 1 – The property described in "Exhibit B" is hereby rezoned from R-LD,
35 Low-Density Multi-Family Residential District with Conditional Overlay District 214, to O-
36 1, Office District, with Conditional Overlay District No. 253. Springfield Land
37 Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' is
38 hereby amended, changed, and modified consistent with this Ordinance.
39

40 Section 2 – City Council hereby establishes Conditional Overlay District No. 253,
41 which shall contain the requirements and standards provided in "Exhibit A." The
42 requirements of Conditional Overlay District No. 253 shall modify the requirements of
43 the Springfield Land Development Code Section 36-400, Office District, by requiring the
44 property described in "Exhibit B" to comply with the requirements contained in "Exhibit
45 A."
46

47 Section 3 – City Council hereby directs the City Manager, or designee, to update
48 the City's digital zoning map to reflect this rezoning, and City Council adopts the map
49 thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in
50 the Springfield Land Development Code, Section 36-306, 'Official zoning maps and
51 rules of interpretation.'
52

53 Section 4 – The Official Zoning Map herein adopted shall be maintained and
54 archived in the same digital form in which this Council has approved its adoption.
55

56 Section 5 – This Ordinance shall be in full force and effect from and after
57 passage.
58

59 Passed at meeting: _____
60

61 _____
62 Mayor
63

64 Attest: _____, City Clerk
65

66 Filed as Ordinance: _____
67

68 *Laura Vales*
69 Approved as to form: _____, Assistant City Attorney
70

71 *Jason A. Hays*
72 Approved for Council action: _____, City Manager

EXHIBIT A
CONDITIONAL OVERLAY DISTRICT PROVISIONS
ZONING CASE Z-17-2024 COD 253

The requirements of Section 36-420. of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. A type C bufferyard, following section 36-482, Landscaping and bufferyards, of Zoning Ordinance will be placed on the west property line with a six-foot wood privacy fence. This bufferyard must include an additional six evergreen trees for every 100 feet of bufferyard length, for a total of eight evergreen trees per 100 feet of length.
2. All structures within 400 feet of the west property line shall be limited to a maximum height of one story above finished grade.
3. No community amenities – including but not limited to pools, dog walks, trash dumpsters or other common space – shall be permitted within 100 feet of the west property line.

EXHIBIT B
LEGAL DESCRIPTION

ALL OF LOT THREE (3), FINAL PLAT OF THE RIDGE AT WARD BRANCH-PHASE 2,
A SUBDIVISION IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI
ACCORDING TO THE FINAL PLAT IN PLAT BOOK AAA, AT PAGE 685, FILED IN
THE RECORDER'S OFFICE, GREENE COUNTY, MISSOURI.

EXHIBIT C
RECORD OF PROCEEDINGS
Planning and Zoning Commission – July11, 2024

Z-17-2024 COD 253
817 West El Camino Alto Drive
Applicant: Ridge HZ55, LLC)

Bruce Colony recused himself.

Mr. Hosmer stated that this is a request to rezone approximately 5.4 acres of property generally from R-LD, Low-Density Multi-Family Residential District with COD 214 to O-1, Office District and establishing Conditional Overlay District No. 253.

Mr. Dave Bodeen, 304 W. Erie Street stated that they are planning on a residential care 55 plus facility and will be designed for the west half of the property and the current owner wants to split the property and sell off the eastern half. At the neighborhood meeting, they seemed to be receptive to the development and no major concerns or problems as this will be a one-story structure and noted they are keeping the buffer yard along the west side.

Ms. Melanie Steck, 4638 S. Quail Creek and is pleased with the proposed development noting that her neighborhood is trending towards being older and that it will be a one-story building and is in support of the development.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commission Board Member Knuckles moved to approve Z-17-2024 COD 253

Commissioner Pauly seconded the motion. It Passed with the following vote: Ayes: Commissioner Ridge, Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Lebeck, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Scott. Abstain: None.
Commissioner Colony recused himself.



Bob Hosmer, AICP
Planning Manager

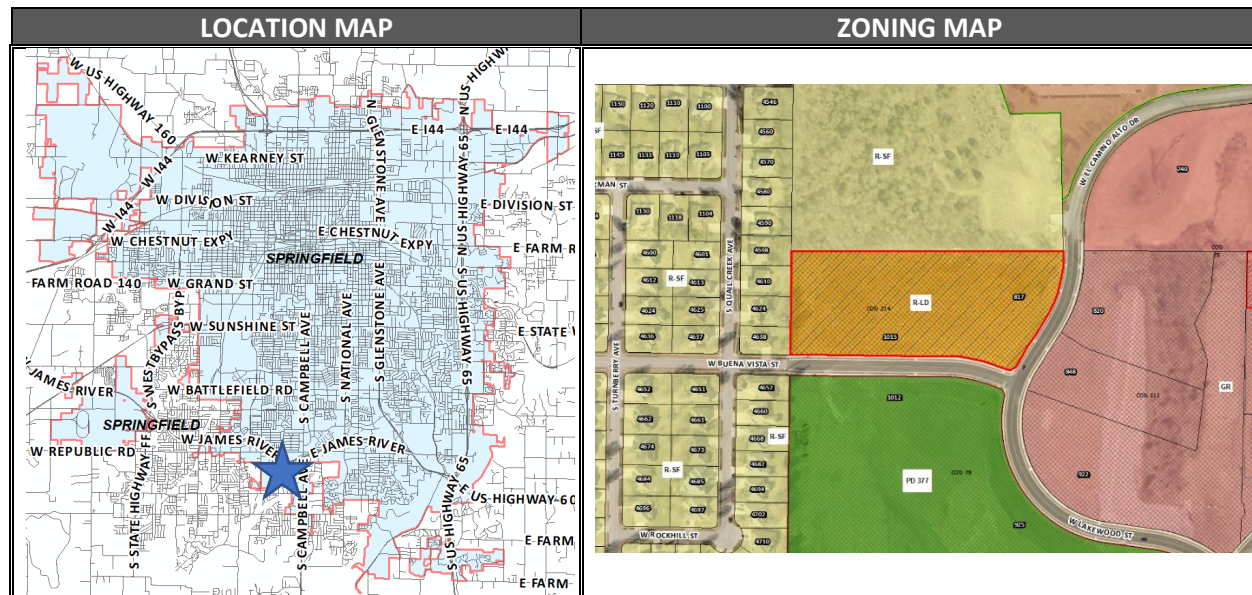


DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION	
Case Number:	Z-17-2024 with Conditional Overlay District No. 253
Location:	817 West El Camino Alto Drive
Total Acres:	5.4 acres
Applicant:	Ridge HZ55, LLC
Existing Land Use:	Vacant/undeveloped
Neighborhood Meeting:	June 18, 2024
Planning and Zoning Commission:	July 11, 2024
City Council:	August 5, 2024
Public Notification:	Mail, posted property, and legal in Daily Events
Staff:	Daniel Neal, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-17-2024 with Conditional Overlay District No. 253 as set forth in Attachment 1 of the staff report. (All commission motions are made in the affirmative.)
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

Request to rezone approximately 5.4 acres of property generally located at 817 W. El Camino Alto Drive from R-LD, Low-Density Multi-Family Residential District with COD 214 to O-1, Office District and establishing Conditional Overlay District No. 253.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



PROPERTY HISTORY:

This subject property had been zoned O-1, Office District with COD 78 since the property was preliminary platted in 2018; however, it was rezoned to R-LD with COD 200 in 2021 and most recently rezoned to R-LD with COD 214 in 2022.

DEVELOPMENT REVIEW STAFF REPORT

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan.
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary.
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity.
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned.
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity.
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property.
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR O-1 DISTRICT
Use Limitations	(a) All activities and permitted uses except off-street parking and loading facilities, drive-thru facilities and day care activities shall be conducted entirely within a completely enclosed building. (b) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (c) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (d) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22).
Minimum Lot Size	Not applicable to the O-1 District
Maximum Height	Thirty-five feet, except that all structures shall remain below a 45-degree bulk plane as measured from the boundary of any R-SF or R-TH district.

DEVELOPMENT REVIEW STAFF REPORT

Bulk Plane	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundaries of any R-SF or R-TH district.
Minimum Yard Requirements	1. <i>Front yard</i>: a. Twenty-five feet along a street classified as a collector or higher classification street or as required by section 36-453, supplemental open space, and yard regulations. b. Fifteen feet along a street classified as a local street or as required by section 36-453, supplemental open space, and yard regulations. 2. <i>Side yards</i>: Ten feet on each side of a lot or as required by section 36-453, supplemental open space and yard regulations, provided that no side yard is required for any building that has a common wall on a lot line. 3. <i>Rear yards</i>: Twenty percent of the lot depth, but may not be less than ten feet nor more than 25 feet be required.
Minimum Open Space	Not less than 20 percent of the total lot area shall be devoted to open space including required yards and bufferyards unless modified in accordance with subsection 36-482(15). Open space shall not include areas covered by buildings, structures, parking, loading and other paved areas and internal streets. Open space shall contain living ground cover and other landscaping materials.
Design Requirements	(a) A site plan meeting the requirements of section 36-360, site plan review, shall be submitted and approved. (b) A landscape plan meeting the requirements of section 36-482, landscaping and bufferyards, and 36-483, off-street parking and loading area design standards, shall be submitted, and approved. (c) All off-street parking and vehicular use areas shall be screened from all residential uses in accordance with section 36-480, screening, and fencing. (d) All outdoor storage and refuse storage areas shall be screened from view in accordance with section 36-480, screening, and fencing. (e) Mechanical and electrical equipment, including air conditioning units, shall be screened from view in accordance with section 36-480, screening, and fencing.

DEVELOPMENT REVIEW STAFF REPORT

	(f) Lighting shall be designed to reflect away from any adjacent or nearby residential area and in accordance with section 36-484, lighting standards. (g) Accessory buildings and structures shall meet the requirements of section 36-450, accessory structures and uses.
Buffering and Landscaping	Whenever any development in an O industrial commercial district is located adjacent to a different zoning district, screening and a bufferyard shall be provided in accordance with sections 36-480, screening, and fencing, and 36-482, landscaping and bufferyards.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the City Corridor placetype.

The City Corridor placetype predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways with high volumes of traffic. This placetype is not only highly accessible by car, but also by walking, biking, and transit. City Corridors provide a wide range of shopping, service, entertainment, and employment destinations for both residents and visitors. Common uses within the placetype include chain restaurants, gas stations, hotels, national retailers, movie theaters, smaller offices, and a variety of support services.

Primary Land Uses:

- Office, hospitality, retail sales and service
- Multi-family
- Sports complexes and recreation facilities
- Maker, artisan, and innovation spaces

Supporting Land Uses:

- Public and private schools and places of worship
- Parks, greenways, and open space
- Urban agriculture
- Universities, colleges, and vocational schools
- Personal and outdoor storage

Characteristics

TRANSPORTATION & INFRASTRUCTURE

DEVELOPMENT REVIEW STAFF REPORT

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups.
- Electric vehicle charging facilities, pedestrian and bicycle infrastructure, and automated vehicle parking and loading spaces are integrated along major corridors, installed at key destinations, and incorporated into private development plans.
- As technology, trends, and funds permit, utilities are buried or consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Transit service is expanded along key commercial corridors over the long term with bus stops enhanced with shelters and live timetables.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

- Residential development and commercial buildings should be oriented to the street.
- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots provide safe access to business entrances.
- A greater focus on site design, parking access, massing, and building orientation are adopted to ensure development that is complementary to adjacent lower density residential development.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting to increase a vibrant pedestrian environment.
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- Lighting, landscaping, signage, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Design should avoid the placement of mechanical equipment along major roadways or should be completely screened, along with adequate spacing for storage of waste receptacles.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.
- Encourage code adjustments regarding parking minimums instead of parking maximums.

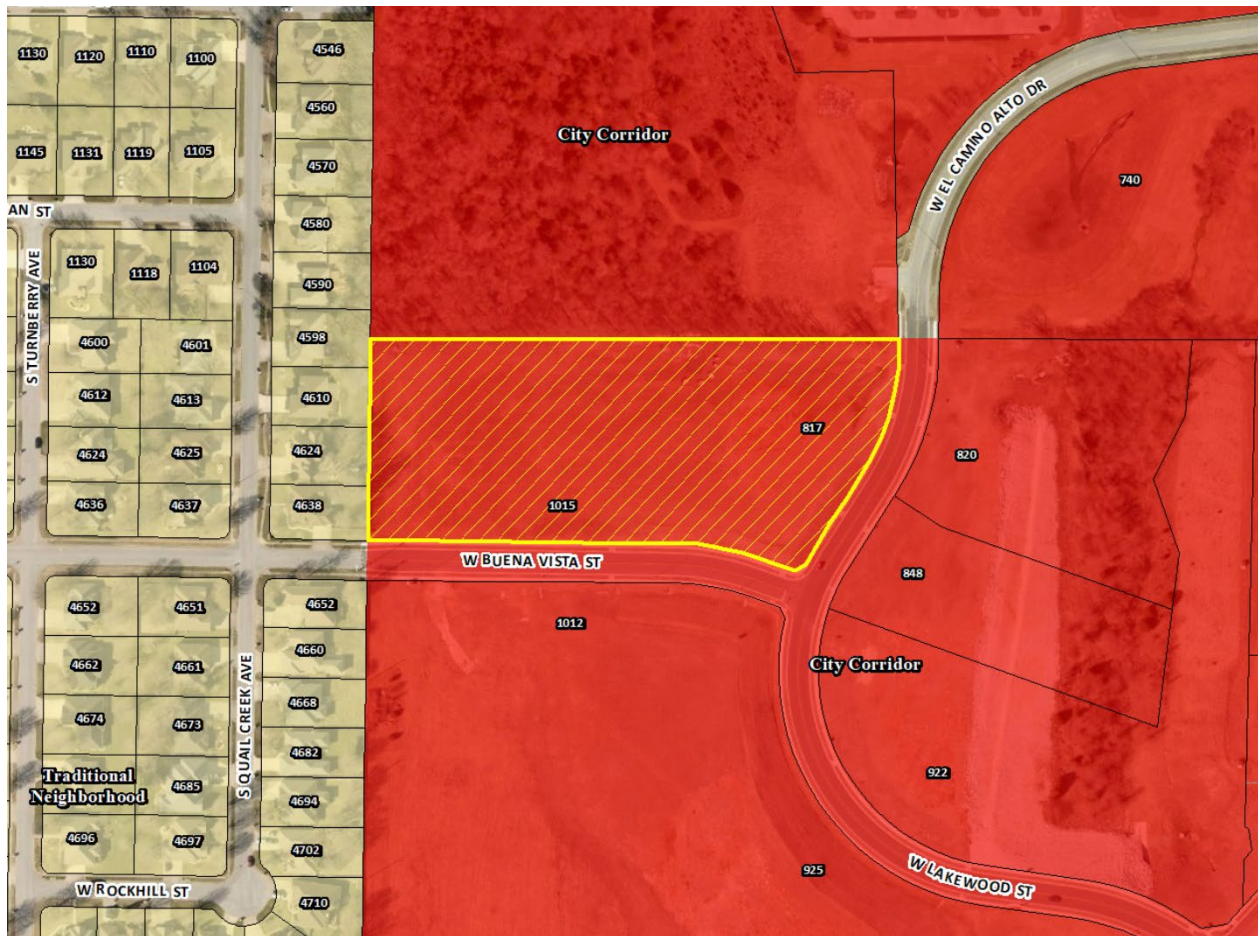
TRANSITIONS:

- Office and multifamily uses can be placed on the periphery of the placetype to transition into adjacent lower density residential Placetypes.
- Higher density residential development should be integrated along existing commercial corridors in need of reinvestment, transitioning aging commercial properties to new uses and focusing future commercial development at high activity nodes.
- Commercial and higher density residential is sufficiently screened and buffered between low-density residential development.

DEVELOPMENT REVIEW STAFF REPORT

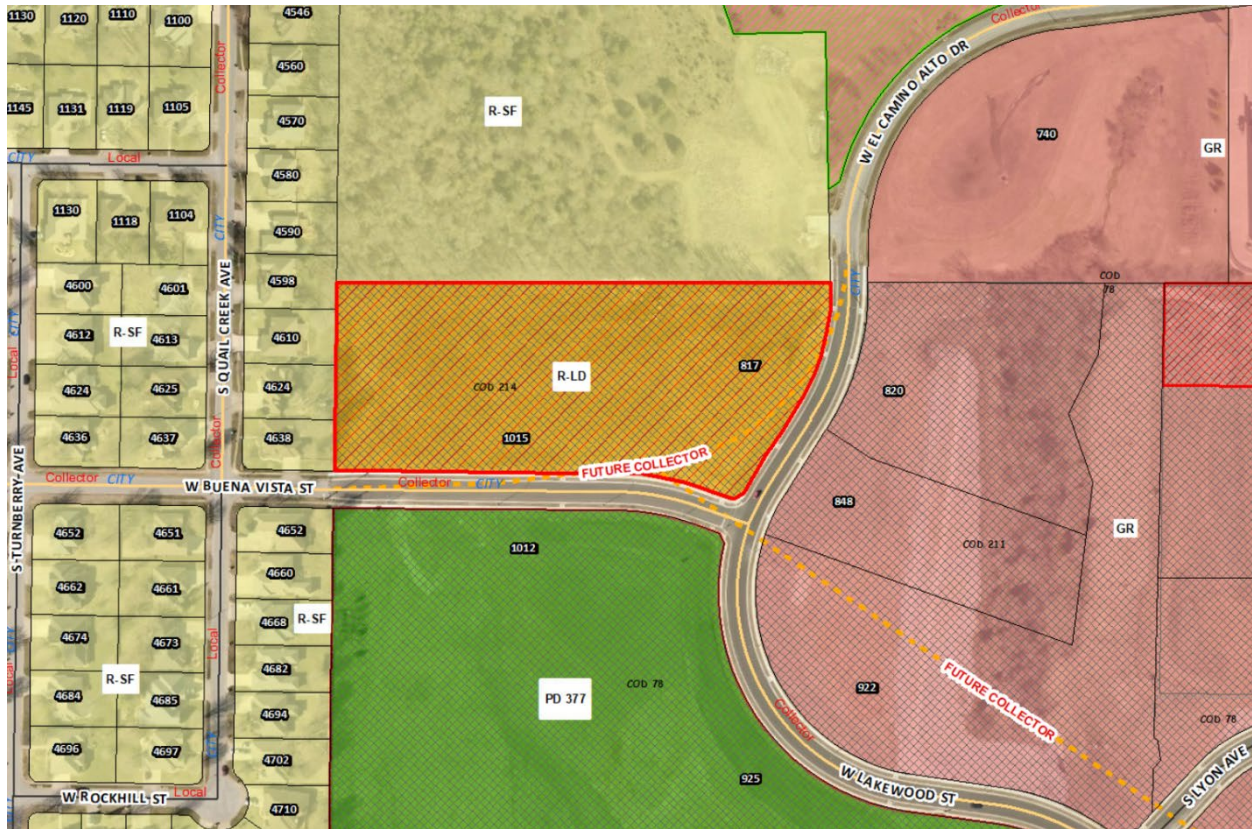
- Multi-story buildings should be sited and designed to reduce the impact on adjacent lower intensity residential development.

FUTURE PLACETYPE MAP:



DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	R-SF	PD 377	GR	R-SF
LAND USE	Vacant/undeveloped	Vacant/undeveloped	Personal Service uses	Single-family residential uses
PLACETYPES	City Corridor	City Corridor	City Corridor	Traditional Neighborhood

DEPARTMENT COMMENTS:

1. DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:
No comments.
2. CITY UTILITIES:
No issues with the proposed rezoning.
3. DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

DEVELOPMENT REVIEW STAFF REPORT

- a. No issues with rezoning. Property has access to public sewer.
4. FIRE DEPARTMENT:
No comments.
5. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

The property is in the **Ward Branch** drainage basin. The property **is not** located in a FEMA designated floodplain. Staff **is not** aware of flooding problems in the local or downstream area. The city **is not** aware of a sinkhole or other Karst feature at this location. The property **does not have a stream buffer on site**.

A fee in lieu of on-site stormwater detention **is not applicable because detention is already provided**.

Please note that development of the property will be subject to the following conditions at the time of development:

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

1. A fee in lieu of detention has already been completed as part of the Public Improvement Project for the Third Ridge at Ward Subdivision (2018PW0065).

WATER QUALITY REQUIREMENTS

1. 2018PW0065 did not construct a Water Quality Stormwater Control Measure. At the time of development Water Quality must be constructed.
2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.
3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

N/A

SINKHOLES & KARST FEATURES

N/A

DEVELOPMENT REVIEW STAFF REPORT

ADDITIONAL STORMWATER REQUIREMENTS

1. Stormwater Control Measures are the responsibility of the property owner or property owners' association to maintain, repair, and update unless the agreement is made with the City to operate. Operation and maintenance agreements are required for any permanent stormwater control measures.

6. DEPARTMENT OF PUBLIC WORKS TRAFFIC DIVISION:

TRAFFIC REPORT

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	W. El Camino Alto Drive	Collector	City	30	30	NA	No	Yes	Yes
Street 2	W. Buena Vista Street	Collector	City	30	30	NA	No	Yes	Yes

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - The Ward Branch Greenway Trail is near the property. There are no bus stops near the property.

IMPROVEMENTS - No improvements are required for this rezoning. A traffic study is not required for this rezoning.

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 5.4 acres of property generally located at 817 W. El Camino Alto Drive from R-LD, Low-Density Multi-Family Residential District with COD 214 to O-1, Office District and establishing Conditional Overlay District No. 253. The applicant intends to develop a senior living facility.
2. The O-1 Office District is intended to be a restrictive district for low intensity office or professional uses which may be located outside the center city adjacent to any of the residential districts, with appropriate buffers and landscaping so as not to create an adverse effect on adjacent residential areas.

DEVELOPMENT REVIEW STAFF REPORT

3. The proposed Conditional Overlay District will provide additional buffering and height restrictions to the single-family neighborhood to the west. Certain use limitations are also included in the COD. These are similar restrictions that are in the current COD No. 214.
4. The applicant is not proposing any changes to the existing gate between Quail Creek Subdivision and Ward Branch Subdivision. The gate is located in public right-of-way and is controlled and maintained by Public Works.
5. The subject property is located along El Camino Alto and Buena Vista which are classified as collector roadways.
6. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
7. There are no known changing conditions in the area affected that make the proposed rezoning necessary.
8. The range of uses in the proposed O-1 district and COD are compatible with the uses permitted on other property in the immediate vicinity and in the City Corridor placetype.
9. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
10. The impact of the proposed uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity. This property and others in the Ward Branch Subdivision have been provided with streets and infrastructure to support the proposed development as required by a traffic study.
11. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
12. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.
13. The proposed rezoning was reviewed by City departments and comments are contained in the staff report (above).
14. The applicant held a neighborhood meeting on June 18, 2024, regarding the rezoning request. A summary of the meeting is attached (Attachment 2).
15. The public notice was advertised in the Daily Events at least 15 days prior to the public hearing. The property was posted by the applicant at least 10 days prior to the public hearing. Public notice letters were sent out at least 10 days prior to the public hearing to all property owners within 185 feet.

DEVELOPMENT REVIEW STAFF REPORT

STAFF RECOMMENDATION:

1. Staff recommends approval of the rezoning request based on its compatibility with the *Comprehensive Plan's* City Corridor Placetype.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.

DEVELOPMENT REVIEW STAFF REPORT

ATTACHMENT 1 Conditional Overlay District No. 253

The requirements of Section 36-433, Heavy Manufacturing District of the Land Development Code shall be modified as set forth herein for development within this district:

1. A type C bufferyard, following section 36-482, Landscaping and bufferyards, of Zoning Ordinance will be placed on the west property line with a six-foot wood privacy fence. This bufferyard must include an additional six evergreen trees for every 100 feet of bufferyard length, for a total of eight evergreen trees per 100 feet of length.
2. All structures within 400 feet of the west property line shall be limited to a maximum height of one story above finished grade.
3. No community amenities – including but not limited to pools, dog walks, trash dumpsters or other common space – shall be permitted within 100 feet of the west property line.

Attachment 2

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: R-LD w/ COD to O1 w/ COD
(existing zoning) (proposed zoning)
2. Meeting Date & Time: 6-18-24 4:00 - 6:30
3. Meeting Location: 817 W. El Camion Alto St.
4. Number of invitations that were sent: 80
5. How the mailing list was generated: Provided by City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 21
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

1. Are buildings going to be multiple stories? Response- All buildings are planned to be a single story for the west 400' of the site.
2. Where are the proposed entrances? Response - Provided preliminary site plan.
3. What will happen with the fire gate? Response - The fire gate is outside of the scope of this project.
4. What happens to our fence? Response - The owner will work with the property owners to come up with a satisfactory 6' tall fence to all parties.
5. Can the site be mowed in the near future? Response - The owner is making arrangements to have the site mowed

8. List or attach the written comments and how you plan to address any issues:

None

I, DAVID BODEEN (print name), attest that the neighborhood meeting was held on 6-18-24 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."



Signature of person completing affidavit

DAVID BODEEN

Printed name of person completing affidavit

	NAME	ADDRESS	PHONE
1	DON + LINDY STAINBRANK	4636 S TURNBERRY AVE	508-274-1594
2	David E. Cobb	4651 S. Quail Creek	417 850-0072
3	Hanny Broderick	4637 S. Turnberry Ave	417 839 4998
4	Juan Umbarger	4661 S. Quail Oak	417 8577438
5	PHIL + NANCY RAIDER	4613 S. Quail Creek Ave	417-766-3196
6	Bill + Joyce Kastler	1131 W. Beckman	417-850-1999
7	Jasen + April McIntosh	4270 S. Quail Creek Ave	417-763-4433
8	ANTHONY ASAY	4732 S. WOODPOINTE AVE	870-754-1934
9	JOHN BARBER	4656 S. WOODPOINTE AVE	417-353-5131
10	Judith + Mitt Moore	4682 S. Quail Creek Ave	816-294-2343
11	Ross Smith + Becky Kelner	4610 S. QUAIL CREEK AVE	417-844-3093
12	Ryan Steck	4638 S. Quail Creek Ave	417-536-3524
13	Jordan / Austin Gardner	4312 S. Quail creek Ave.	417-414-1586
14			
15			
16			
17			
18			
19			
20			
21			
22			

From: [Melanie Steck](#)
To: dbodeen@pinnacledc.com; Zoning@springfieldmo.gov
Subject: 817 W. El Camino Alto Development
Date: Wednesday, June 19, 2024 1:28:49 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

****CAUTION**** This email originated from outside the organization. Do not open attachments or click links from sources you do not know and trust.

Good afternoon,

It was very nice to meet David Bodeen at the meeting yesterday evening. Ryan and I live at 4638 S. Quail Creek Ave right next to the fire gate, and I am on the board of the POA in Quail Creek. I am in support of the change in zoning with the proposed modifications to the conditional overlay. My neighbors seem to feel the same about the proposed 55+ build behind us.

Please reach out with any questions you may have.

Thank you,

Melanie Steck | Credit and Collections Analyst

SMC, Our Knowledge is Your Power

msteck@smcelectric.com

Phone: 417.865.2825 | 800.264.5293

Fax: 417.865.3019

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.....
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DATE:	6-19-24	Telephone No.	417-689-2529
YOUR NAME:	Richard & Joan Umberger		
YOUR ADDRESS:	4661 S. Quail Creek	65810	
PROJECT ADDRESS:	817 W. El Camino Alto	65810	

COMMENTS:

We've experienced a history of "bait & switch" on specs in the past with this project. We have no objection to the 55+ community as presented by PDC IF: all structures within 400' of west property line of Quail Creek are limited to a maximum height of one-story above finished grade. Another primary goal is to keep the fire gate locked and closed.

City of Springfield, Missouri - Development Review Office - 840 Boonville, Springfield, MO 65802 - 417.864.1611

Application for Zoning Map Amendment & Planned Developments

*Fees are non-refundable



EXPLANATION TO COUNCIL BILL 2024-161 (JENSON)

FILED: 08/07/2024

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Official Map of the City of Springfield, Missouri, adopted pursuant to General Ordinance 1478, by changing the street name of the 1700-2000 block of South McCurry Street to South McCurry Avenue.

PURPOSE: Amending the Official Map of Springfield, adopted pursuant to General Ordinance 1478 by changing the street name of the South 1700-2000 block of McCurry Street to McCurry Avenue. (Staff and Planning and Zoning Commission both recommend approval.)

BACKGROUND INFORMATION: STREET NAME CHANGE NO. 82

This is a request by the City of Springfield to re-name the South 1700-2000 block of McCurry Street to McCurry Avenue.

REMARKS: The Planning and Zoning Commission held a public hearing on July 11, 2024, and recommended approval, by a vote of 8 to 0.

The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. This change will provide consistency as the suffix for McCurry is "Avenue" along the 2000-2200 south block and the 3600-3800 north block of the roadway.
2. Ordinance 6128, adopted January 28, 1947, specifies that north-south roadways shall be designated as "avenues" and east-west roadways shall be designated as "streets".
3. The City's Transportation Plan identifies McCurry Street as a collector roadway from University Street to Washita Street and a commercial local roadway from Washita Street to the southern terminus of the subject area.

Submitted By: Andrew Menke, Senior Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:



- Attachments:**
1. Street Name Change 82 - 1700-2000 Block of South McCurry
Street_Ord
 2. StreetNameChange82_exhA
 3. StreetNameChange82_exhB

One-rdg. _____
P. Hrngs. X
Pgs. 11
Filed: 07-30- 24

Sponsored by: Jenson

First Reading: _____

Second Reading: _____

COUNCIL BILL 2024-161

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Official Map of the City of Springfield, Missouri, adopted
2 pursuant to General Ordinance 1478, by changing the street name
3 of the 1700-2000 block of South McCurry Street to South McCurry
4 Avenue.
5 _____
6

7 WHEREAS, the City of Springfield has filed an application to change the street
8 name of the 1700-2000 block of South McCurry Street to South McCurry Avenue to
9 comply with General Ordinance 6128, adopted January 28, 1947, which specifies that
10 north-south roadways shall be designated as “avenues” and east-west roadways shall
11 be designated as “streets”; and
12

13 WHEREAS, following proper notice, the Planning and Zoning Commission held a
14 public hearing on July 11, 2024, and recommended approval of the request 8-0, a copy
15 of the Record of Proceedings from said public hearing being attached hereto and
16 incorporated herein by this reference as "Exhibit A," and said Commission made its
17 recommendation; and
18

19 WHEREAS, the City has prepared a staff report concerning this application,
20 which is attached hereto and incorporated herein by this reference as “Exhibit B”; and
21

22 WHEREAS, proper notice was given of a public hearing before City Council, and
23 said hearing was held in accordance with the law.
24

25 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
26 SPRINGFIELD, MISSOURI, as follows, that:
27

28 Section 1 – The Official Map of the City of Springfield, Missouri, adopted
29 pursuant to General Ordinance 1478, is hereby amended by changing the name of the
30 1700-2000 block of South McCurry Street to South McCurry Avenue.
31

32 Section 2 – The City Clerk is hereby directed to make the modifications to the
33 Official Map of the City of Springfield as adopted by General Ordinance 1478, as

34 amended, as shown above.

35
36 Section 3 – This Ordinance shall be in full force and effect from and after
37 passage.

38
39 Passed at meeting: _____

40
41 _____
42 Mayor

43
44 Attest: _____, City Clerk

45
46 Filed as Ordinance: _____

47
48 *Laura Vales*
49 Approved as to form: _____, Assistant City Attorney

50
51
52 Approved for Council action *Jason C. Hage*, City Manager

EXHIBIT A
RECORD OF PROCEEDINGS
Planning and Zoning Commission – July 11, 2024

Street Name Change 82
1700-2000 blk of South McCurry Street
Applicant: City of Springfield

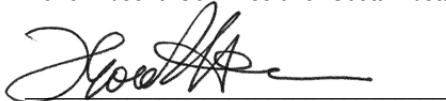
Mr. Andrew Menke stated that this is a request to re-assign the south 1700 block through the south 2000 block of McCurry Street to McCurry Avenue.

No speakers

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Street Name Change 82, Commissioner Doennig seconded the motion. It Passed with the following vote: Ayes: Commissioner Ridge, Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Lebeck, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Scott. Abstain: None.

A handwritten signature in black ink, appearing to read 'Bob Hosmer', is written over a horizontal line.

Bob Hosmer, AICP
Planning Manager

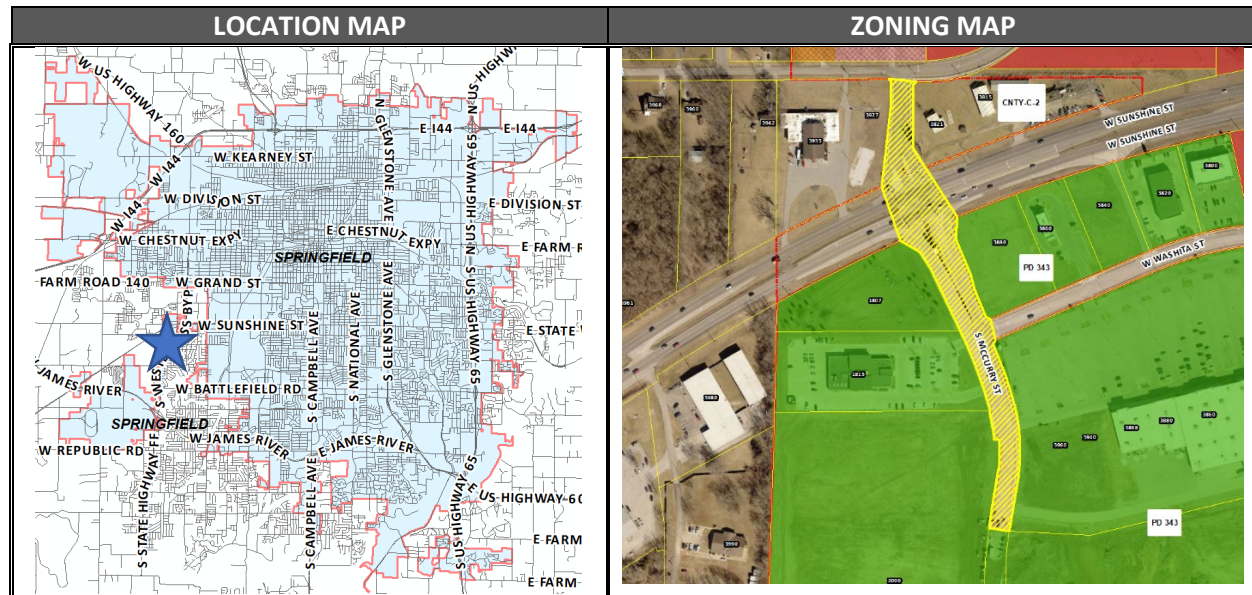
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Street Name Change No. 82
Location:	1700-2000 blk of South McCurry Street
Applicant:	City of Springfield
Existing Land Use:	Collector and commercial local roadway
Neighborhood Meeting:	N/A
Planning and Zoning Commission:	July 11, 2024
City Council:	August 5, 2024
Public Notification:	Mail, posted property, and legal in Daily Events
Staff:	Andrew Menke, Senior Planner – (417) 864-1613
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of Street Name Change No. 82 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

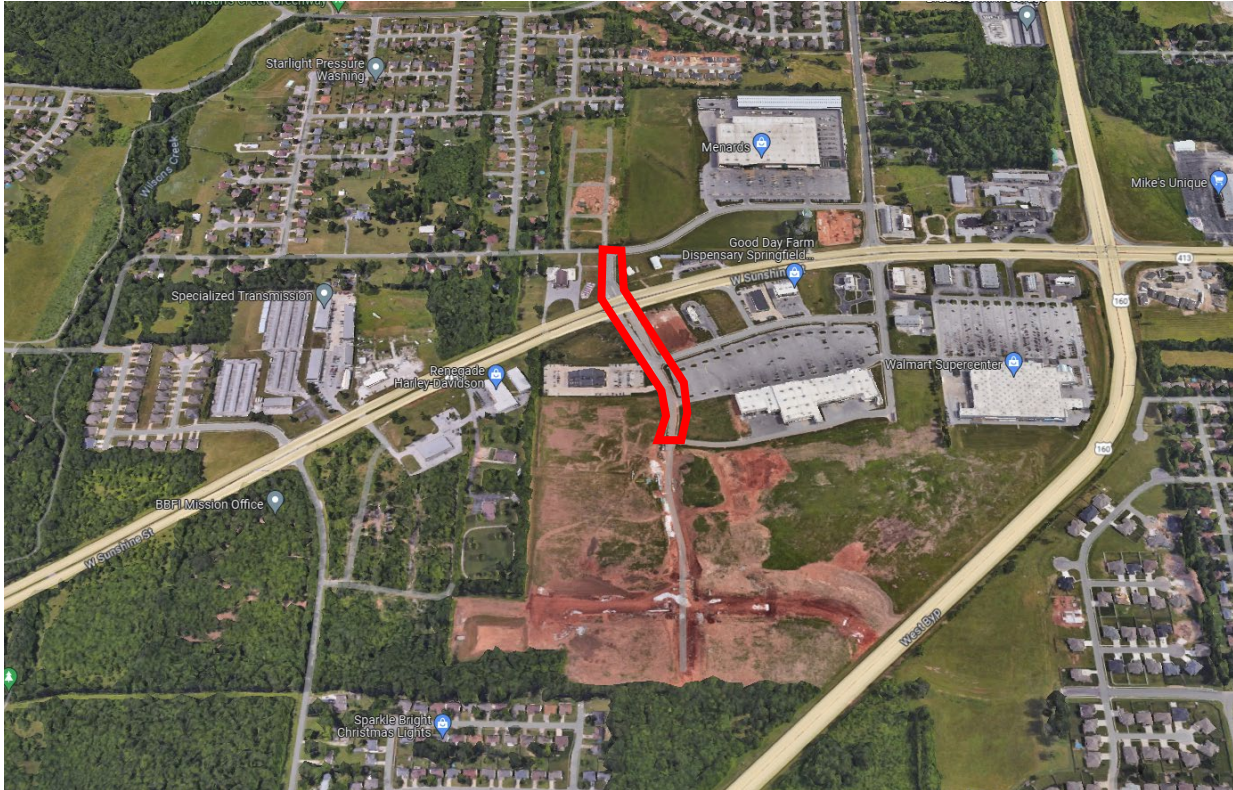
PROJECT SUMMARY:

Request to re-assign the south 1700 block through the south 2000 block of McCurry Street to McCurry Avenue. (Roughly located between University Street and Seminole Street).



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



PROPERTY HISTORY:

The subject area in which McCurry Street is located was annexed into the City as real property in 2007 (south of Sunshine Street) and 2015 (north of Sunshine Street). The right-of-way for McCurry Street that is south of Sunshine was dedicated via plat in 2014 and 2016. The portion north of Sunshine was dedicated by right-of-way deeds in 2020.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 98-10. - Procedure for changing names of streets.

Before the name of any public street is changed, there shall be public notice of such proposed change and public hearings shall be held in accordance with the following procedures:

- (1) All such changes shall first be considered by the planning and zoning commission at a public hearing.
- (2) Prior to the public hearing before the planning and zoning commission, notices of such hearing shall be posted in the area where the name change is to take place, which notice shall set out the time, date and location of the public hearing, giving at least ten days' notice of the hearing. Such notices shall be conspicuously displayed by posting the notice on the city right-of-way.
- (3) The planning and zoning commission of the city shall hold its public hearing on the name change and shall submit its recommendation to the city council.

DEVELOPMENT REVIEW STAFF REPORT

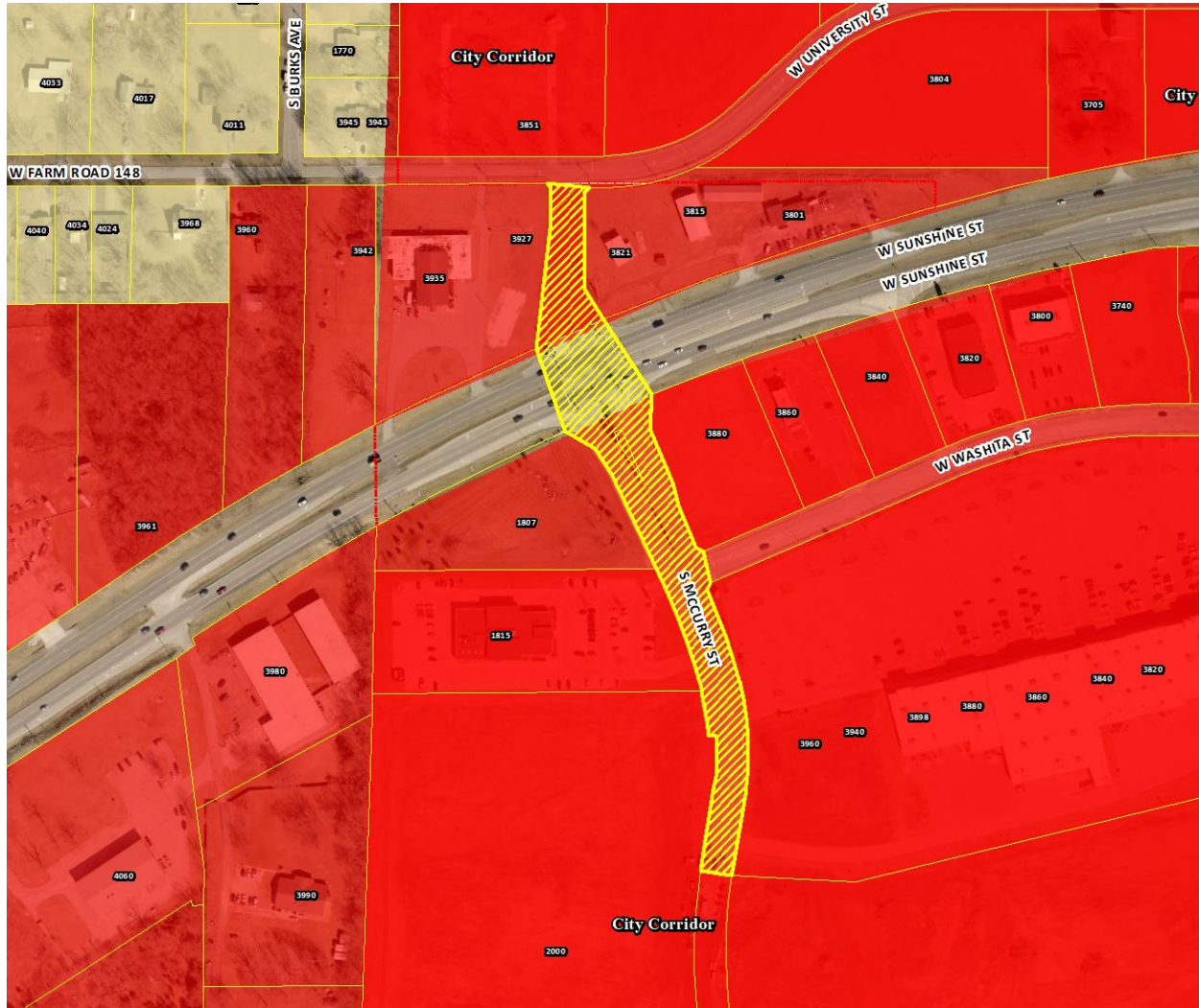
- (4) Thereafter, the city council shall hold a public hearing on the proposed name change, giving at least five days' notice of the public hearing in accordance with the provisions set forth in this section. After holding the public hearing, the city council may, in its discretion, change the name and shall give notice of such change to the post office and other appropriate public officials.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

Not applicable to Street Name Change application.

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	GR w/ COD #166	Right-of-way	PD 343 & County C-2	PD 343 & County R-1
LAND USE	Undeveloped	Right-of-way	Retail & restaurants	Church, office, & undeveloped
PLACETYPES	City Corridor	City Corridor	City Corridor	City Corridor

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. This request is to rename the 1700-2000 block of South McCurry "Street" to South McCurry "Avenue".
2. This change will provide consistency as the suffix for McCurry is "Avenue" along the 2000-2200 south block and the 3600-3800 north block of the roadway.
3. Ordinance 6128, adopted January 28, 1947, specifies that north-south roadways shall be designated as "avenues" and east-west roadways shall be designated as "streets".
4. The City's Transportation Plan identifies McCurry Street as a collector roadway from University Street to Washita Street and a commercial local roadway from Washita Street to the southern terminus of the subject area.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal meeting the approval criteria listed in Attachment 1.

PLANNING AND ZONING COMMISSION OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed street name change:

1. Recommend against the proposed street name change, or
2. Recommend approval of the proposed street name change.

PUBLIC NOTIFICATION:

The property was posted by the applicant at least 10 days prior to the public hearing. Public notice letters were sent out at least 10 days prior to the public hearing to all property owners adjacent to the proposed street name change.

Notices sent to property owners
adjacent to the proposed street
name change:

Mailed: 7

Returned: 0



DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT COMMENTS:

ATTACHMENT 1

MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT):

Intersection of Sunshine (MO-413) and McCurry Ave already labeled as such. MoDOT has no concerns.

DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING RIGHT-OF-WAY DIVISION

Approved.

911 EMERGENCY COMMUNICATIONS:

Approved.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

No comment.



EXPLANATION TO COUNCIL BILL 2024-165 (HORTON, MCGULL)

FILED: 08/07/2024

ORIGINATING DEPARTMENT: Public Works

TITLE: A special ordinance amending the Fiscal Year 2024-2025 budget of the Department of Public Works in the amount of \$1,350,000 to appropriate 1/4-cent Capital Improvement Sales Tax fund balance reserves for sidewalk improvements and rehabilitation of existing sidewalks.

PURPOSE: Approving a budget adjustment amending the Fiscal Year 2024-2025 budget of the Department of Public Works in the amount of \$1,350,000 to appropriate 1/4-cent Capital Improvement Sales Tax fund balance reserves for sidewalk improvements to fill high priority sidewalk gaps and perform rehabilitation of existing sidewalks to meet requirements in accordance with the City's previously approved ADA transition plan.

BACKGROUND INFORMATION: This project continues the progress of the ADA transition plan updating our existing sidewalks to federal standards. It aims to address high-priority gaps in connectivity, and repair existing sidewalks in Council Zones 1 and 2, enhancing walkability. The use of 1/4-cent Capital Improvement Sales Tax reserve funds will help fulfill ADA transition plan commitments despite the increased construction costs that occurred in the previous tax cycle. The proposed repair locations detailed in "Exhibit A" and pending approval of funds, are scheduled to be bid in August 2024.

Supports the following City Council Priorities:

- Public Safety
- Quality of Place

REMARKS: Public Works recommends approval of this Council bill and budget adjustment.

Submitted By: Martin Gugel, Assistant Director of Public Works

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Attachments:

1. Sidewalk Improvement Budget Adjustment_ord
2. Sidewalk Improvement Budget Adjustment Map_ExhA
3. Sidewalk Improvement Budget Adjustment BA_ExhB

One-rdg. _____
P. Hrngs. _____
Pgs. 6
Filed: 07-30-24

Sponsored by: Horton, McGull

First Reading: _____

Second Reading: _____

COUNCIL BILL 2024-165

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Fiscal Year 2024-2025 budget of the Department of Public Works
2 in the amount of \$1,350,000 to appropriate 1/4-cent Capital
3 Improvement Sales Tax fund balance reserves for sidewalk
4 improvements and rehabilitation of existing sidewalks.
5 _____
6

7 WHEREAS, the City, in accordance with its Americans with Disabilities Act
8 ("ADA") transition plan, aims to address high-priority gaps in sidewalk connectivity and
9 repair existing sidewalks in Council Zones 1 and 2; and
10

11 WHEREAS, use of 1/4-cent Capital Improvement Sales Tax reserve funds will
12 help fulfill ADA transition plan commitments despite increased construction costs; and
13

14 WHEREAS, the proposed repair locations detailed in "Exhibit A," attached hereto
15 and incorporated herein by reference, are scheduled to be bid in August 2024.
16

17 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
18 SPRINGFIELD, MISSOURI, as follows, that:
19

20 Section 1 – The budget of the City of Springfield for Fiscal Year 2024-2025 is
21 hereby amended in the accounts and in the amounts as shown on Budget Adjustment
22 No. 016, a copy of which is attached hereto and incorporated herein by reference as
23 "Exhibit B."
24

25 Section 2 – City Council hereby finds that the budget adjustment made above
26 has been recommended by the City Manager.
27

28 Section 3 – The City Manager is directed to cause the appropriate accounting
29 entries to be made in the books and records of the City.
30

31 Section 4 – This Ordinance shall be in full force and effect from and after
32 passage.
33

34 Passed at meeting: _____

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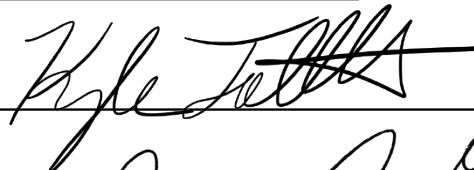
46

47

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form:  _____, Assistant City Attorney

Approved for Council action:  _____, City Manager

2024PW0009 Sidewalk Improvement Project



Group A

Repair sidewalks on Norton Road (Kansas Expwy to Pickwick Ave.)
Repair sidewalks on Kentwood Ave. (Pickwick Ave. to McClernon St.)
Repair sidewalks on McClernon St. at Kentwood Ave.

Group B

Install NEW sidewalk to fill Gap on Lee Street at Newton Ave.
Install NEW sidewalk to fill Gap on Dale Street at Johnston Ave.
Install NEW sidewalk to fill Gap on Fort Avenue at Kearney St.
Install NEW sidewalk to fill Gap on High Street (Kansas Expwy.
to Newton Ave.)

Group C

Repair sidewalks on High Street (Golden Ave. to Kansas Expwy.)
Install NEW sidewalk on Park Avenue west side (High Street to Tom
Watkins Park parking lot)

Group D

Repair sidewalks on Division Street (Western Ave. to Colgate Ave.)
Install NEW sidewalk to fill Gap on Division at Western Ave.

Group E

Repair sidewalks on Nichols Street (Kansas Expwy to Grant Ave.)
Install NEW sidewalks to fill Gap on Nichols Street (Fort Ave. to Franklin Ave.)

CITY OF SPRINGFIELD, MO
BUDGET ADJUSTMENT

Exhibit B

Budget Adjustment
016

Revenues:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
Net Revenue Adjustment						\$0	

Expenditures:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
41090	20	73020	509110	102726	00000	1,350,000	Sidewalk Improvements - ADA Transition Plan
Net Expenditure Adjustment						\$1,350,000	

Fund Balance Appropriation:

Fund		Title	Amount
41090	20	1/4-Cent Capital Imp. Sales Tax	(\$1,350,000)

Explanation: To amend the FY2024-25 budget by appropriating \$1,350,000 of 1/4-Cent Capital Improvement Sales Tax fund balance reserves for sidewalk improvements at various locations in accordance with the ADA Transition Plan.

Requested By:

Dan Smith July 30, 2024
Department Head Date

Approved By:

DL Hill July 30, 2024
Director of Finance Date

City Manager Date

Authorization:

Council Bill No. 2024-165
Ordinance No. _____
1st Reading _____
2nd Reading _____
Journal Imp No. _____

EXPLANATION TO COUNCIL BILL 2024-166 (SIMPSON)

FILED: 08/07/2024

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the renewal of the Cluster Preliminary Subdivision Plat of Reed Avenue Cottages, generally located at 4423 South Reed Avenue, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance.

PURPOSE: Authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Renewal of the Cluster Preliminary Subdivision Plat of Reed Avenue Cottages, generally located at 4423 South Reed Avenue upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance. (Staff recommends that City Council accept the public streets and easements.)

BACKGROUND INFORMATION:

A. An original Cluster Preliminary Subdivision Plat of Reed Avenue Cottages dated December 31st, 2021, is on file in the Department of Planning and Development. A reduced version of which is included for general reference in Attachment 4.

B. The Planning and Zoning Commission held a public hearing on July 11th, 2024, and approved the Preliminary Plat Renewal by a vote of 8 to 0, subject to the following conditions:

1. All improvements shall be constructed in accordance with the "Design Standards for Public Improvements" of the Public Works Department and the maintenance and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required sanitary sewer, street, sidewalk, and drainage plans shall be prepared in accordance with City standards and specifications and approved by the Director of Public Works.

2. All required street rights-of-way, drainage and utility easements and limitations of access shall be dedicated on the final plat.

3. The developer shall meet all city and state erosion control regulations prior to disturbing the soil.

4. It is determined that the public interest requires assurance concerning adequate maintenance of common space areas and improvements. The restrictive covenants, rules and bylaws creating the common ownership must therefore provide that if the owners of the Property Owners Association shall fail to maintain the common areas or improvements in reasonable order and condition in accordance with the approved plans, the City may, after notice and hearing, maintain the same and assess the costs against the units or lots, per the Common Open Space and Common Improvement Regulations section of the Zoning Ordinance.

5. The developer shall be responsible for the relocation costs of any existing utility services and shall be responsible for clearing all utility easements of trees, brush, and overhanging tree limbs.

6. All other requirements which are necessary for this subdivision to be in compliance with the Subdivision Regulations.

All required improvements shall be the sole responsibility of the sub-divider. As prescribed by Section 36-233 of the Subdivision Regulations, the improvements shall be made or guaranteed by means of bond, escrow agreement, letter of credit or other appropriate security agreement. Release of the final plat for recording shall be withheld until the sub-divider has complied with this section.

Section 36-226 of the Subdivision Regulations requires that a final plat be submitted within two years of City Council's acceptance of the public streets and easements.

Attached for Council information is a sketch showing the location of the plat area, an exhibit showing the proposed plat, and a copy of the Planning and Development Department staff report to the Planning and Zoning Commission.

The Comprehensive Plan's Land Use & Development chapter groups this area into the Traditional Neighborhood Placetype. This placetype is predominately comprised of post-war residential neighborhoods that contain predominantly single-family detached dwellings with uniform setbacks, building designs, and parcel sizes, that are separated from dissimilar uses by distinct zoning boundaries and buffer yards. These neighborhoods can follow a gridded block pattern or curvilinear streets and are well connected internally with sidewalks and trails.

Planning for Traditional Neighborhoods should strive to increase and integrate quality of place and complete neighborhood characteristics. These characteristics could include beautification efforts such as planting street trees, expanding connections and access to the greenway and trail system, and support for low-intensity multi-family, low-intensity neighborhood commercial, or a mix of uses to serve area residents. Multi-family, neighborhood commercial, or mixed use should be located on the edges of the greenway system, on higher classification roadways, or areas identified by residents during the neighborhood planning process. Preservation of residential housing and

housing patterns should be prioritized where lots are predominately accessed from side or internal local streets. (p. 36, Chapter 5: Land Use & Development)

The proposed subdivision continues the single-family use that is present on the adjacent properties and surrounding streets. The intent is to build single-family semi-detached dwellings, which are present in the subdivision to the northeast of the subject site. Sidewalks are proposed on one side of Old Ivy Street and Reed Avenue, providing for future connectivity to the sidewalk network in the area.

REMARKS: Staff recommends approval.

Submitted By: Andrew Menke, Senior Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Attachments:

1. Reed Avenue Cottages Preliminary Plat Renewal_Ord
2. Reed Ave Cottages Renewal_exhA
3. Reed Ave Cottages Renewal_exhB

One-rdg. _____
P. Hrngs. _____
Pgs. 24
Filed: 07-30-24

Sponsored by: Simpson

First Reading: _____

Second Reading: _____

COUNCIL BILL 2024-166

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the Director of Planning and Development to accept the dedication of
2 public streets and easements to the City of Springfield, Missouri, as
3 shown on the renewal of the Cluster Preliminary Subdivision Plat of
4 Reed Avenue Cottages, generally located at 4423 South Reed
5 Avenue, upon the applicant filing and recording a final plat that
6 substantially conforms to the preliminary plat; and authorizing the City
7 Clerk to sign the final plat upon compliance with all the terms of this
8 Ordinance.
9 _____

10
11 WHEREAS, an original Cluster Preliminary Subdivision Plat of Reed Avenue
12 Cottages, dated December 31, 2021, is on file with the City's Department of Planning
13 and Development; and
14

15 WHEREAS, the Planning and Zoning Commission conditionally approved the
16 Cluster Preliminary Subdivision Plat of Reed Avenue Cottages, which is generally
17 located at 4423 South Reed Avenue, on March 10, 2022; and
18

19 WHEREAS, on April 4, 2022, City Council authorized the Director of Planning
20 and Development to accept the dedication of public streets and easements to the City,
21 as shown on the Cluster Preliminary Subdivision Plat of Reed Avenue Cottages, upon
22 the applicant filing and recording a final plat substantially confirming to the Preliminary
23 Plat; and
24

25 WHEREAS, approval of a preliminary plat is effective for a period of two (2)
26 years, but the Planning and Zoning Commission may extend this effective period by two
27 (2) years upon application by the subdivider; and
28

29 WHEREAS, the Planning and Zoning Commission held a public hearing and
30 conditionally approved the renewal of the Cluster Preliminary Subdivision Plat of Reed
31 Avenue Cottages on July 11, 2024, a copy of the Record of Proceedings from said
32 public hearing being attached hereto and incorporated herein by this reference as

33 "Exhibit A."
34

35 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
36 SPRINGFIELD, MISSOURI, as follows, that:
37

38 Section 1 – City Council hereby authorizes the Director of Planning and
39 Development, on behalf of the City of Springfield, Missouri, to accept the land,
40 easements, and improvements dedicated to the City, as shown on the Cluster
41 Preliminary Subdivision Plat of Reed Avenue Cottages, which is generally located at
42 4423 South Reed Avenue, as approved by the Planning and Zoning Commission. The
43 original Cluster Preliminary Subdivision Plat of Reed Avenue Cottages is on file in the
44 Department of Planning and Development ("Approved Preliminary Plat"), a reduced
45 version of which is attached hereto for general reference as "Exhibit B – Attachment 4."
46 All of "Exhibit B," including attachments, is incorporated herein by this reference.
47

48 Section 2 – The Director of Planning and Development shall be authorized to
49 accept the land, easements, and improvements dedicated to the City, as shown on said
50 plat, upon the applicant filing and recording a final plat in accordance with this
51 Ordinance and the Subdivision Regulations of the City, which final plat shall
52 substantially conform to the Approved Preliminary Plat, including those conditions
53 described in "Exhibit B – Attachment 2," and upon the Director of Public Works certifying
54 to the Director of Planning and Development and the City Clerk that the public
55 improvements have been made in accordance with City standards and specifications.
56 Said public improvements shall not be accepted until the occurrence of all conditions
57 referenced herein and in "Exhibit B – Attachment 2."
58

59 Section 3 – The final plat shall not be recorded until: (1) the public improvements
60 relating to the Approved Preliminary Plat have been constructed according to the
61 specifications of the City of Springfield, Missouri, and are approved by the Director of
62 Public Works, and all engineering fees, permit fees, licenses, and other fees occasioned
63 by or in connection with the construction of said improvements have been paid to the
64 City; or (2) in lieu of the construction of the improvements, that the Applicant has filed
65 with the City Manager, according to the terms of the Subdivision Regulations of the City,
66 the prescribed financial assurances in a form acceptable to the City to ensure the
67 construction of the improvements and the payment to the City of all engineering fees,
68 permit fees, licenses, and other fees occasioned by, or which will be occasioned by, the
69 construction of the improvements.
70

71 Section 4 – Upon compliance with all the requirements of this Ordinance,
72 including the conditions described in "Exhibit B – Attachment 2," the City Clerk is hereby
73 authorized to endorse City Council's approval upon the final plat pursuant to Section
74 445.030, RSMo., and such endorsement shall constitute the acceptance of the Public
75 Improvements contained therein.
76

77 Section 5 – This Ordinance shall be in full force and effect from and after its
78 passage.

79 Passed at meeting: _____

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Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: Laura Vales, Assistant City Attorney

Approved for Council action: Jason A. Hays, City Manager

EXHIBIT A
RECORD OF PROCEEDINGS
Planning and Zoning Commission – July 11, 2024

Preliminary Plat of Reed Avenue Cottages - Renewal
4423 South Reed Avenue

Applicant: Milton at Reed Road, LLC

Mr. Andrew Menke stated that this is a request to approve a preliminary plat for a 22-lot residential cluster development subdivision.

Mr. Nathan Adams, 3213 W. Bypass noted that the plat was approved 2 years ago but has since changed ownership and now would like to build the same thing that was already approved, and just needs re-approval.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Preliminary Plat of Reed Avenue Cottages - Renewal, Commissioner Pauly seconded the motion. It Passed with the following vote: Ayes: Commissioner Ridge, Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Lebeck, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Scott. Abstain: None.

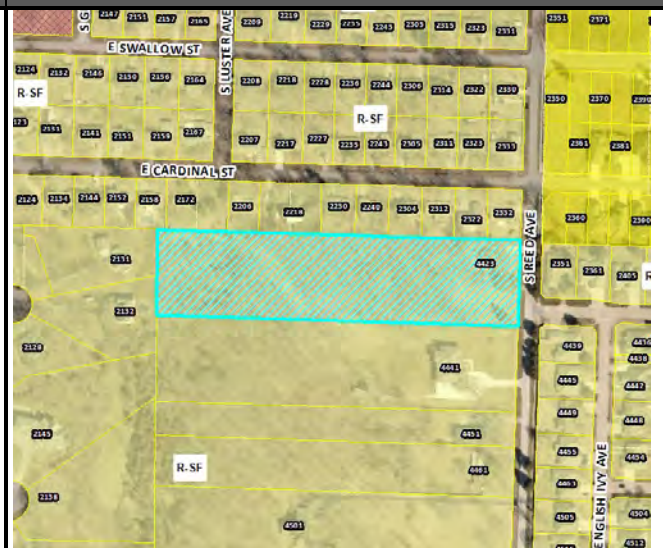


Bob Hosmer, AICP
Planning Manager

PROJECT INFORMATION

PROJECT SUMMARY:

ZONING MAP

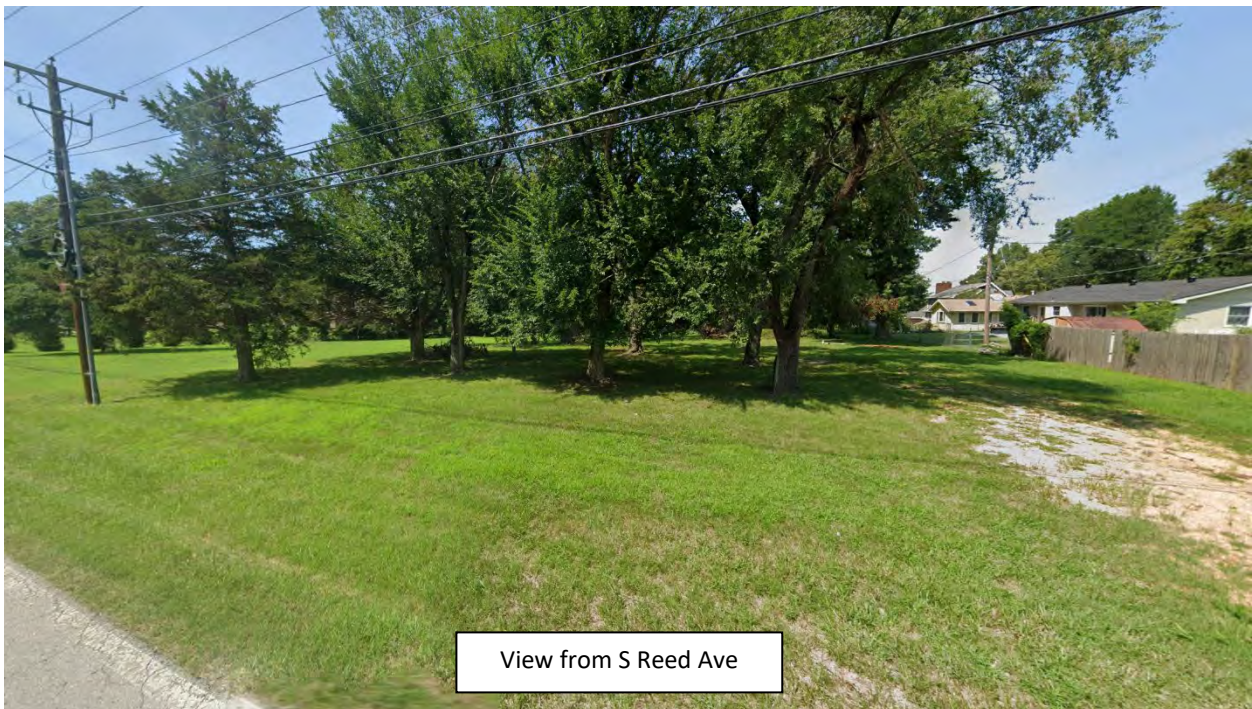


DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was annexed into the city in 1968 and has been zoned Single-Family Residential since the 1995 citywide remapping. The preliminary plat of Reed Avenue Cottages was approved in 2022, but expired on April 4, 2024. The property has never been platted.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-226. - Major subdivision review procedure.

(3) Preliminary plat.

- (a) After participating in the pre-subdivision review with city staff, the subdivider may prepare a preliminary plat, together with supplementary material as prescribed in section 36-263.
- (b) Copies of the preliminary plat and supplementary materials specified, together with a fee for administrative handling and processing in the amount prescribed by ordinance, shall be submitted to the director of planning and development with written application for approval. Upon determination that the application is complete, the director shall place the application on the agenda of the commission at a regular meeting not later than the second such meeting following the date of the filing of the application.
- (c) The commission shall hold a public hearing on the preliminary plat. Notice of the public hearing shall be made in accordance with city ordinance and the rules of the commission.
- (d) The commission shall review the preliminary plat and supporting material, recommendations from agencies or officials, and testimony and exhibits submitted at the public hearing. The commission shall approve, conditionally approve, or disapprove the preliminary plat and if approved, the commission shall express its approval and state the conditions of such approval, if any, or if disapproved, shall express its disapproval and its reasons, therefore. In any case, a notation of the action taken, and the reasons, therefore, shall be entered in the records of the commission.
- (e) If approved by the commission or approved with conditions acceptable to the applicant, then the director of planning and development shall forward the preliminary plat to the city council for its approval. Council shall determine if the land or easement proposed to be dedicated by the applicant for public use or if the public improvements shall be accepted by the city. If the city council determines that the location of the land to be dedicated for public use or the location of public improvements is appropriate and complies with applicable ordinances then the city council shall authorize the acceptance of the dedication of the land or easements upon the applicant filing and recording a final plat which substantially conforms to the preliminary plat and shall authorize the acceptance of the public improvements upon the director of public works certifying to the director of planning and development and the city clerk that the public improvements have been made in accordance with city standards and specifications.
- (f) If approved with modifications which are not acceptable to the applicant or if disapproved, the director of planning and development shall attach to the plat a statement of reasons for such action and return it to the subdivider.
- (g) Actions by the commission regarding the preliminary plat are final unless such action is appealed by the subdivider to the city council within 90 days of the action by the commission.
- (h) Effective period of preliminary approval.

DEVELOPMENT REVIEW STAFF REPORT

1. The approval of a preliminary plat shall be effective for a period of two years. The application for final plat approval must be submitted to the department of planning and development within the two-year period. Any plat not submitted within the two-year limit shall be null and void except as provided in subparagraph 2. below.
2. The planning and zoning commission may at its discretion and upon application by the subdivider extend the effective period of preliminary approval by two years, one time. All other submittals shall be considered a new preliminary plat and subject to applicable reviews.

Sec. 36-361. Cluster developments.

- (2) Cluster housing development: dwelling types and size.
 - (a) Only uses specified in the particular zoning district are permitted.
 - (b) Cluster developments shall consist of at least ten dwelling units except that cluster developments that are found by the planning and zoning commission to be a logical extension of an existing or approved cluster development may contain fewer dwelling units.
- (4) Cluster open space requirements: ownership.
 - (a) [Minimum lot size.] In each zone allowing cluster housing development, the lot size may be reduced from the minimum lot area prescribed for that zone to the minimum lot size for cluster development specified in subsection (3)(b). All such lot reductions shall be compensated for by an equivalent amount of land in open space or common area to be preserved and maintained for its scenic or historic value, for recreation or conservation purposes, or for schools, community buildings, historic buildings or sites, or related uses. Cluster open space or common area shall not include areas devoted to public or private vehicular streets or any land which has been, or is to be, conveyed to a public agency via a purchase agreement.
 - (b) Public ownership. Open space or common area within cluster housing developments may be offered for dedication to the public at the time of application. The planning and zoning commission and city council or other appropriate public body may accept such dedication upon a finding that the size, location, type of development or cost of development or maintenance of such open space or common area or the availability of public open space would make public use desirable or necessary.
 - (c) Private ownership. Cluster open space not dedicated to public use shall be protected by legal arrangements, satisfactory to the planning and zoning commission, sufficient to assure its maintenance and preservation for whatever purpose it is intended and in accordance with section 36-463, requirements for common open space and common improvements. Covenants or other legal arrangements shall specify ownership of the cluster open space; method of maintenance, responsibility for maintenance; maintenance taxes and insurance; compulsory membership and compulsory assessment provisions; guarantees that any association formed to own and maintain cluster open space will not be dissolved without the consent of the planning and zoning commission and city council and any other specifications deemed necessary by the planning and zoning commission and city council.
- (5) Cluster developments: approval.

DEVELOPMENT REVIEW STAFF REPORT

- (a) No cluster development may be constructed except in accordance with a preliminary subdivision plat approved by the planning and zoning commission under chapter 36, article II, subdivision regulations.
- (b) An approved preliminary subdivision plat for a cluster development shall provide for a total environment better than that which can be achieved under standard regulations. If, in the opinion of the planning and zoning commission, the proposed plan could be improved, with respect to the criteria listed below, by the reasonable modifications of the location of cluster open space or buildings or configurations of lots, streets and parking areas, the proposed plan shall be so modified or denied.
- (c) A permit for a cluster development shall be granted only if evidence is presented which establishes that:
 - 1. The proposed development will be in harmony with the general purposes, goals, objectives and standards of the Springfield Comprehensive Plan, this article and the subdivision regulations;
 - 2. The proposed building or use complies with all applicable regulations of this article except as modified pursuant to the authority of this section;
 - 3. The proposed building or use will not have a substantial or undue adverse effect upon adjacent property, the character of the neighborhood, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety and general welfare;
 - 4. The proposed cluster development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the development and use of neighboring property, in accordance with the applicable district regulations;
 - 5. The proposed cluster development will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire protection, drainage structures, refuse disposal, water and sewers, and schools; or the persons or agencies responsible for the establishment of the proposed use will provide adequately for such services;
 - 6. The proposed cluster development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance;
 - 7. Individual lots, buildings, streets, and parking areas are designed and situated to minimize alteration of the natural site features to be preserved;
 - 8. The usability of cluster open space intended for recreation or public use is determined by size, shape, topographic and location requirements of the particular purpose proposed for the site;
 - 9. Cluster open space shall include irreplaceable natural features located in the tract (such as, but not limited to, stream beds, significant stands of trees, individual trees of a significant size, and rock outcroppings);
 - 10. Cluster open space intended for a recreation or public use is easily accessible to pedestrians, which accessibility shall meet the needs of the handicapped and elderly;
 - 11. Diversity and originality in lot layout and individual building design is encouraged to achieve the best possible relationship between development and the land; and
 - 12. Individual lots, buildings, and units are arranged and situated to relate to surrounding properties, to improve the view from and the view of buildings, and to lessen the land area devoted to motor vehicle access.

DEVELOPMENT REVIEW STAFF REPORT

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR SINGLE-FAMILY RESIDENTIAL (CLUSTER DEVELOPMENT)
Minimum lot dimension requirements	Lot Area: 3,000 square feet Lot Width: 50 feet or reduced amount per sections 36-361(1)(a) & (3)(a) Lot Depth: 80 feet
Maximum structure height	- When side yards are less than 15 feet in width: 35 feet or two and one-half stories above the finished grade. - When side yards are 15 feet in width or greater: 45 feet or three stories above the finished grade.
Front yard setback	15 feet along local streets 25 feet along Collector streets or higher
Side and rear yard setback	Side yard: Five feet or as required by section 36-453, supplemental open space and yard regulations. Rear yard: Ten percent of the lot depth, but may not be less than ten feet nor shall more than 20 feet be required.
Street Classification	E Old Ivy Street – Local S Reed Avenue – Collector
Sidewalks	There is not existing sidewalk along the property frontage of S. Reed Avenue. Sidewalk is required to be constructed along S. Reed Avenue as part of the plat. The applicant has the option to apply to the ARC for approval to pay a fee in lieu of sidewalk construction. If approved, the fee must be paid prior to approval of the final plat. Sidewalk is also required to be constructed along one side of E. Old Ivy Street.
Open Space Requirements	Open space requirement is dependent on the extent of the lot reductions for the subdivision, where the amount of land for open space must be equivalent to the amount of land taken away from lots. The calculations showing equal compensation to open space can be found on drawing, in Attachment 4.

DEVELOPMENT REVIEW STAFF REPORT

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE: TRADITIONAL NEIGHBORHOOD

The *Comprehensive Plan's Land Use & Development* chapter groups this area into the Traditional Neighborhood Placetype. This placetype is predominately comprised of post-war residential neighborhoods that contain predominantly single-family detached dwellings with uniform setbacks, building designs, and parcel sizes, that are separated from dissimilar uses by distinct zoning boundaries and buffer yards. These neighborhoods can follow a gridded block pattern or curvilinear streets and are well connected internally with sidewalks and trails.

Planning for Traditional Neighborhoods should strive to increase and integrate quality of place and complete neighborhood characteristics. These characteristics could include beautification efforts such as planting street trees, expanding connections and access to the greenway and trail system, and support for low-intensity multi-family, low-intensity neighborhood commercial, or a mix of uses to serve area residents. Multi-family, neighborhood commercial, or mixed use should be located on the edges of the greenway system, on higher classification roadways, or areas identified by residents during the neighborhood planning process. Preservation of residential housing and housing patterns should be prioritized where lots are predominately accessed from side or internal local streets. (p. 36, *Chapter 5: Land Use & Development*)

The proposed subdivision continues the single-family use that is present on the adjacent properties and surrounding streets. The intent is to build single-family semi-detached dwellings, which are present in the subdivision to the northeast of the subject site. Sidewalks are proposed on one side of Old Ivy Street and Reed Avenue, providing for future connectivity to the sidewalk network in the area.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES													
	Single-Family Detached	Single-Family Attached	Mixed-Family	Parks & Open Space	Sports Complexes & Recreational Facilities	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major, Artisan & Innovation Spaces	Public & Private Schools & Places of Worship	Universities, Colleges & Vocational Schools	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry	Warehouse & Distribution Facilities
Residential Neighborhood	●	○	◇	○	◇	○	○	○	○	○	○	○	○	○
Mixed Residential	●	●	○	○	◇	○	○	○	○	○	○	○	○	○
Downtown	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation	○	○	○	○	○	○	○	○	○	○	○	○	○	○

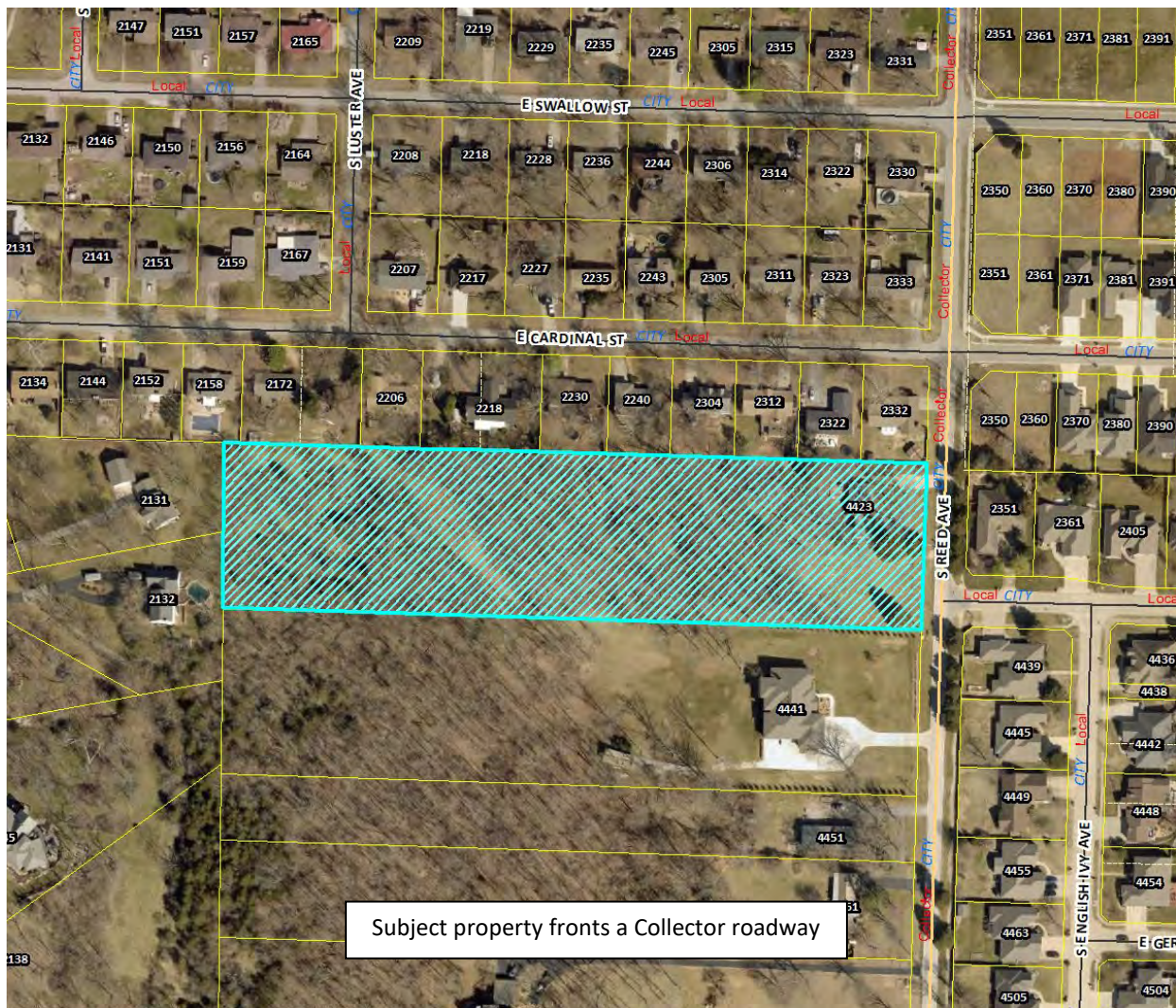
● Primary Land Use: More prominent and play a pivotal role in characterizing that placetype

○ Supporting Land Use: Less prevalent and serve to support the primary land use.

◇ Low Intensity Supporting Land Use: Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	R-SF	R-SF	R-SF	R-SF
LAND USE	Single-Family Residential	Single-Family Residential	Single-Family Residential	Single-Family Residential
PLACETYPES	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is proposing to subdivide approximately 4.74 acres of property into a twenty-two (22) lot cluster development subdivision plat named “Reed Avenue Cottages” to facilitate a residential cluster development on the property. Single-family semi-detached dwellings are currently proposed to be built.
2. Cluster developments allow lot dimensions to be reduced to a minimum of 3,000 square foot in R-SF zoning districts and a reduced minimum width. The smallest lot proposed is 3,864 square feet and the smallest width proposed is about 45 feet.
3. The proposed internal street has been oriented to allow for potential future connections to the north and south. This street is an extension of East Olde Ivy Street and is proposed to be gated at the entrance.
4. An equivalent amount of open space is being provided to compensate for the reduction of the lot sizes. The calculations showing equal compensation from lots to open space can be found on the drawing, in **Attachment 4**. Open space will be privately maintained by a neighborhood association. Covenants and restrictions will be reviewed and recorded along with the final plat.
5. Staff responses to the evidence presented to the standards for cluster development approval can be found in **Attachment 3**. Staff believes the evidence presented adequately meets the standards for cluster developments.
6. The preliminary plat for Reed Avenue Cottages was approved by City Council on April 4, 2022. An approved preliminary plat is active for two (2) years. If a final plat is not submitted within the two-year limit the Planning and Zoning Commission may, upon application by the subdivider, extend the effective period of preliminary approval by two years, one time.
7. Public improvement plans for the subdivision were submitted on February 27, 2024 and are currently under review by City staff.
8. If Planning and Zoning Commission approves the renewal of the preliminary plat, then the plat will be forwarded to City Council for acceptance of public streets and easements. An approved preliminary plat is active for two (2) years.
9. The proposed preliminary plat was reviewed by City departments and comments are contained in **Attachment 1**. Conditions of Approval are provided in **Attachment 2**. The evidence presented by the applicant and staff’s responses for the standards for cluster development approval can be found in **Attachment 3**. The Preliminary Plat drawing can be found in **Attachment 4**.

DEVELOPMENT REVIEW STAFF REPORT

STAFF RECOMMENDATION:

1. The proposed subdivision is consistent with the *Land Use and Development Element of the Comprehensive Plan* and all proposed lots meet the subdivision regulations.
2. Staff recommends approval as submitted in the staff report.

PLANNING AND ZONING COMMISSION OPTIONS:

The commission shall review the preliminary plat and supporting material, recommendations from agencies or officials, and testimony and exhibits submitted at the public hearing.

1. The commission shall approve the renewal of the preliminary plat.
2. The commission shall conditionally approve the renewal of the preliminary plat.
3. The commission shall disapprove the renewal of the preliminary plat.

PUBLIC NOTIFICATION AND COMMENTS:

The property was posted by the applicant at least 10 days prior to the public hearing.

No comments were received by citizens for this case at the time of publication.

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT COMMENTS:

ATTACHMENT 1

1. CITY UTILITIES:
Approved
2. DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:
Preliminary plat is acceptable. The following changes need to be made during the final plat process:
 - 1) New sewer easements would be required across the common area west of lot 8 and across lots 1 thru 8 even though the proposed sewer main is in the R/W. Since the proposed sewer main is closer than 5' to the R/W, a minimum 7.5' sewer easement would be required for those lots. Need to show a minimum 15' sewer easement on lots 21 and 22 also. Sanitary sewer needs to be specified if part of the utility easement.
 - 2) Note that if the amount of cover over the existing 8" SDR35 sewer main exceeds 12', it would need to be replaced with class 200 or SDR26.
 - 3) The proposed public improvements must be completed and accepted or escrowed before the final plat can be approved or any building permits can be issued.
3. FIRE DEPARTMENT:
Fire hydrant locations shall comply with 2018 IFC.
4. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:
PW-Stormwater approves the renewal of the Preliminary Plat. The final plat will have to show the spring and changes resulting from the PIP changes. Lots 9 and 10 will need to be changed in location and the road may need to extend further west. The engineer report has an updated site layout/plan that matches the latest PIP submittal.
5. DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:
No comment.
6. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING SURVEY DIVISION:
Update the following during the final plat process:
 - 1) The north adjoining subdivision is, Hilltop Heights, as opposed to Ridge Wood 1st Addition.
 - 2) Add POB to the drawing.

DEVELOPMENT REVIEW STAFF REPORT

CONDITIONS FOR APPROVAL:

ATTACHMENT 2

Staff recommends the Planning and Zoning Commission approve the Preliminary Plat, with the conditions listed below:

1. All improvements shall be constructed in accordance with the “Design Standards for Public Improvements” of the Public Works Department and the maintenance and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required sanitary sewer, street, sidewalk, and drainage plans shall be prepared in accordance with City standards and specifications and approved by the Director of Public Works.
2. All required street rights-of-way, drainage and utility easements and limitations of access shall be dedicated on the final plat.
3. The developer shall meet all city and state erosion control regulations prior to disturbing the soil.
4. It is determined that the public interest requires assurance concerning adequate maintenance of common space areas and improvements. The restrictive covenants, rules and bylaws creating the common ownership must therefore provide that if the owners of the Property Owners Association shall fail to maintain the common areas or improvements in reasonable order and condition in accordance with the approved plans, the City may, after notice and hearing, maintain the same and assess the costs against the units or lots, per the Common Open Space and Common Improvement Regulations section of the Zoning Ordinance.
5. The developer shall be responsible for the relocation costs of any existing utility services and shall be responsible for clearing all utility easements of trees, brush, and overhanging tree limbs.
6. All other requirements which are necessary for this subdivision to follow the Subdivision Regulations.

If the request is recommended for denial by the Commission and the applicant requests City Council consideration, all the above conditions, plus any amendments made by the Planning and Zoning Commission, shall be included in the Council Bill.

DEVELOPMENT REVIEW STAFF REPORT

STANDARDS FOR CLUSTER DEVELOPMENT APPROVAL:

ATTACHMENT 3

Section 36-361. – Cluster Developments: Approval

- A. No cluster development may be constructed except in accordance with a preliminary subdivision plat approved by the Planning and Zoning Commission under Chapter 36, Article II, subdivision regulations.
- B. An approved preliminary subdivision plat for a cluster development shall provide for a total environment better than that which can be achieved under standard regulations. If, in the opinion of the planning and zoning commission, the proposed plan could be improved, with respect to the criteria listed below, by the reasonable modifications of the location of cluster open space or buildings or configurations of lots, streets and parking areas, the proposed plan shall be so modified or denied.

C. A permit for a cluster development shall be granted only if evidence is presented which establishes that:

	Applicant's response:	Staff response:
1. The proposed development will be in harmony with the general purposes, goals, objectives and standards of the Springfield Comprehensive Plan, this article, and the subdivision regulations;	The City of Springfield's land use plan identifies this area as appropriate for low density housing. The proposed development is consistent with the City's vision. The makeup of the lot only allows a fraction of the lot to be developed responsibly. With the cluster development proposed we are keeping all other subdivision and zoning regs in place except for the minimum lot size. The deficient space that we are missing on the individual lots will be dedicated to open space/walking trail along the back side and scattered throughout the development.	The proposed development substantially conforms to the goals, objectives and standards of the Springfield Comprehensive Plan, this article, and the subdivision regulations by preserving open space, allowing efficient use of property, and encourages future connections to the City's Street system.
2. The proposed building or use complies with all applicable regulations of this article except as modified pursuant to the authority of this section;	Correct. Residential townhomes are proposed on the development in accordance with R-SF regulations.	Residential semi-detached dwellings are permitted in R-SF, in accordance with section 36-361, cluster developments.
3. The proposed building or use will not have a substantial or undue adverse effect upon adjacent property, the character of the neighborhood, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety, and general welfare;	Neighboring properties have similar zoning and townhomes have been constructed recently on adjacent properties. The total # of units proposed is small and will not create any adverse impacts on the adjacent roadway.	The proposed buildings and uses will not have a substantial or undue adverse effect upon the adjacent property. The proposed development will have a similar density

DEVELOPMENT REVIEW STAFF REPORT

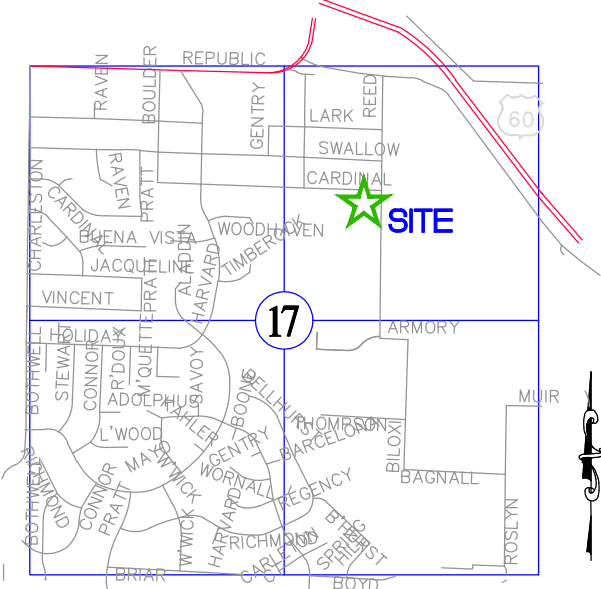
		to the surrounding neighborhoods.
4. The proposed cluster development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the development and use of neighboring property, in accordance with the applicable district regulations;	The proposed development will be gated and provide a quiet, exclusive neighborhood feel for its occupants. The development is consistent with surrounding neighborhoods.	The proposed cluster development is consistent with development trends in the area.
5. The proposed cluster development will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire protection, drainage structures, refuse disposal, water and sewers, and schools; or the persons or agencies responsible for the establishment of the proposed use will provide adequately for such services;	Yes.	The proposed cluster development will be served adequately by all essential public facilities and services.
6. The proposed cluster development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance;	No historical features exist on-site. As many trees as possible will remain on the back portion to provide a buffer and "natural" walking trail for its residents.	No historical features will be destroyed, lost, or damages by the proposed cluster development.
7. Individual lots, buildings, streets, and parking areas are designed and situated to minimize alteration of the natural site features to be preserved;	Correct. The cluster subdivision was chosen as the best avenue to leave much of the grade along the back side of the property undisturbed. The back half drops off and City of Springfield design requirements would not allow us to design the road to follow the same slope. The "end" of the road was moved to the east and lot sizes reduced to allow the developer to keep the sites natural features intact.	The proposed cluster development will preserve much of the natural features on the western portion of the site. Only two lots are proposed to be adjacent to this area.
8. The usability of cluster open space intended for recreation or public use is determined by size, shape, topographic and location requirements of the particular purpose proposed for the site;	Yes. The back half was chosen for reasons mentioned above and to preserve the natural drainageway through the western half of the property.	The proposed cluster developments open space has been determined by its purpose to preserve the natural features of the site.
9. Cluster open space shall include irreplaceable natural features located in the tract (such as, but not limited to, stream beds, significant stands of trees, individual trees of a significant size, and rock outcroppings);	Yes, significant trees and drainageways are to be preserved on the west half of the property.	The proposed cluster development will preserve trees and drainageways on the west half of the property.

DEVELOPMENT REVIEW STAFF REPORT

10. Cluster open space intended for a recreation or public use is easily accessible to pedestrians, which accessibility shall meet the needs of the handicapped and elderly;	Yes. Easily accessible off of the street proposed.	The proposed open space has adequate frontage to public right-of-way and should be easily accessible.
11. Diversity and originality in lot layout and individual building design is encouraged to achieve the best possible relationship between development and the land; and	Yes.	The proposed cluster development provides diverse lot dimensions, which allow an equal amount of open space to be preserved.
12. Individual lots, buildings, and units are arranged and situated to relate to surrounding properties, to improve the view from and the view of buildings, and to lessen the land area devoted to motor vehicle access.	Correct. The lots have been allocated in a manor that provides the number of units in the most efficient manner.	The proposed cluster development is consistent with development trends in the area and has been designed to lessen the are devoted to motor vehicle access.

REED AVENUE COTTAGES

BEING A PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF
SECTION 17, TOWNSHIP 28 NORTH, RANGE 21 WEST,
IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI.
PRELIMINARY SUBDIVISION PLAT FOR A CLUSTER DEVELOPMENT



LOCATION SKETCH
SEC. 17, T-28-N, R-21-W
SCALE: 1"=2000'



PROPOSED CLUSTER SUBDIVISION
TOTAL UNITS: 22 UNITS
TOTAL ACREAGE: 4.74 ACRES
ROW AREA: 0.97 ACRE
NET AREA: 3.77 ACRES
CLUSTER DENSITY: 5.84 UNITS/ACRE
R-SF ALLOWED DENSITY: 7.26 UNITS/ACRE
COMMON AREA/OPEN SPACE: 1.61 ACRES
MIN LOT SIZE: 3,864 SF
MIN LOT SIZE ALLOWED IN R-SF: 3,000 SF

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DIRECTION	CHORD
C1	52.04'	125.00'	S50°26'27"E	51.67'
C2	14.75'	75.00'	N81°23'07"W	14.73'
C3	48.74'	75.00'	N57°07'54"W	47.89'
C4	19.15'	125.00'	N82°37'52"W	19.13'
C5	49.16'	125.00'	N66°58'28"W	48.85'
C6	37.51'	125.00'	N47°06'37"W	37.37'
C7	22.53'	75.00'	S47°07'16"E	22.45'
C8	41.26'	75.00'	S71°29'26"E	40.75'

PARCEL LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	14.16'	S42°20'40"E
L2	1.36'	S02°33'49"W
L3	7.67'	S87°15'09"E
L4	14.12'	N47°39'20"E
L5	5.00'	S87°01'03"E
L6	5.00'	S87°01'14"E

ZONING DATA

SUBJECT PROPERTY IS ZONED R-SF (SIGNAL FAMILY RESIDENTIAL DISTRICT).

BUILDING SETBACK LINES:

FRONT YARD:

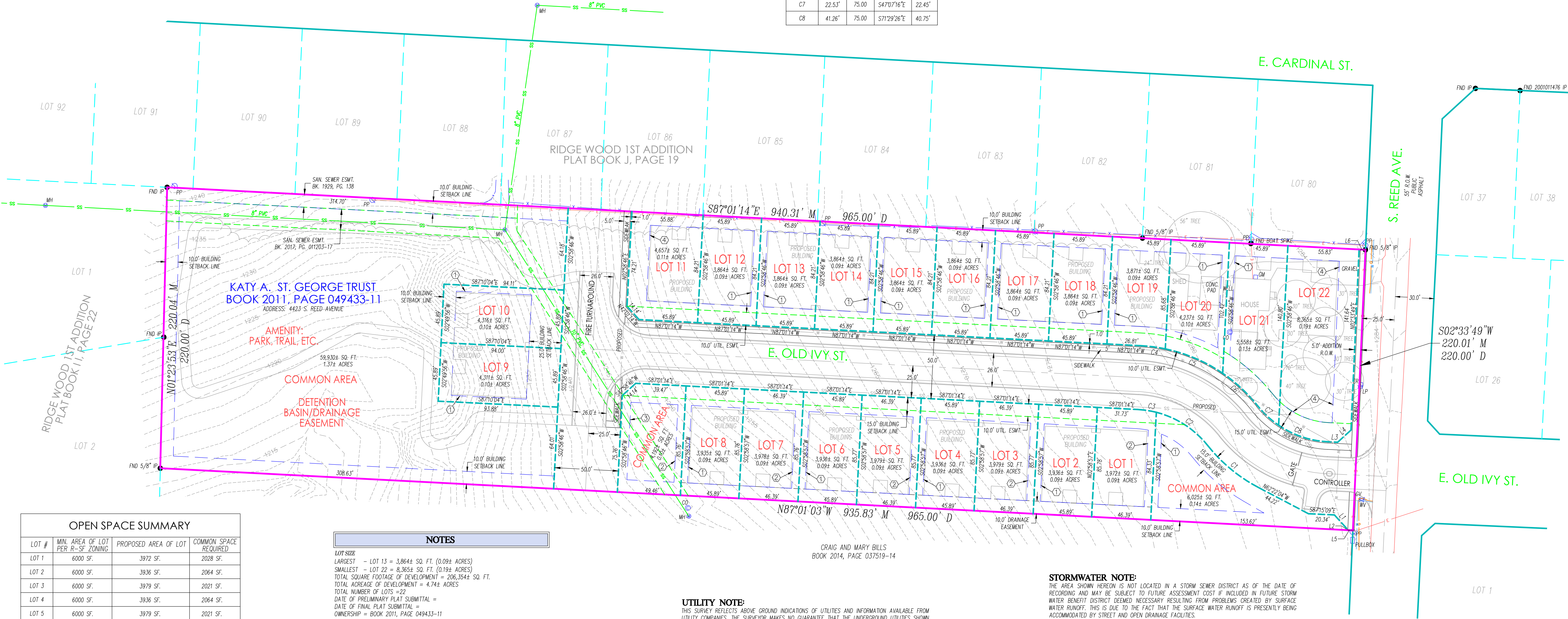
- 25 FEET ALONG A STREET CLASSIFIED AS A COLLECTOR OR HIGHER CLASSIFICATION STREET OR AS REQUIRED BY SECTION 36-453.
- 15 FEET ALONG A STREET CLASSIFIED AS A LOCAL STREET OR AS REQUIRED BY SECTION 36-453 (GARAGES SHALL BE SET BACK A MINIMUM OF 20 FEET).
- THE FRONT YARD SETBACK MAY BE REDUCED BELOW THE MINIMUM REQUIRED ABOVE IF A CONDITIONAL USE PERMIT IS APPROVED IN ACCORDANCE WITH SECTION 36-363.

SIDE: 5 FEET OR AS REQUIRED BY SECTION 36-453, SUPPLEMENTAL OPEN SPACE AND YARD REGULATIONS.

REAR: TEN PERCENT OF THE LOT DEPTH, BUT MAY NOT BE LESS THAN 10 FEET NOR SHALL MORE THAN 20 FEET BE REQUIRED.

HOWEVER, IN NO EVENT MAY A STRUCTURE BE ERRECTED CLOSER TO THE CENTERLINE OF AN EXISTING OR PLANNED STREET THAN AS PRESCRIBED BELOW.

STREET CLASSIFICATION: REQUIRED SETBACK FROM RIGHT-OF-WAY CENTER LINE
COLLECTOR (REED AVE.) 30 FEET PLUS REQUIRED YARD SETBACK



PREPARED BY
KENT R. PETERSON, PLS
ANDERSON ENGINEERING, INC.
3213 S. WEST BYPASS
SPRINGFIELD, MO. 65807

OWNER AND DEVELOPER
KATY A. ST. GEORGE
1320 S. OAK RUN PL
SPRINGFIELD, MO. 65809



OPEN SPACE SUMMARY

LOT #	MIN. AREA OF LOT PER R-SF ZONING	PROPOSED AREA OF LOT	COMMON SPACE REQUIRED
LOT 1	6000 SF.	3972 SF.	2028 SF.
LOT 2	6000 SF.	3936 SF.	2064 SF.
LOT 3	6000 SF.	3979 SF.	2021 SF.
LOT 4	6000 SF.	3936 SF.	2064 SF.
LOT 5	6000 SF.	3979 SF.	2021 SF.
LOT 6	6000 SF.	3936 SF.	2064 SF.
LOT 7	6000 SF.	3978 SF.	2022 SF.
LOT 8	6000 SF.	3935 SF.	2065 SF.
LOT 9	6000 SF.	4311 SF.	1689 SF.
LOT 10	6000 SF.	4316 SF.	1684 SF.
LOT 11	6000 SF.	4657 SF.	1343 SF.
LOT 12	6000 SF.	3864 SF.	2136 SF.
LOT 13	6000 SF.	3864 SF.	2136 SF.
LOT 14	6000 SF.	3864 SF.	2136 SF.
LOT 15	6000 SF.	3864 SF.	2136 SF.
LOT 16	6000 SF.	3864 SF.	2136 SF.
LOT 17	6000 SF.	3864 SF.	2136 SF.
LOT 18	6000 SF.	3864 SF.	2136 SF.
LOT 19	6000 SF.	3871 SF.	2129 SF.
LOT 20	6000 SF.	4237 SF.	1763 SF.
LOT 21	6000 SF.	5558 SF.	442 SF.
LOT 22	6000 SF.	8365 SF.	-
TOTAL REQUIRED			40351 SF.
TOTAL PROVIDED			70147 SF.

NOTES

LOT SIZE
LARGEST - LOT 13 = 3,864± SQ. FT. (0.09± ACRES)
SMALLEST - LOT 22 = 8,365± SQ. FT. (0.19± ACRES)
TOTAL SQUARE FOOTAGE OF DEVELOPMENT = 206,354± SQ. FT.
TOTAL ACREAGE OF DEVELOPMENT = 4.74± ACRES
TOTAL NUMBER OF LOTS = 22
DATE OF PRELIMINARY PLAT SUBMITTAL =
DATE OF FINAL PLAT SUBMITTAL =
OWNERSHIP = BOOK 2011, PAGE 049433-11

METERS TO U.S. FEET CONVERSION 3.28083333 "GRID".

MAINTENANCE OF ANY AREA REFERRED TO AS DRAINAGE EASEMENT OR DRAINAGE DETENTION IS THE RESPONSIBILITY OF THE PROPERTY OWNER.

INSTALLATION OF IRON PINS ON ALL LOT CORNERS WILL BE COMPLETED UPON COMPLETION OF UTILITIES INSTALLATIONS.

NO ACCESS FROM ANY LOT IS ALLOWED TO REED AVENUE.

LEGEND OF SYMBOLS AND ABBREVIATIONS

①	INTERNAL ANGLE # (SEE TABLE)	WV	WATER VALVE
—SS—	SANITARY SEWER LINE	GV	GAS VALVE
—E—	OVERHEAD ELECTRIC	WM	WATER METER
—G—	GAS LINE	TR	TELEPHONE RISER
—WS—	WATER SERVICE	ER	ELECTRIC RISER
—UT—	UNDERGROUND TELEPHONE	RD	ROOF DRAIN
—UE—	UNDERGROUND ELECTRIC	TRANS	TRANSFORMER PAD
—X—	FENCE LINE	MH	SANITARY MANHOLE
⊙	FIRE HYDRANT	RWM	RIGHT-OF-WAY MARKER
⊙LP	LIGHT POLE	IP	FOUND IRON PIN
P.O.C.	POINT OF COMMENCEMENT	IP	SET IRON PIN
LINE LABELS	MEASURED 100' M DEED 100' D RECORD 100' R	P.O.B.	POINT OF BEGINNING
		GL	GROUND LIGHT
		PM	PERMANENT MONUMENT
		TL	TREELINE

UTILITY NOTE:

THIS SURVEY REFLECTS ABOVE GROUND INDICATIONS OF UTILITIES AND INFORMATION AVAILABLE FROM UTILITY COMPANIES. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

FLOOD NOTE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 280720334E, WHICH BEARS AN EFFECTIVE DATE OF DECEMBER 17, 2010, AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS.

RECORD DESCRIPTION

BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER (SW 1/4) OF THE NORTHEAST QUARTER (NE 1/4) OF SECTION SEVENTEEN (17), TOWNSHIP TWENTY-EIGHT (28), RANGE TWENTY-ONE (21), THENCE SOUTH 220 FEET, OR LESS, TO AN IRON PIN, THENCE EAST 965 FEET, MORE OR LESS TO THE WEST LINE OF THE ROAD AS NOW ESTABLISHED, THENCE NORTH 220 FEET, MORE OR LESS, TO AN IRON PIN SET, THENCE WEST 965 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, IN GREENE COUNTY, MISSOURI, EXCEPT THAT PART TAKEN OR USED FOR ROADS. SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND COVENANTS OF RECORD, IF ANY.

STORMWATER NOTE:

THE AREA SHOWN HEREON IS NOT LOCATED IN A STORM SEWER DISTRICT AS OF THE DATE OF RECORDING AND MAY BE SUBJECT TO FUTURE ASSESSMENT COST IF INCLUDED IN FUTURE STORM WATER BENEFIT DISTRICT DEEMED NECESSARY RESULTING FROM PROBLEMS CREATED BY SURFACE WATER RUNOFF. THIS IS DUE TO THE FACT THAT THE SURFACE WATER RUNOFF IS PRESENTLY BEING ACCOMMODATED BY STREET AND OPEN DRAINAGE FACILITIES.

ALL COMMON AREAS SHALL BE CONSIDERED DRAINAGE EASEMENTS. ALL COMMON AREAS ARE TO BE MAINTAINED BY THE PROPERTY OWNERS ASSOCIATION. ALL DRAINAGE EASEMENTS ARE TO BE MAINTAINED BY THE PROPERTY OWNER.

SURVEYOR'S CERTIFICATE

KNOWN ALL MEN BY THESE PRESENTS:

THAT I, KENT R. PETERSON, DO HEREBY CERTIFY THAT THIS PLAT WAS PREPARED UNDER MY SUPERVISION FROM AN ACTUAL SURVEY OF THE LAND HEREIN DESCRIBED, PREPARED BY ANDERSON ENGINEERING, INC. DATED DECEMBER 23, 2021 AND SIGNED BY KENT R. PETERSON, PLS NO. 2659 AND THAT THE MONUMENTS AND LOT CORNER PINS SHOWN HEREIN WERE PLACED UNDER THE SUPERVISION OF KENT R. PETERSON, PLS NO. 2659 IN ACCORDANCE WITH THE MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS. DATE OF LAST REVISION JANUARY 27, 2022.

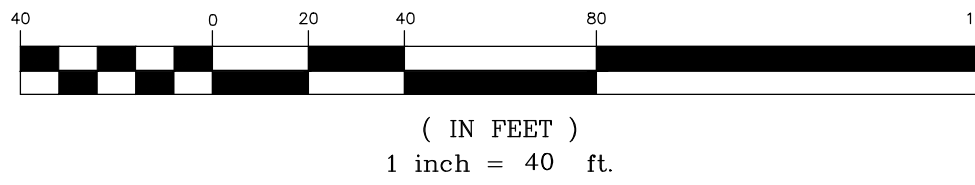
ANDERSON ENGINEERING, INC. LC 62 BY:

Kent R. Peterson
KENT R. PETERSON, PLS NO. 2659



1-27-2022
DATE PREPARED

GRAPHIC SCALE



KEY NOTES

- 5.0' BUILDING SETBACK LINE
- 5.5' BUILDING SETBACK LINE
- 7.0' BUILDING SETBACK LINE
- 15.0' BUILDING SETBACK LINE



FIELD: CB
DRAWN: BAC
CHECKED: KRP

DATE: 12-23-2021
FIELD BK: N/A
JOB NO: 21SP10231

21SP10231PP
SHT. 1 OF 1 REV.

COA #000062

3213 S. WEST BYPASS
SPRINGFIELD, MISSOURI 65807
PHONE (417) 866-2741
FAX (417) 866-2778



EXPLANATION TO COUNCIL BILL 2024-167 (HOSMER)

FILED: 08/07/2024

ORIGINATING DEPARTMENT: Parks

TITLE: A special ordinance amending the Fiscal Year 2024-2025 budget of the Springfield-Greene County Park Board by increasing revenues in the amount of \$175,000.00.

PURPOSE: Amending the Park Board's Fiscal Year 2024-2025 operating budget by increasing revenues by \$175,000: \$150,000 received from Brightspeed for the license agreement temporarily renaming the Park Board's Ice Park and \$25,000 received from Brightspeed for 50% reimbursement to Park Board for its signage expense relating to the temporary renaming of the Ice Park.

BACKGROUND INFORMATION: The Parks Department has continued searching for potential sources for the purchase of a temporary naming license for Park Board's Jordan Valley Ice Park ("Ice Park") since the Park Board's naming rights agreement with Mediacom expired on or about 2017. Parks has now identified Brightspeed Broadband, LLC ("Brightspeed"), as the purchaser of the temporary naming license for the Ice Park. The License Agreement with Brightspeed is for a potential 10-year initial term, but either side may terminate for convenience after three years. The agreement also allows for two possible five-year extensions beyond the initial term. Brightspeed will pay Parks \$150,000 per year, for a total potential payment of \$1.5 million dollars over the initial 10-year term. If this agreement is extended, Parks will receive an additional \$150,000 per year for each year this agreement is in place. Brightspeed is agreeing to also reimburse the Park Board for the initial costs of the signage (\$50,000) that will be placed on the outside of the ice park building, reimbursing Park Board 50% of these costs the first year and the remaining 50% the second year. Park's staff will be working with Brightspeed staff to develop a mutually approved, co-branded name and/or logo for the three signs to be placed on the building. Brightspeed's name and/or logo will also be placed in the center of the two sheets of ice, and each party will receive additional marketing opportunities as part of this license agreement. This agreement is an excellent example of working with the businesses in our community for the development of additional funds and resources to benefit our parks system.

The Park Board respectfully requests approval to increase Park Fund 20110 by \$175,000.

Submitted By: Lana Woolsey, Assistant City Attorney

Authorized for inclusion on the agenda pursuant to City Code section 2-33:



Attachments: 1. Parks Naming License Budget Adj_ord
 2. BA_ Exh A.cleaned

One-rdg. _____
P. Hrngs. _____
Pgs. 5
Filed: 07-30-24

Sponsored by: Hosmer

First Reading: _____

Second Reading: _____

COUNCIL BILL 2024 -167

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Fiscal Year 2024-2025 budget of the Springfield-Greene County Park
2 Board by increasing revenues in the amount of \$175,000.00.
3 _____
4

5 WHEREAS, the Springfield-Greene County Park Board ("Park Board") and
6 Brightspeed Broadband, LLC ("Brightspeed"), have entered into a license agreement
7 whereby Brightspeed has obtained a license for the temporary renaming of the Park
8 Board's Ice Park, paying \$150,000 for the first annual payment under this license
9 agreement, and up to \$25,000 to reimburse the Park Board for 50% of the initial costs of
10 the signage to be installed outside of the Ice Park facility.
11

12 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
13 SPRINGFIELD, MISSOURI, as follows, that:
14

15 Section 1 – The Fiscal Year 2024-2025 budget of the Springfield-Greene County
16 Park Board is hereby amended in the accounts and in the amounts as shown on Budget
17 Adjustment No. 017, for a total budget adjustment of \$175,000, a copy of which is
18 attached hereto and incorporated herein by reference as "Exhibit A."
19

20 Section 2 – The City Council hereby finds that said budget adjustment has been
21 recommended by the Park Board and the City Manager.
22

23 Section 3 – The City Manager, or designee, is hereby directed to cause the
24 appropriate accounting entries to be made in the books and records of the City.
25

26 Section 4 – This Ordinance shall be in full force and effect from and after
27 passage.
28

29 Passed at meeting: _____
30

31 _____
32 Mayor
33

34 Attest: _____, City Clerk

35

36

37 Filed as Ordinance: _____

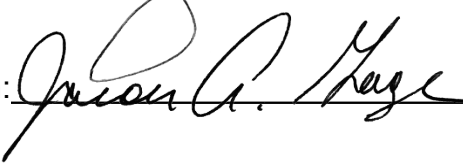
38

39

40 Approved as to form:  _____, Assistant City Attorney

41

42

43 Approved for Council action:  _____, City Manager

CITY OF SPRINGFIELD, MO
BUDGET ADJUSTMENT

Exhibit A

Budget Adjustment
017

Revenues:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
20110	16	82570	413010	000000	10248	\$ 150,000	Jordan Valley Ice Park advertising revenue
20110	16	82570	414110	000000	10248	25,000	Reimbursement for cost of signage
Net Revenue Adjustment						\$ 175,000	

Expenditures:

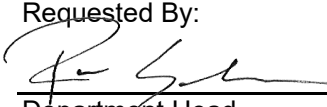
Fund	Dept	Org	Account	P&G	Location	Amount	Description
20110	16	80010	502780	000000	00000	\$ 75,000	Contingency-Parks Operating Funds
20110	16	82570	502780	000000	10248	75,000	Contingency-Jordan Valley Ice Park
20110	16	82570	501330	000000	10248	25,000	Signage for Jordan Valley Ice Park
Net Expenditure Adjustment						\$ 175,000	

Fund Balance Appropriation:

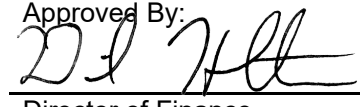
Fund	Title	Amount

Explanation: To amend the FY2024-25 Parks Department budget by appropriating \$150,000 from a naming rights agreement and \$25,000 in reimbursement for signage at Jordan Valley Ice Park.

Requested By:

 July 31, 2024
Department Head Date

Approved By:

 July 31, 2024
Director of Finance Date

Authorization:

Council Bill No. 2024-167
Ordinance No. _____
1st Reading _____
2nd Reading _____
Journal Imp No. _____

City Manager Date



EXPLANATION TO COUNCIL BILL 2024-169 (HOSMER)

FILED: 07/29/2024

ORIGINATING DEPARTMENT: Public Works

TITLE: A resolution adopting the goals of eliminating traffic-related deaths by 2040 and eliminating traffic-related serious injuries by 2050 as part of a Vision Zero approach to traffic safety.

PURPOSE: Adoption of a resolution endorsing the Vision Zero program for the City of Springfield and empowering City Staff to create a Vision Zero action plan. This Resolution establishes the objective of eliminating all traffic-related fatalities in Springfield by 2040 and all serious traffic-related injuries by 2050, emphasizing that no loss of life or serious injury on city streets is acceptable. It supports Vision Zero as a thorough and integrated strategy to realize this goal.

BACKGROUND INFORMATION: Vision Zero is a nationally recognized strategy that utilizes the Safe System Approach to reduce serious injuries and fatalities in our transportation system. The Safe System Approach is based on the following principles: deaths and severe injuries are preventable, humans are vulnerable, humans make mistakes, responsibility is shared, safety is proactive, and redundancy in safety systems is crucial.

The Springfield Police, Fire, and Public Works Departments are committed to implementing a Vision Zero action plan through a collaborative effort to achieve the goal of reducing serious injuries and risky behavior on Springfield's streets. Strategies will include but are not limited to: engaging the community to improve driving culture, seeking innovative funding opportunities, and improving behavior on our transportation system through engineering, enforcement, and education. A draft of the Vision Zero Action plan is included as "Exhibit A."

Information and background related to Vision Zero were presented to City Council at the July 16, 2024 City Council Lunch.

Supports the following City Council Priorities:

- Public Safety
- Quality of Place
- Economic Vitality

REMARKS: Public Works recommends approval of this Resolution.



Submitted By: Martin Gugel, Assistant Director of Public Works

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 8/8/2024

Attachments:

1. Vision Zero_res
2. Vision Zero SGF Action Plan_Exhibit A

One-rdg. X
P. Hrngs.
Pgs. 65
Filed: 08-13-24

Sponsored by: Hosmer

COUNCIL BILL 2024-169 RESOLUTION

A RESOLUTION

1 ADOPTING the goals of eliminating traffic-related deaths by 2040 and eliminating
2 traffic-related serious injuries by 2050 as part of a Vision Zero
3 approach to traffic safety.
4
5

6 WHEREAS, the life and health of all persons living and traveling within the City of
7 Springfield, Missouri ("City"), are our utmost priority; and
8

9 WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic
10 fatalities and severe injuries suffered by all road users while increasing safe, healthy,
11 equitable mobility for all; and
12

13 WHEREAS, streets and transportation systems have traditionally been designed
14 primarily to move cars efficiently, and Vision Zero supports a paradigm shift by
15 designing streets and transportation systems to move all people safely, including people
16 of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and
17 motorcyclists, as well as drivers and passengers of motor vehicles; and
18

19 WHEREAS, Vision Zero recognizes that people will sometimes make mistakes,
20 so the road system and related policies should be designed to ensure that those
21 inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation
22 planners, engineers, and policymakers are expected to improve the roadway
23 environment, policies, and other related systems to lessen the severity of crashes; and
24

25 WHEREAS, traffic crashes are among the leading cause of deaths in the United
26 States; and
27

28 WHEREAS, 128 people in the City lost their lives to traffic deaths in from 2019
29 through 2023; and
30

31 WHEREAS, 84% of the City's traffic crashes are due to behavioral shortcomings,
32 such as failing to yield, distracted driving, speeding, and following too closely; and
33

WHEREAS, Vision Zero efforts include extensive public education and training to help reduce the risky behaviors that lead to these frequent and tragic traffic crashes; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans; and

WHEREAS, Forward SGF, the Comprehensive Plan for the City, lists a Vision Zero approach to reduce fatalities and injuries as a goal, and the City has already adopted a Complete Streets Policy and is collaborating with regional leaders on the Ozark Transportation Organization's Regional Action Plan draft.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD, MISSOURI, as follows, that:

Section 1 – The City of Springfield, Missouri, hereby adopts the goal of zero traffic related fatalities by 2040 and zero traffic related serious injuries by 2050, as part of a Vision Zero approach to traffic safety.

Section 2 – The City Manager, or designee, is directed to develop a Vision Zero approach similar to the Vision Zero Plan attached hereto as "Exhibit A" and incorporated herein by reference.

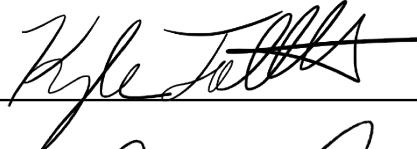
Section 3 – This Resolution shall be in full force and effect immediately upon adoption.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Resolution: _____

Approved as to form:  _____, Assistant City Attorney

Approved for Council action:  _____, City Manager

SAFE STREETS SGF



City of Springfield Vision Zero Action Plan

Safer Streets and Livable Streets for Springfield, MO.



In November of 2022, Springfield City Council approved Springfield Missouri's comprehensive plan for the next 20 years, known as **Forward SGF**. This plan was developed through extensive public outreach and calls for Springfield to adopt **Vision Zero**.

Vision Zero is goal that aims at eliminate all traffic fatalities and severe injuries while promoting safe and equitable mobility for all. Communities across the United States are making Vision Zero commitments to no longer accept human losses as an inevitable side effect of modern transportation. Traffic crashes are preventable and we no longer use the word "accident."

In 2023, the Springfield Police Department, the Springfield Fire Department, Public Works and the Department of Public Information and Civic Engagement formed the **Safer Streets SGF Core Group**. This group collaborates with the region's Ozarks Transportation Organization's efforts to create a regional Safety Action Plan, analyzes safety needs and creates data-driven action steps.

Vision Zero aligns with the City Council's strategic priorities of Public Safety, Economic Vitality and Quality of Place.





Vision:

Develop a livable, healthy and equitable community where the traveling public can move about safely.

Mission:

Create safe streets for all by reducing the number of severe injuries and deaths caused by traffic crashes on Springfield's roadways to zero.

Our Goal:

Eliminate fatal crashes in Springfield by 2040 and eliminate severe crashes with disabling injuries by 2050.



Vision Zero is an international effort that **recognizes that people will sometimes make mistakes**, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities.

Crashes are preventable and one fatality is one too many.

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Our Call to Action



Fire Chief David Pennington



Chief of Police Paul Williams



Cora Scott, Director of
Public Information and
Civic Engagement



Dan Smith, Director of
Public Works

For too long we have accepted a certain measure of human loss as a necessary evil that comes along with a modern transportation. Roads were built to prioritize moving motorized vehicles and maximize driver convenience. But that must change.

No Springfield resident should feel like they are risking their life when getting groceries, going to work or just being out and about.

That's why we are proud to present the [Safer Streets SGF](#) initiative and the [City of Springfield Vision Zero Action Plan](#).

Vision Zero aligns with the City Council priorities and our community goals set forth by our citizens in the [Forward SGF Comprehensive Plan](#). This plan was developed in collaboration with the Ozark Transportation Planning Organization with guidance from [the Safer Streets SGF Collaborative](#) that first convened in 2023.

Moving around our city should not be a life or death proposition. That's why we are committed to an aspirational **Vision Zero goal of eliminating traffic fatalities on our roads by 2040 and eliminating severe injuries by 2050.**

However, to make a difference and save lives, we need each member of the community to make a personal commitment to safety over convenience.

Together, we will make Springfield's streets safe for everyone.

Introduction of Vision Zero

What is it?

Vision Zero is a commitment many cities and countries across the globe have made to eliminate traffic fatalities and serious injuries on the transportation network. But Vision Zero does more than save lives. The proactive strategy and its systemic approach improves safety, mobility, sense of place and health outcomes.

Developed and implemented in Sweden in 1997, Vision Zero has resulted in 50% drop in traffic deaths. In the United States, New York City was the first to implement Vision Zero. Their traffic deaths significantly dropped even when numbers were increasing for the rest of the nation.

Today, more than 45 U.S. communities have joined the Vision Zero network with many additional cities following suit.

Why Vision Zero Springfield?

As the largest municipality in the region, the City of Springfield plays a vital role in keeping everyone safe as they move in and out of this regional hub. We are committed to advancing regional priorities, innovation and best practices.

Too many lives are lost on our roads, too many suffer from severe, life-altering injuries, all of which also impose trauma for family and friends. As a socially disadvantaged community, we need to find ways to protect those that are disproportionately impacted by our current infrastructure. Our fatality rate of 15.4 traffic deaths per 100,000 residents reveals that we must focus on making our streets safer and adopt policies that protect humans lives over vehicles and convenience.

All Springfieldians deserve to move about our community without fear of being struck while crossing the street or driving to work. We need to create safe streets that are accessible and inviting to all users.

Who is Responsible?

When looking at Springfield's traffic fatality rate, the goal of Vision Zero can seem overwhelming, but even one life saved is worth the effort. Many other communities have followed the guiding principals with great success and so can Springfield.

To improve safety for all roadway users, it takes collaboration and partnerships across the region and the state. The **Ozarks Transportation Organization (OTO)** has been a key partner in this planning effort as they are developing our regional Roadway Safety Action Plan.

The **Missouri Department of Transportation** is also an important partner as around 50% of fatal crashes in our city occur on state routes. Nurturing and maintaining collaborative working relationships is essential as we strive for a common goal of Vision Zero.

The **individual departments within the City of Springfield** must strive for the common goal of zero. This joint effort will require us to step outside of our interdepartmental boundaries. Last, but not least, safety on our streets is **everyone's responsibility**. It takes the support of our citizens to make sure everyone will go home safe, every time.

Vision Zero Principals and the Safe System Approach

The guiding principals of Vision Zero stem from the Safe System approach, which is our nation's roadmap to eliminate fatalities and serious injuries on our roadways. Vision Zero and the Safe System Approach is grounded in the following six fundamental beliefs that help us strive towards **Safe Road Users, Safe Vehicles, Safer Speeds, Safer Roads and better Post-Crash Care**:



Deaths and severe injuries are unacceptable.

Crashes are *preventable* - Human loss as part of transportation is no longer acceptable and we must prioritize actions and policies that reduces human harm.



Human Life is vulnerable and takes priority over moving cars.

Survivability is a key measure when setting speed limits and other related decisions.



Street Design should account for human error and be forgiving.

Humans make mistakes, but street designs can create redundancy to avoid crashes or at least reduce harm.



Responsibility is shared and all community needs must be considered.

Everyone must consider the safety and needs of others, including elected officials, government staff, advocates and local businesses with fleet vehicles. Whether driving a car, biking or walking, all members of the public must watch out for one another.



Proactive and informed measures are needed to prevent tragedy.

High-quality data is fundamental to making informed innovative safety decisions. Safety improvements require support from public figures and transparency to get the general public on board.



Prevention requires redundancy and an urgent, equitable and integrated approach.

Ensuring that streets are forgiving by having multiple safety measures in place for users of all ages, abilities and modes of transportation, even when part of the transportation system fails.



Vision Zero and The Five Elements of the Safe System Approach

Safe Road Users

To create a safety culture, it is most important to bring aboard civic partners, so the sphere of influence can expand outside the government and grow to reach residents on a personal level—through family, play, work, and community. Positive behavior change is a long and complicated process. We need everyone working together.

Safe Vehicles

Modern Technology continues to play an important role to make vehicles and people safer. Advanced driver assistance and interconnected infrastructure can aid reducing or even preventing crashes.

Safe Speeds

The human body can only withstand a certain level of impact speed or deceleration in a crash. When drivers travel at reasonable speeds, they are less likely to be involved in a serious crash or may be able to prevent a crash altogether. Speeds can be lowered through speed limits, roadway design, enforcement or traffic calming, and potentially through GPS via Intelligent Speed Assistance (ISA).

Safe Roads

Roads are safer when designed with people in mind, not just vehicles. Infrastructure should allow for humans to make mistakes without being seriously injured or killed. Road signage and markings should be clear, items near the roadway should be crashworthy. Pedestrian, bike and automobile paths should ideally be physically separated whenever possible. Safe roads are created when safe guards are built in, creating redundancy.

Post–Crash Care

A safe system includes preventative measures, but also post-crash care whenever the system has not been able to protect our users. When it comes to severe injuries, seconds matter. Therefore, emergency response times, traffic incident reporting and traffic management are very important.

ANTICIPATE HUMAN ERROR

CONSIDER THE LIMITS OF THE HUMAN BODY

BUILD A REDUNDANT SYSTEM

BRING EVERYONE ALONG

What Springfield has already achieved

Building on adopted plans and policies

2006

Crash Remediation Program. The City of Springfield hired staff to focus on traffic safety and build a crash remediation program.

2009

Diverging Diamond Interchange. MoDOT built the first DDI in the nation in Springfield in 2009, reducing severe angle crashes by more than half.

2008

Speed Limit Change. The residential speed limit was lowered from 30 to 25 mph and new attention-getting framed signs were installed at neighborhood entry points.

2014

Complete Streets. City Council adopted Springfield's Complete Streets Policy in December of 2014.

2017

SGF Yields. Springfield launched a pedestrian safety campaign to increase yield compliance in crosswalks. They also conducted a Street and Intersection Pedestrian Safety Study

2019

ADA Transition Plan. In 2019, the City of Springfield adopted their Public Rights of Way Americans with Disabilities Act Transition Plan.

2020

City Code Updates. In 2020, City Council adopted the "3 foot rule," requiring drivers to yield to pedestrians within 3 feet of a crosswalk, and a local version of the white cane law.

2021

SafeAcross. MoDOT offered Springfield a grant to create a sharable version of their "SGF Yields" pedestrian safety campaign for other cities: www.safeacross.com.

2022

Updated Comprehensive Plan. Springfield's ambitious Forward SGF Comprehensive Plan calls for a Vision Zero Plan, new street typology and other advances.

2024

Safe System Approach. The Department of Transportation dedicated "SGF Yields" as a noteworthy Safe System Approach practice and created a GIS storymap website.



The Problem: How Springfield Compares

According to the 2020 National Highway Traffic Safety Administration's Traffic Safety Facts Annual Report:

● Memphis
● Jackson
● Detroit
● St. Louis
● Baton Rouge
● Little Rock
● Birmingham
● San Bernadino
● Cleveland
● Lancaster
● Kansas City
● Palmdale
● Springfield, MO



13th

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**Springfield ranks 13th worst
by traffic fatality rate* among 172 cities
with a population size of 150,000 or greater.**

**per 100,000 residents*

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**According to the 2023 preliminary data,
Springfield continues to have a much higher Crash Rate
compared to the national average:**

In 2023, there were more than 40,900 traffic deaths in the United States. That means that per 100,000 residents, approximately 12 people lost their lives in a traffic crash.

United States
2023 Rate: 12



Springfield, Missouri, with a population of around 170,067, unfortunately has an even higher traffic fatality rate than national average. Per 100,000 residents, around 20 partners, parents, neighbors and friends lost their lives on our roads in 2023.

Springfield
2023 Rate: 19.5



Traffic deaths are tragic. They are also preventable.

Springfield's Road To Zero:

Safe Streets SGF Core Group

In 2023, the Springfield Fire Department, the Police Department, Public Works and the Department of Public Information and Civic Engagement formed the Safe Streets SGF core group with the goal of saving local lives by bringing a Vision Zero commitment to Springfield, Missouri.

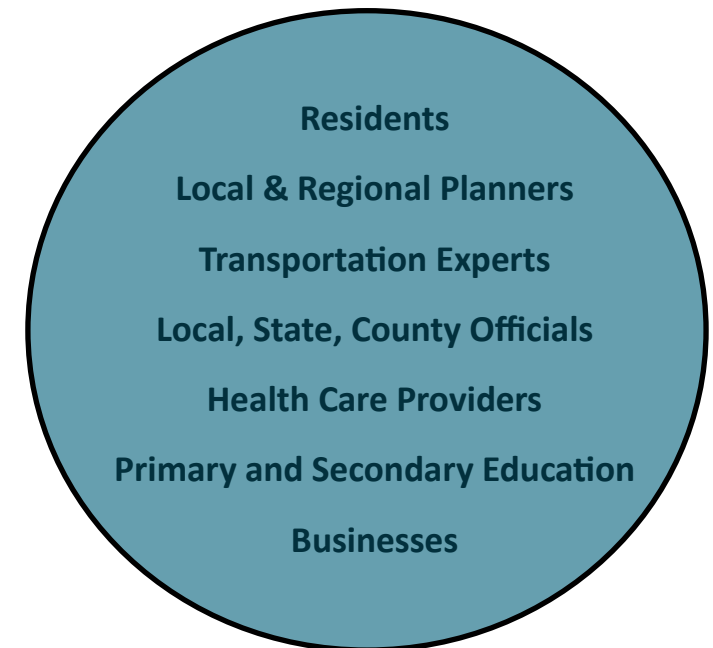


Neighborhood Representatives

Business Community

Safe Streets SGF Collaborative

In order to nurture a safety culture in Springfield, the Core Group must involve diverse local stakeholders. This could include schools and universities, local hospitals, state, regional and county authorities and local businesses. This group is known as the Safe Streets SGF Collaborative. This larger group is tasked with public engagement, social norming and most of all, working towards the goal of eliminating severe injury and fatality crashes.



Priority Focus Area: Safety Culture

Human error has been identified as the number one cause of Springfield's crashes. Therefore, the Safe Streets SGF Collaborative will focus on the four most risky behaviors that require intervention:

- **Distracted Driving**
- **Speeding**
- **Impaired Driving**
- **Move-Over Law and Construction Zones**

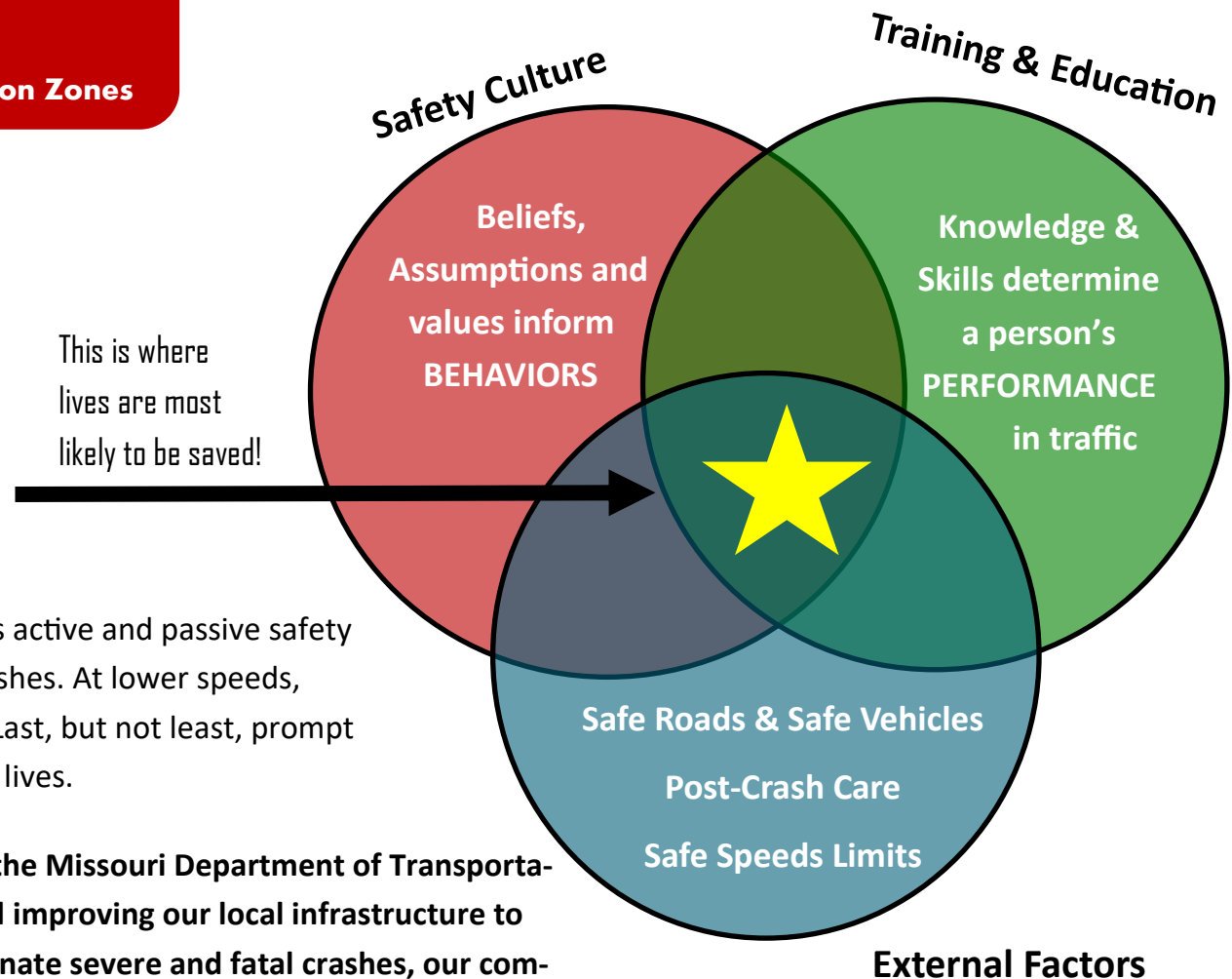
Priority Focus Area: Training & Education

Another factor that influences a person's ability to avoid a crash altogether relies heavily on the person's experience level and know-how. Training resources for novice drivers or motorcyclists are important to improve their experience level.

Priority Focus Area: External Factors

Safe and predictable infrastructure as well as active and passive safety systems on modern vehicles help reduce crashes. At lower speeds, crashes tend to have less severe outcomes. Last, but not least, prompt and effective post-crash care also helps save lives.

The City of Springfield, Greene County and the Missouri Department of Transportation are both committed to maintaining and improving our local infrastructure to keep our road users safe. However, to eliminate severe and fatal crashes, our community must accept that responsibility is shared and that everyone needs to their part to keep one another safe.



Spotlight:

What Springfield has already done: Countermeasures that Work



HAWK SIGNALS

High Intensity Activated CrossWalk

Protects Pedestrians when crossing wide roads. There are currently four in Springfield.



Raised Crosswalks

Slows traffic and alerts drivers

Raised crosswalks give priority to pedestrians and make traffic slow down.



Roundabouts

Slows traffic and reduce crashes

Roundabouts reduce angle crashes and slow traffic down.



Flashing Yellow Arrow

Left turn arrows mean: Yield

This yellow arrow communicates that drivers have to yield to oncoming traffic.



RRFBs

Rectangular Rapid Flashing Beacons

These pedestrian activated strobe lights let drivers know a person wants to cross.



Modified Right Turn Lanes

Prevent rear-end crashes

Tighter turns slow speeds and focuses the driver's field of vision where it needs to be.



Traffic Detection

Optimize signal timing

Cameras and sensors help manage signal cycles adapt to fluctuating traffic demands.



Curb Extensions

Increase safety

Curb extensions shorten the crossing distances, reduce speeding and open sight lines.

Safety Treatments



Road Diets

Reduce numbers of lanes

Road diets have narrower and fewer lanes and increase the livability of neighborhoods.



Pedestrian Refuge Islands

Provide a safe place

Refuge islands help pedestrians cross safely, one direction at a time.



LED Stop Signs

Demand attention

LED Stop signs are deployed where stop sign running occurs or the visibility is poor.



Pedestrian Scale Lighting

Make walkers visible

Positive Contrast Lighting in crosswalks makes pedestrians more visible to drivers.



Leading Pedestrian Interval

Gives walkers a head start

LPIs let pedestrians enter the intersection first and gives them clear priority over cars.



Pedestrian Count Down Timers

Show how much time is left

Count down timers are the norm in Springfield and increase pedestrian safety.



Safety Medians

Reduce crashes and congestion

Access Management eliminates severe angle crashes and improves traffic flow.



Shared Use Paths

Separates traffic

Off-street trails helps pedestrians and bicyclists feel safer.

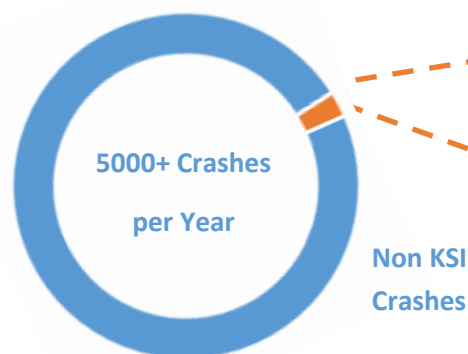
The Problem: Who is killed or Seriously Injured ?

On average, around 5000 crashes occur on Springfield's roads per year.

Around 3% of them involve disabling injuries and deaths. When considering travel mode, we find that motorcyclists, pedestrians and bicyclists are highly overrepresented in these crashes.

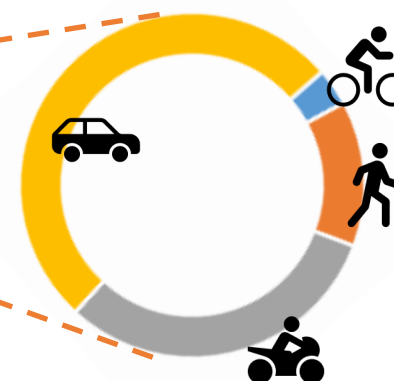
Number of Killed or Severely Injured) (KSI)

Annual Crash Average
Based on 2018-2022



Types of KSI Crashes

Per average year in Springfield



How Springfieldians get to work (According to Census Bureau, 2022)

Percent of KSI Crashes in an average year

Vulnerable Road User overrepresentation

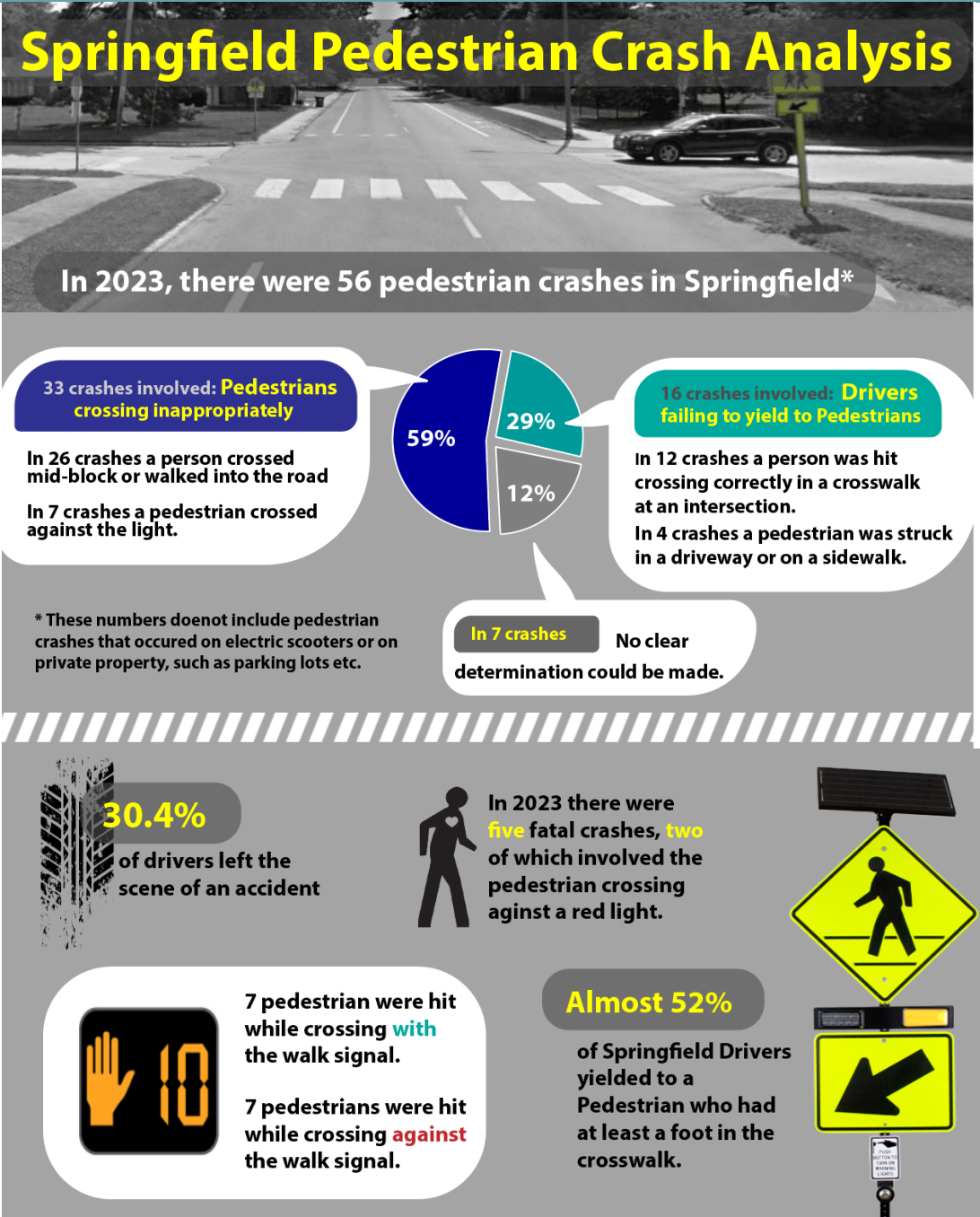
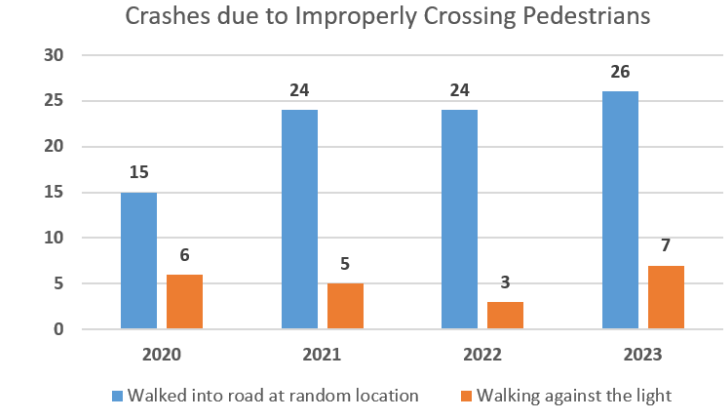
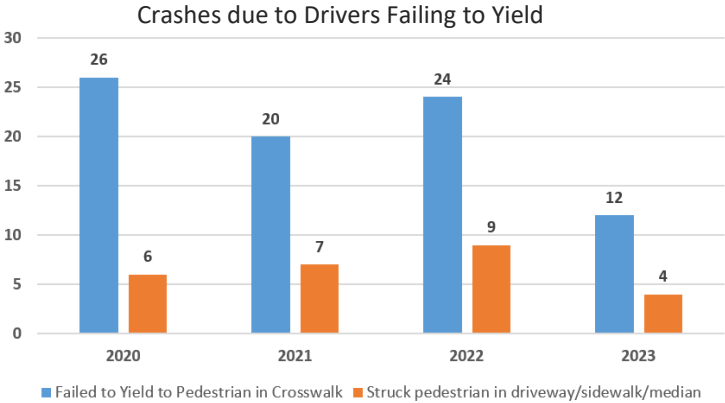
compared to personal vehicle users

Car, truck, van		83.5%	51.7%	
Motorcycle, cab and other means		2.4%	31.1%	12 times more likely to be in a KSI crash
Public Transportation		1%	0%	Unlikely to be in a KSI crash
Walk		2.1%	13.7%	5.5 times more likely to be in a KSI crash
Bicycle		0.2%	3.5%	16.5 times more likely to be in a KSI crash

10% of people said they worked from home

Vulnerable Road User: Pedestrians

In the past few years, Springfield experienced about 60 pedestrian crashes per year, many of which involve injuries and deaths. In order to address these crashes, we need to understand where the crashes occurred and who failed to yield. However, when assigning fault to “jaywalking” pedestrians, it is important to keep in mind that there are often few legal crossings and those crossings are often not perceived to be safe.

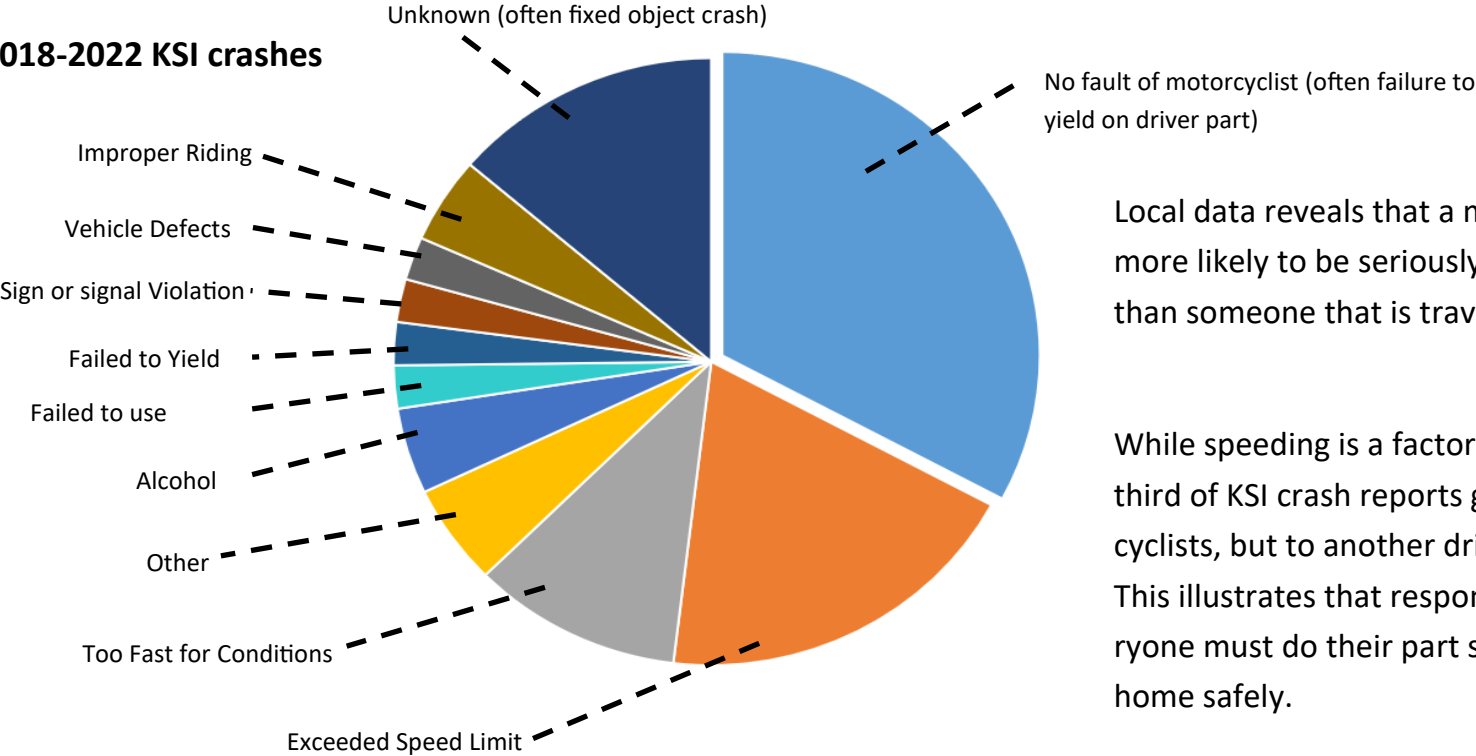


Source: SGF Yields

Vulnerable Road User: Motorcyclists

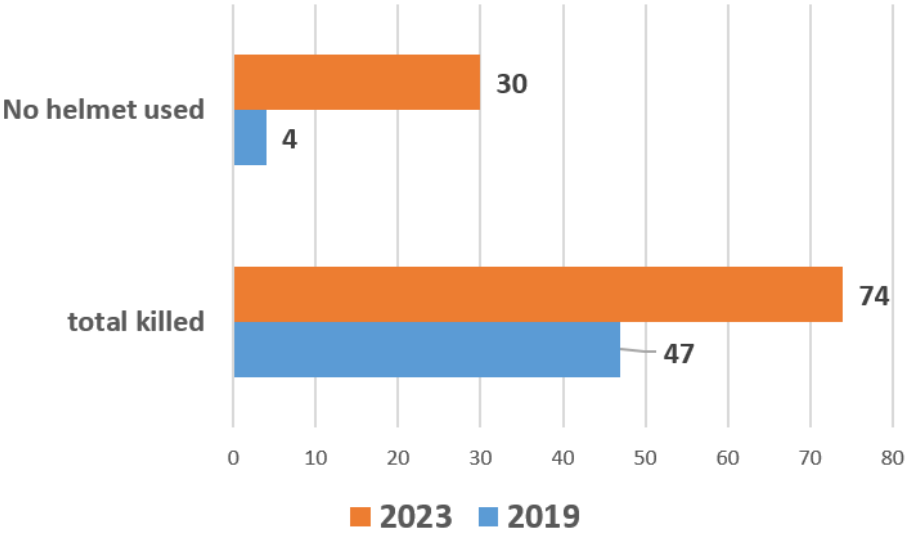


2018-2022 KSI crashes



Local data reveals that a motorcyclist is 12 times more likely to be seriously injured or killed (KSI) than someone that is travelling on four wheels.

While speeding is a factor in many crashes, about a third of KSI crash reports give no fault to the motorcyclists, but to another driver who failed to yield. This illustrates that responsibility is shared and everyone must do their part so everyone can make it home safely.



Another factor that impacts many lives is the repeal of Missouri’s Helmet Law in 2020.

According to the Missouri Department of Transportation, in 2023, fatal crashes involving motorcyclists increased by more than 57% and the number on unhelmeted fatalities rose by 650%, compared to 2019 when the law was still in effect. In Springfield, six motorcyclists lost their lives in 2023.



Vulnerable Road User: Bicyclists



Bicycles are used by citizens for commuting to school, work, and recreational purposes, all of which contribute significantly to the community's wellbeing. It is imperative that our future bicycle network incorporates infrastructure and education suitable for all ages and abilities.

Over the past decade, Springfield has experienced a downward trend in bicycle crashes; however, on average approximately 45 incidents are reported annually.

In 2023, there were 47 reported bicycle crashes, 39 of which involved injuries, and one resulted in a fatality.

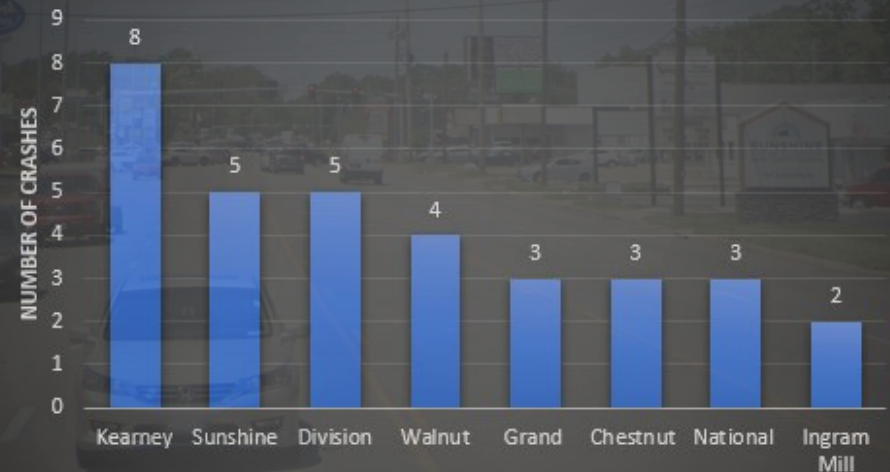
Springfield Public Works maintains 788 miles of roadway. 2.4% feature dedicated bike lanes or multi-use trails.

Springfield's network of bike lanes and side paths is rapidly expanding, yet most streets do not yet offer dedicated facilities and not everyone feels safe riding bicycles in traffic and dedicated bike lanes. Therefore, riding on sidewalks remains legal in Springfield (except for the Downtown or Commercial Street Districts) and that is where the majority of crashes occurs. Drivers turning into and out of driveways tend to fail to yield to bicyclists on the sidewalks.

Out of the 47 crashes reported in 2023, 43% attributed fault to the driver. In 35% of the crashes the bicyclists were deemed at fault for failing to yield at intersections or swerving into traffic. It is not surprising that most crashes occurred on major retail corridors with numerous driveways.

53% of crashes involved a bicyclists ON THE SIDEWALK and almost 40% of them were moving against oncoming traffic.

2023 Bicycle Crashes by Roadway



Types of KSI Crashes among Motor Vehicles



In Springfield, the majority of crashes involve multiple motor vehicles.

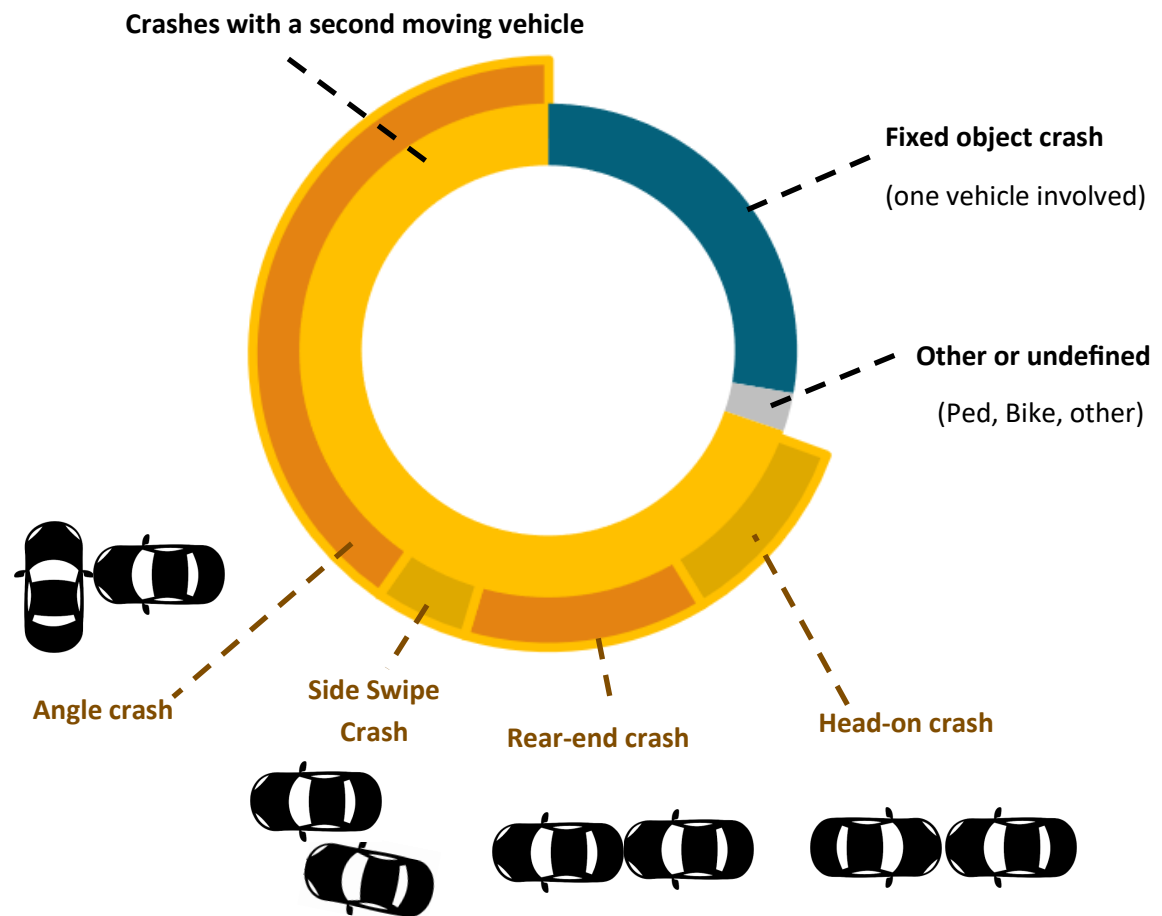
Even though the most common crash type on our roadways are “rear-end” crashes, this type of crash typically does not include fatalities or disabling injuries. When strictly analyzing Killed and Severely Injured Crashes (KSI), we find that “Angle Crashes” are actually the most common severe crash type, followed by “Fixed object crashes” - when a vehicle leaves the roadway and hits an object.

The most severe angle crashes typically involve a driver running a stop sign or traffic signal, hitting the side of another vehicle at full speed.

In Springfield, the most common type of angle crash occurs as a result of vehicles turning in and out of driveways, and these sometimes also result in severe injuries.

Another common scenario involves a third driver who may be stopped in traffic, “waving” a car through to be helpful. This behavior often results in crashes when a car approaches in another lane.

All of these crashes are preventable.



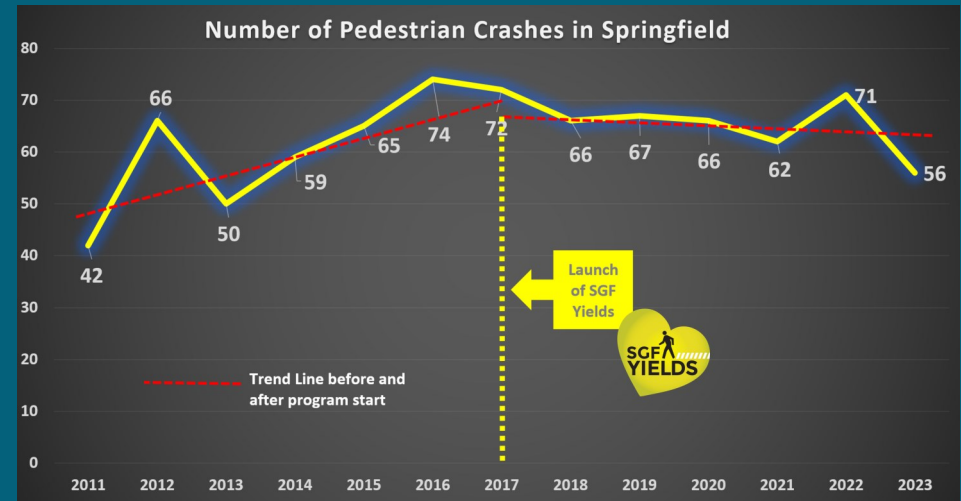
Spotlight:

What Springfield has already achieved: Leaders in Pedestrian Safety

In 2023, the US Department of Transportation recognized The City of Springfield's pedestrian safety campaign "SGF Yields" as a noteworthy practice of the Safe System Approach.

Lead by the Public Works Department and the Public Information and Civic Engagement Department, SGF Yields program combines engineering, education, evaluation, encouragement, equity, policy and high visibility crosswalk enforcement with the help of the Springfield Police Department. This comprehensive approach has measurably increased local crosswalk safety.

The award-winning program received a lot of attention. In 2022, the Missouri Department of Transportation asked the City to create a sharable version, along with a toolkit that other communities could use. It is known as "SafeAcross."



Pedestrian crash data shows that the SGF Yields program made a difference in our community. Crashes were on a steady incline, similar to the rest of the nation. However, since the start of the SGF Yields program in 2017, pedestrian crashes in Springfield have stabilized and we are working to reduce them further.

The program is designed around "Mr. Walker," a life-sized pedestrian statue in fluorescent yellow green that not only functions as the spokesperson, but subconsciously conditions drivers to recognize the same-colored crosswalk signs and to respect crosswalks.

Assuring that crosswalks are safe is the first step in curbing illegal and often fatal midblock crossings. We cannot expect pedestrians to go out of their way if crosswalks are not safe.

www.springfieldmo.gov/sgfyields

www.safeacross.com



CROSSWALK COMPLIANCE STUDIES

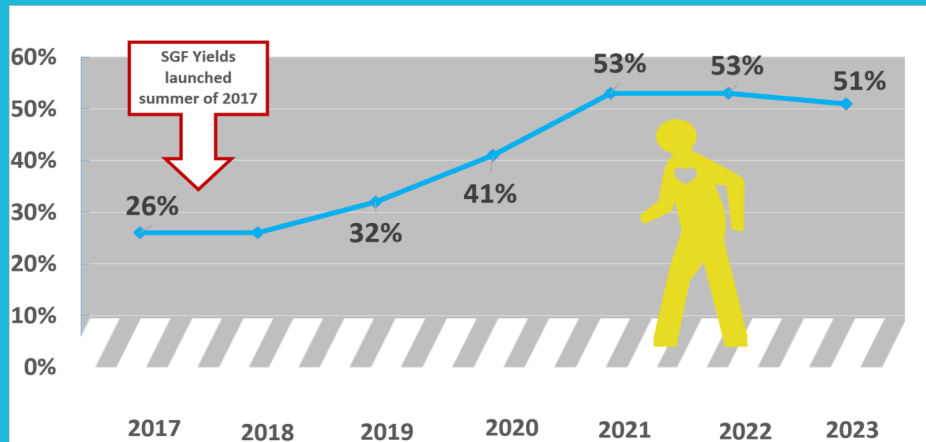
Regular crosswalk compliance studies are a cornerstone of the SGF Yields program. The compliance assessment quantifies the program's success and the results are published and advertised for social norming.

The crosswalk studies have also lead to many improvements at locations where signing and striping alone was not sufficient. Further, the impacts of the improvements, such as adding Rectangular Rapid Flashing Beacons, were also directly measured through follow-up crosswalk compliance studies.

The graph below shows that driver compliance in Springfield has doubled since the beginning of the program.

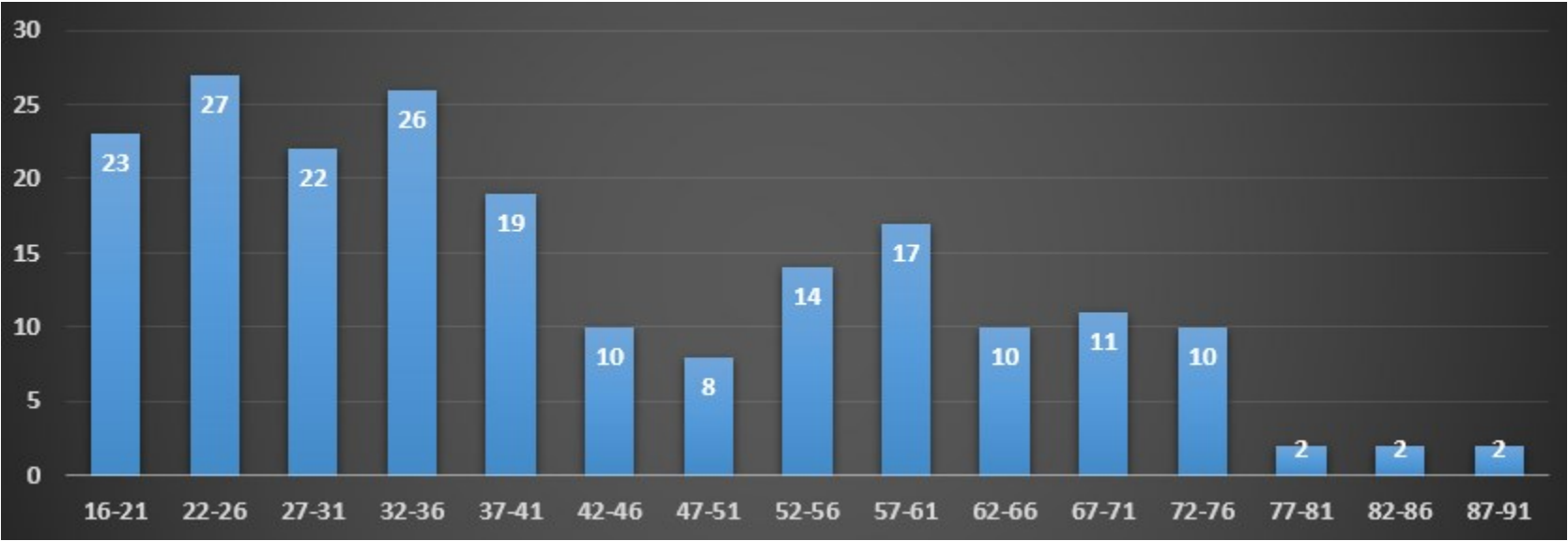
Kendra: "I never really noticed crosswalks—until Mr. Walker came about. Now, I notice the bright yellow signs everywhere!"
A Springfield resident

Percentage of Drivers yielding at Crosswalks

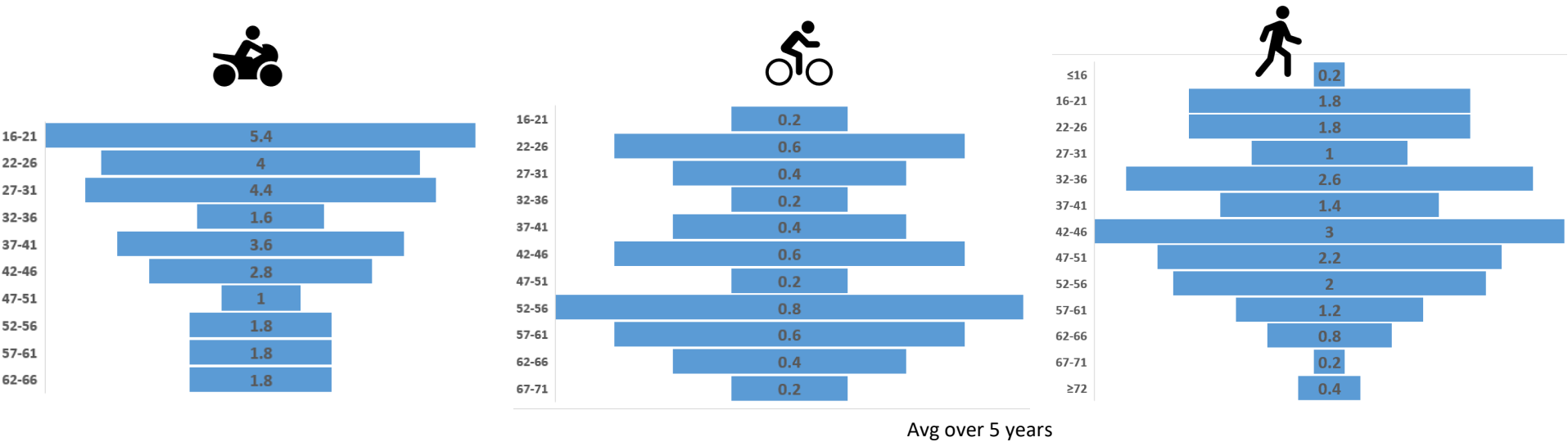


What age groups are at highest risk?

The graph below charts the number of KSI crashes by age group over a three-year period. The risk appears to begin decreasing at age 40. However, when focusing on most vulnerable road users, we can clearly see that certain age groups are at heightened risk.



By modes (average KSI crashes per year):



Equity is a fundamental component of Springfield's Vision Zero initiative and Forward SGF. The relationship between equity and crash severity is evident, with poverty being the greatest indicator of crash risk for severe and fatal injuries among pedestrians and bicyclists in our region. Nearly one in four Springfield residents (25.7%) are living in poverty. This is 39% higher than the poverty rate for Greene County (18.5%) and nearly double that of the State of Missouri (14.6%).

Vulnerable populations, including those with disabilities, SNAP beneficiaries, and residents without access to personal vehicles (over 9% of the city or 15k residents), are disproportionately affected by severe and fatal crashes.

Especially vulnerable are non-motorized traffic participants. Even though walking to work only makes up 2.1% of the modal split, pedestrians make up 13.7% of fatal and severe injured traffic crash victims – pedestrians are 5.5 times more likely than motorists to suffer a serious crash. The few that bike to work face an even darker reality. expressways.

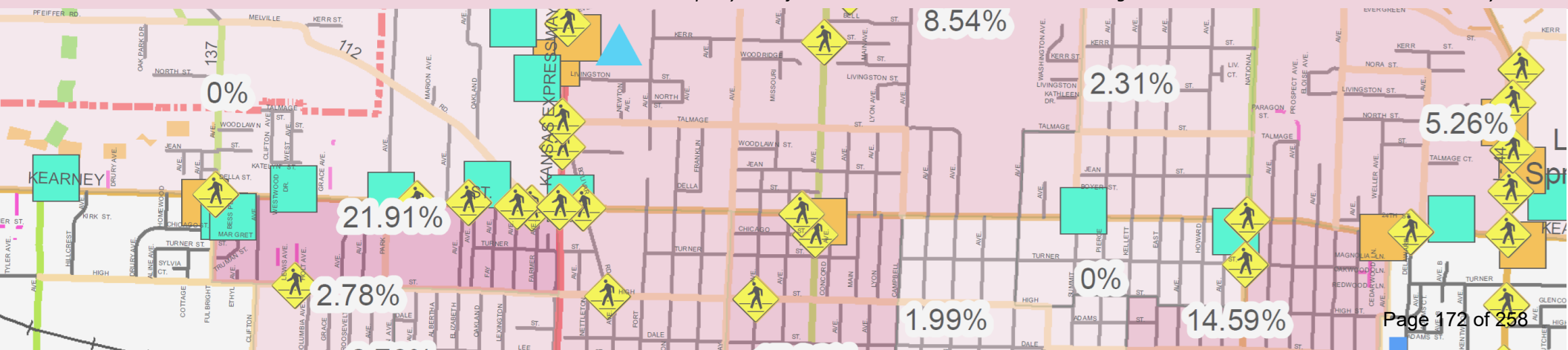
The 0.2% of the population that ride a bike suffer 3.5% of the crashes and are 16.5 times more likely to be involved in a severe crash than a motorist. These tragic crashes unproportionally effect citizens who live in low-income neighborhoods that are disjointed by multiple major

To mitigate these risks and promote equitable outcomes, Springfield's Vision Zero strategy will encompass the following measures:

- **Data-Driven Identification of High-Risk Areas**
- **Community Engagement and Inclusive Planning**
- **Targeted Infrastructure Improvements**
- **Education and Outreach**
- **Monitoring and Accountability**

By integrating these equity-focused strategies, Springfield is committed to achieving its Vision Zero goals in a manner that promotes safety, inclusivity, and fairness for all residents.

Map: 5 years of crashes near Zero-vehicle household neighborhoods and convenience stores on Kearney Street



Projections and Economic Loss

Traffic deaths and serious injuries cause ripple effects in the community. The tragic loss of family and friends often have devastating impacts on those left behind. And, these preventable deaths are becoming more common.

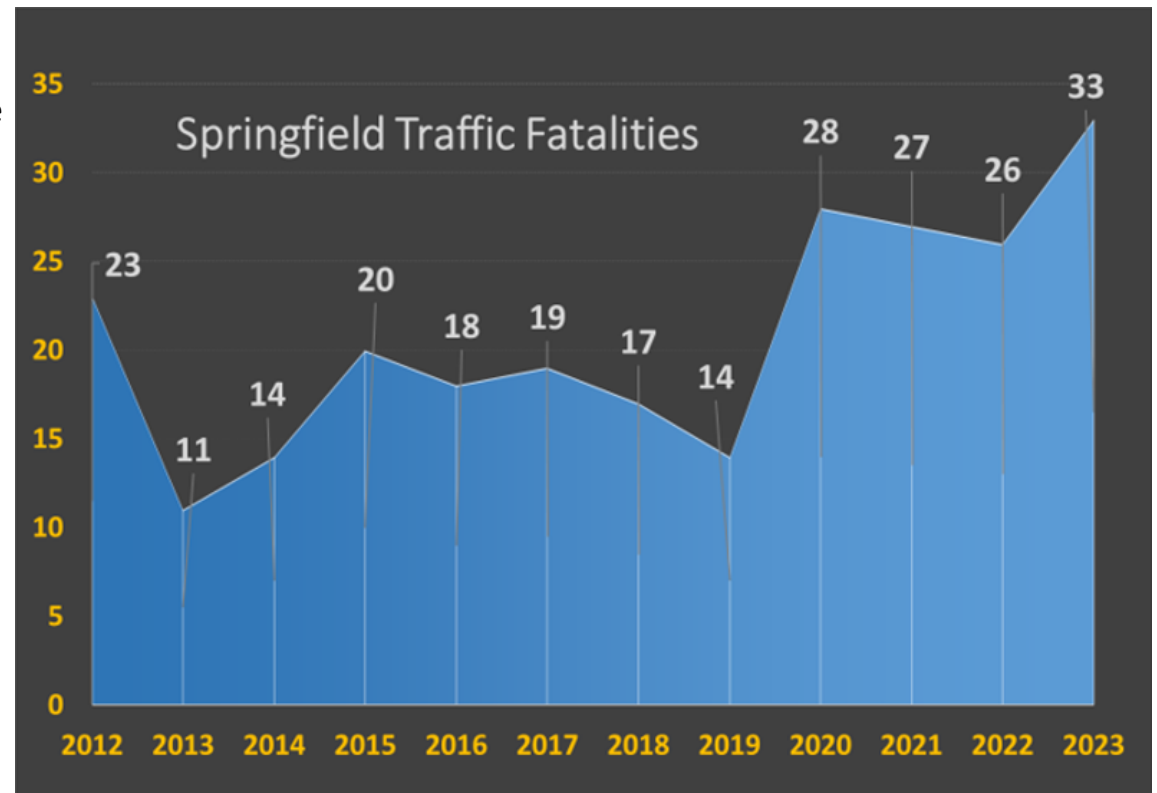
Over the past 10 years, Springfield has seen a 300% increase in fatality crashes, even though vehicles now have more safety features than ever before.

Outside of the societal costs, there is also a measurable economic impact. The National Safety Council publishes the average economic loss for the various crash severity types, based on medical expenses, wage and productivity losses, motor-vehicle damage, employers' uninsured costs and administrative expenses. The economic impact of a life lost in a traffic crash is currently estimated at \$1,778,000. That money typically does not flow back into the economy and reduces community prosperity.

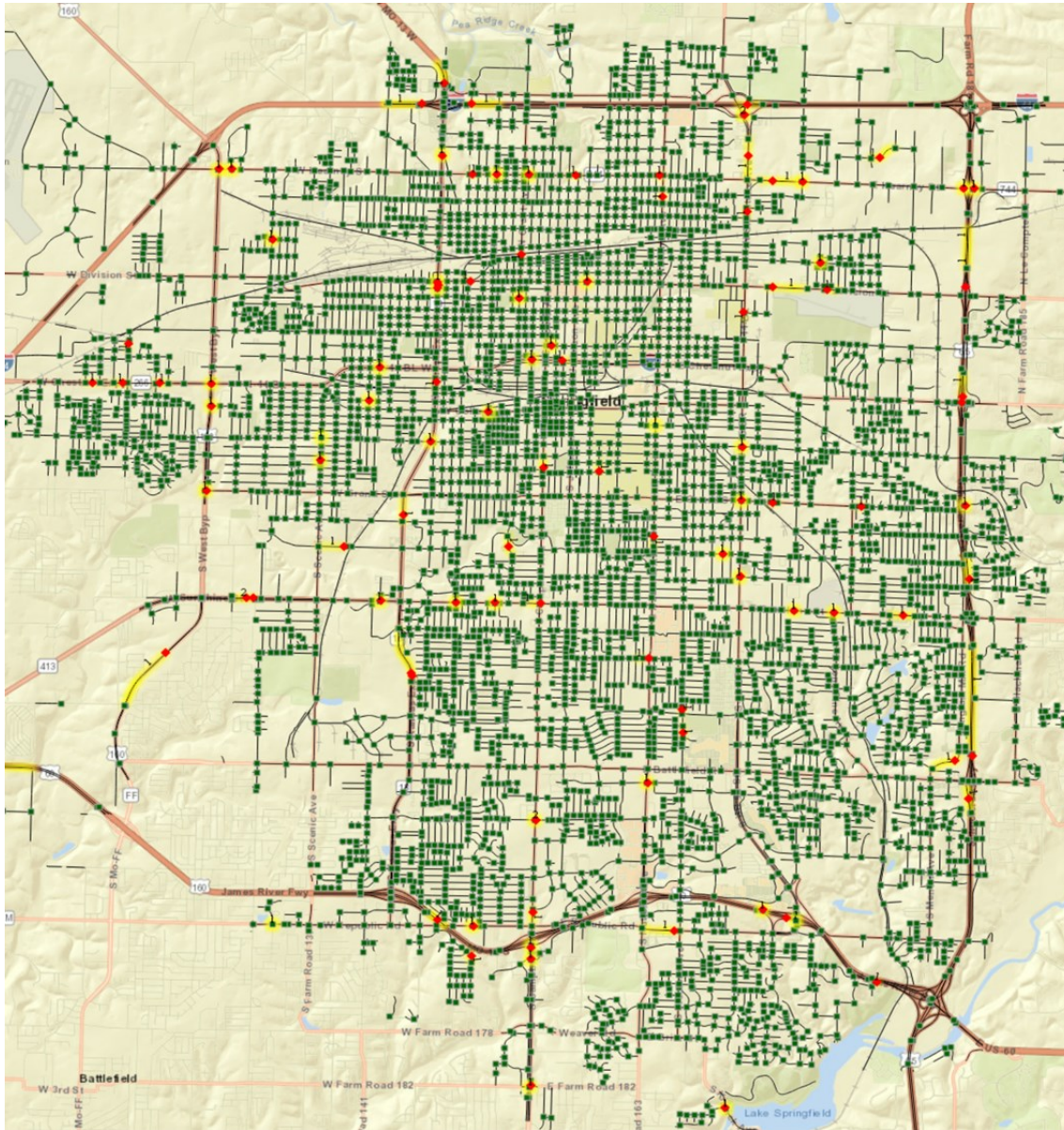
From 2019 to 2023 alone, Springfield lost 128 people in traffic crashes. Based on the most recent economic cost estimates, these losses cost our community well over \$227 million.

Resources utilized on traffic safety are an investment in our residents' wellbeing and help sustain economic vitality.

As Springfield works towards eliminating severe crashes, life safety is our number one priority.



Where Fatality Crashes are occurring



Fatalities 5 years (2018-2022)

In many urban areas, fatal crashes tend to primarily occur on higher speed roadways and in congested areas of town where safety improvements are needed.

However, a map of Springfield showing fatal crashes over a five-year window reveals that these crashes are spread out across our city.

These crashes occur on City and state roadways on every type of street. Some major corridors experience multiple crashes but also carry substantially more traffic, increasing the probability of a severe crash.

The takeaway is ambivalent:

It is positive that our road network does not have hot spots with glaring life safety issues due to lacking infrastructure. However, there is no easy quick-fix engineering solution to address these tragic losses, which causes us to investigate further.

Spotlight:

What Springfield has already done: Grant Avenue Parkway

In 2019, the City of Springfield was awarded a \$21 million dollars BUILD grant to transform a primarily historically underserved residential roadway into a parkway with off-street pedestrian, bicycle pathways and traffic calming. After months of considering input from the community, the City was excited to share the adopted Corridor Plan for the Grant Avenue Parkway. The Plan was presented to the Planning and Zoning Commission on March 11, 2021.

Currently, the 3-mile stretch is nearing completion and connects historically under resourced neighborhoods to downtown Springfield, the Wonders of Wildlife National Museum and Aquarium and connects parks and recreation amenities and schools. The Grant Avenue Parkway fills a vital gap in the Ozark Greenways trail network and connects to the Fasnicht Creek Trail.

The corridor includes a multi-use trail, raised crosswalks, a roundabouts, rectangular rapid flashing beacons and ties into the adjacent neighborhoods.

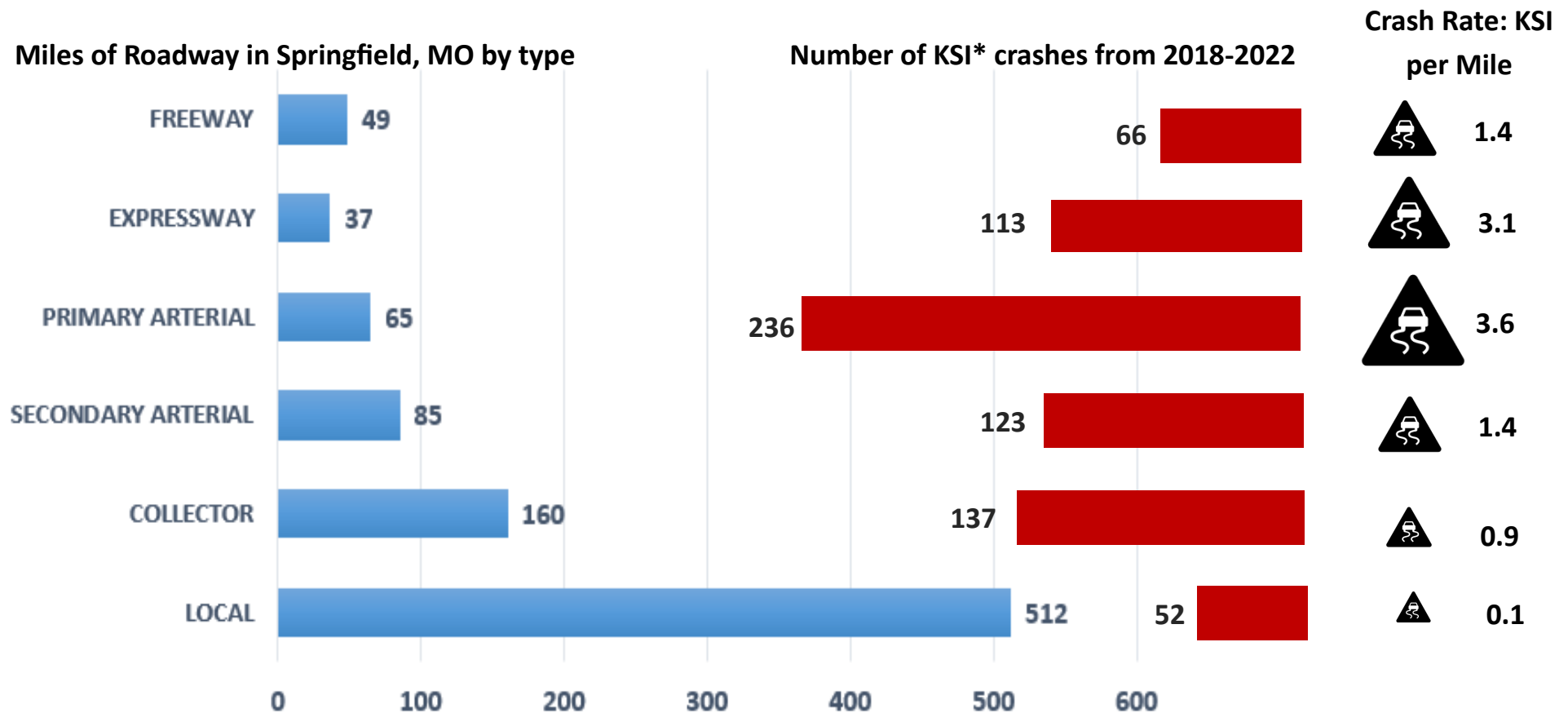




The number one Suspect: The Road

Our road system is made up of different types of roads, from narrow residential local roads, to busy arterial roads, and on to free-ways.

Springfield's most common roadway type by far are 'Local' roads, totaling 512 miles. In a five year span, there were 52 crashes that left a person killed or seriously injured (KSI crashes), hence the crash rate for local roads is very low at 0.1. On the opposite end, Springfield has 49 miles of freeways where 66 KSI crashes occurred — likely at high speeds — yet the crash rate at 1.4 still compares low to other roadway types. In Springfield, it is "Primary Arterials" that experience the highest crash rate of KSI crashes per mile — like Campbell, National and Glenstone Avenue.



High Injury Network

The Ozark Transportation Organization has developed a High Injury Network (HIN) for our region.

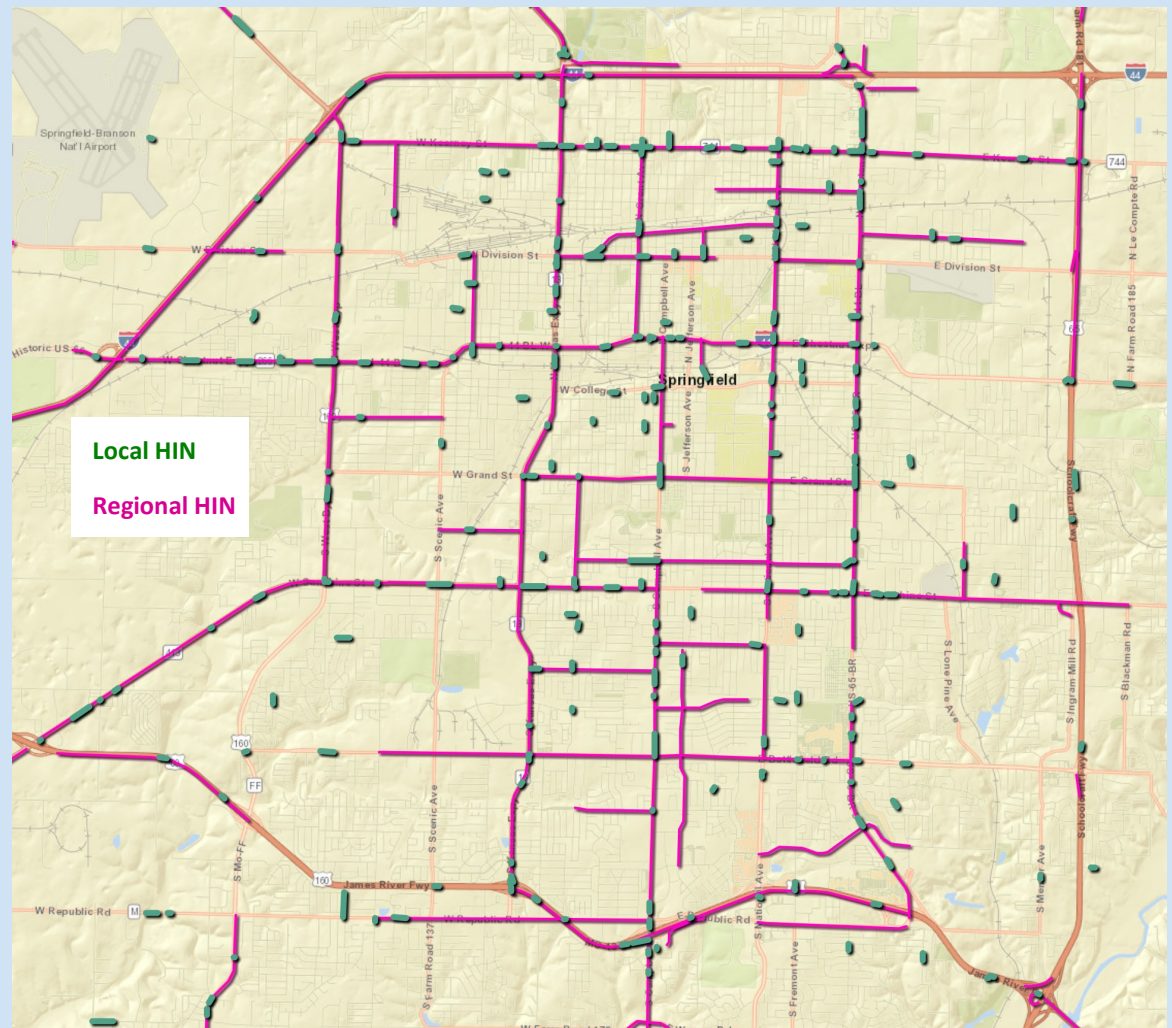
Available at www.ozarkstransportation.org/ss4a, the map visualizes locations and corridors that experience higher levels of KSI crashes (killed and severely injured) over the past five years, based on the length of the roadway. For example: If a certain corridor of a couple of blocks has had five serious crashes, it could have a higher risk factor than a longer roadway with many more crashes. The risk factor helps pin point hot spots or corridors for severe crashes.

Different communities in the metropolitan planning area have different road characteristics and traffic volumes, therefore, two networks were developed: One local high injury network for each community and a regional network, that compares all roads to one another. Both networks use the 60th percentile crash rate as threshold.

Springfield's busy major roadways have experienced severe crashes. With more than 2.19 crashes per mile from 2018-2022, most arterials are flagged on the regional High Injury Network (pink).

The local High Injury Network (green) has a much higher threshold for high injury corridors, because the intersection density is higher in the city. At a minimum of 634.9 crashes per mile in five years, these green highlighted locations require our focused attention.

The regional Action Plan has not been adopted yet. However, the HIN map as well as citizen comments are available on the project website. The plan is expected to be finalized in fall of 2024.



High Injury Network

Much of the local HIN falls onto routes maintained by the Missouri Department of Transportation, which makes sense given that these roadways carry some of the highest traffic volumes in Springfield.

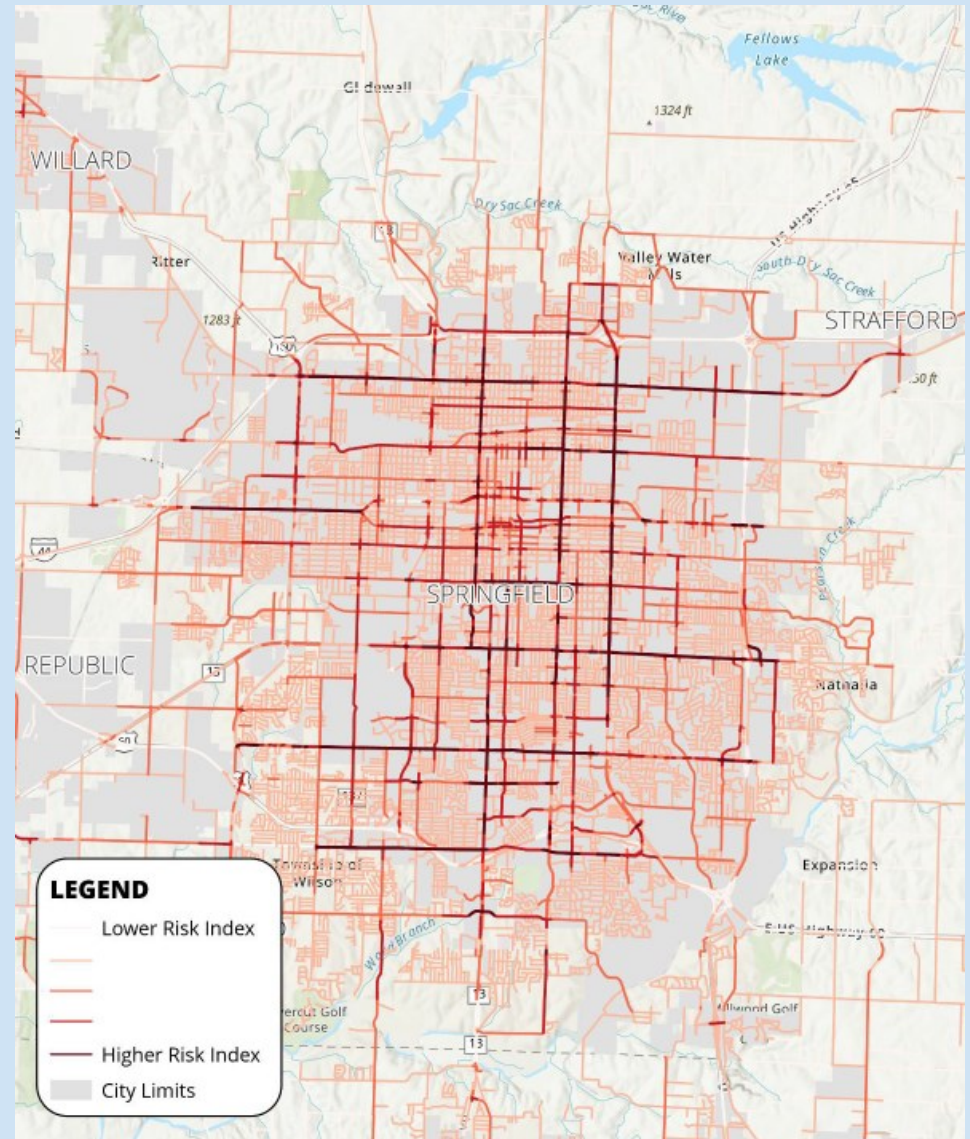
- Kearney Street
- Chestnut Expressway
- Glenstone Avenue
- Interstate I-44

On city-maintained roads, the following corridors stand out:

- Grant Avenue, north of Sunshine Street
- National Avenue, north of Saint Louis
- Battlefield Road
- Sunshine Street
- Campbell Avenue, Grand to Walnut Lawn

Both agencies strive to provide safe, modern roadways and a good number of the above mentioned corridors are being worked on or have plans to be improved in the foreseeable future.

This map shows the “Roadway Risk Index” by roadway features, such road type, number of lanes, lack of medians. Dark red roads pose the highest crash risk for local road users.



The Ozarks Transportation Organization's preliminary action plan has identified potential safety project locations within the regional HIN. The following criteria will inform how project corridors are prioritized.

- Number of KSI crashes (5 or more)
- Located on HIN (Yes/No)
- Developed by public input (Yes/No)
- Number of Fatal Injuries (1 or more)
- Number of Severe Injuries (5 or more)
- Statewide Transportation Improvement Program List (Yes/No)



The Ozarks Transportation Organization's Action Plan is expected to be finalized this fall and will include regional safety recommendations.

The following project locations are recommended for further studies — listed by alphabetical order:

Location	Type	Agency
Campbell (Battlefield to Republic)	Segment	Springfield
Division Street (Kansas Expy to Sherman)	Segment	Springfield
Glenstone/LP 44/RT H	Bike/Ped	Springfield > MoDOT
Grand Street (Kansas Expressway to Glenstone)	Segment	Springfield
Grant Avenue (College to Kearney)	Segment	Springfield
Hines Street (Oakwood to ZZ)	Bike/Ped	Republic
Kansas Expy (Evergreen to Division)	Segment	Springfield > MoDOT
Kansas Expy & Division	Intersec.	Springfield > MoDOT
Kansas Expy (Chestnut to Division)	Segment	Springfield > MoDOT
Kansas Expy (Norton to OTO north boundary)	Segment	Springfield > MoDOT
Kearney & National	Intersec.	Springfield > MoDOT
National Avenue (Chestnut Expy to Kearney)	Segment	Springfield
Rte 125 (Route D to Route 60)	Segment	Rogersville > MoDOT
Rte 14 (14th Street to W)	Segment	Ozark > MoDOT
Rte AB (Route 160 to EE)	Segment	Willard > MoDOT
Rte CC	Bike/Ped	Multi. Muni > MoDOT
Rte FF (from M to Weaver)	Bike/Ped	Battlefield > MoDOT
Sunshine Street (Kansas Expy to Campbell)	Segment	Springfield
Tracker Road (Nicholas to US-160)	Segment	Nixa
US 160 & FR 123	Intersec.	Rural > MoDOT
US 160 (14 to OTO south boundary)	Segment	Nixa > MoDOT

Fatality Crash Review 2023

In 2023, there were 28 fatality crashes on Springfield’s public streets, killing a total of 33 people.

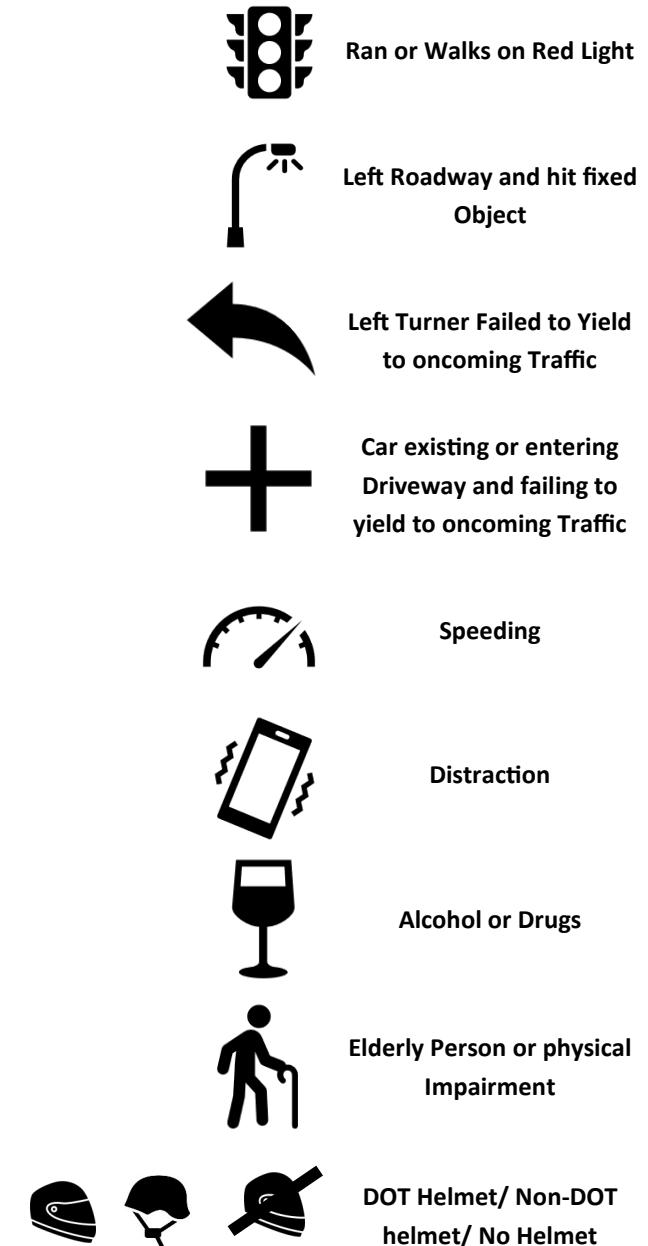
Humans make mistakes and unsafe behaviors cause crashes. And therefore, traffic deaths and serious injuries are preventable and not acceptable.

Springfield Public Works, the Missouri Department of Transportation and Greene County are always looking for ways to make roads safer. Redundancy and a certain measure of forgiveness can be added through certain countermeasures. Some countermeasures work well for the rural context (rumble strips, guard rail, clear zones, etc.) and some of them work well in urban settings (raised crosswalks, rectangular rapid flashing beacons, flashing yellow arrow, etc.).

When it comes to careless and imprudent driving, such as excessive speeds, impaired driving and other behavioral shortcomings, the crash risk can not easily alleviated through engineering measures alone. This is especially true in the urban context where guard rails or clear zones are difficult to integrate. In these cases, it takes a comprehensive approach that includes behavioral interventions through enforcement, education and training.

The graphic on the right alludes to the behaviors that caused crashes and secondary influences that may have played into the error or choice. The data came from the police officers’ preliminary observations in the crash reports, hence, “distraction” and other items subject to investigations may be underreported.

Common symbols used:





Fatal Car Crashes: 12

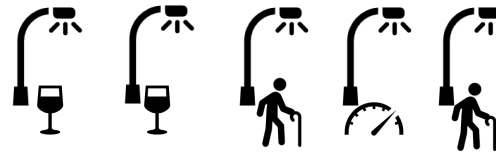
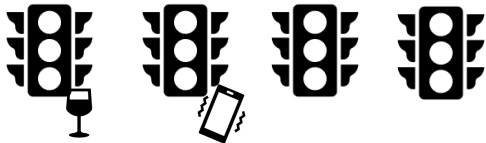
Drivers Running Red Lights: 4

Wrong Way: 1

Drivers Running off the Road: 5

Work Zone: 1

Failure to Yield: 1



Fatal Motorcycle Crashes: 10

Car Drivers Failing to Yield: 3

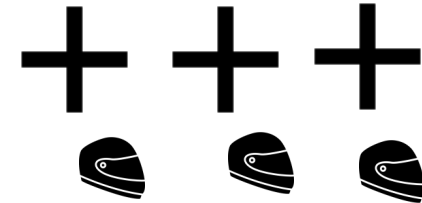
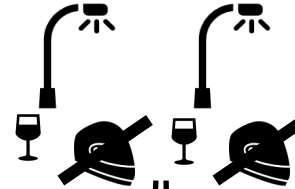
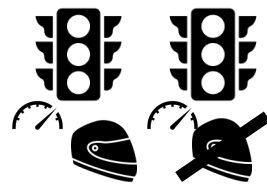
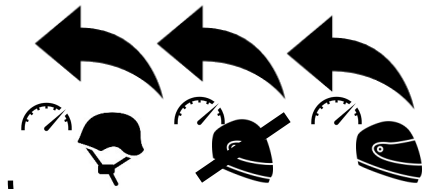
Cycle Ran Red Light: 1

Running off the Road:

1

1

Car Drivers Failing to Yield at Driveways: 3



Intersections

Midblock



Fatal Bike Crashes: 1

Car Drivers Failing to Yield



Fatal Pedestrian Crashes: 4

Walked on Red:

Crossed Random:

Struck by right turning Driver:



Spotlight:

What Springfield has achieved: Leaders in Pedestrian Safety

In 2021, the City's pedestrian safety campaign, SGF Yields, reached out to local nonprofits to form a coalition and learn more about our most vulnerable pedestrian population — our residents who lack shelter, a group that is of highest risk of being fatally struck by a car.

The SGF Yields Coalition consisted of many local agencies, including the Ozark Transportation Organization, City Utilities Bus Transit, the Community Improvement Districts, Empower: Abilities and around 10 local nonprofits that offer meals, housing and other services to our most vulnerable population groups. The goal was to understand the underlying circumstances that drive our residents to undertake high-risk midblock crossings and to develop safety messages and communication means that resonate.

The group was aware that the of lack of frequent pedestrian crossings along the older commercial routes would take many years to mitigate and therefore, we were looking for behavioral intervention to save lives now. In contrast to the common perception that people are “just being too lazy to use crosswalks” we learned about the hardships that play into their decision making process.

City staff started conducted listening sessions at soup kitchens asking our residents about their concerns about traffic and drivers. **Of the people we spoke to about 80% reported being struck by a car at least once.**

The dialogues were life-changing for our engineers and how we look at “data.” **The dots on the map became faces** that we shared with other agency representatives during a Safe Transportation For Every Pedestrian (STEP) workshop.



Most importantly, City staff learned that driver behavior is often to blame: **Especially at actuated mid-block crosswalks, pedestrians often experience harassment.** Even at intersections, pedestrians often don't feel safe due to turning traffic and our data confirms that every year many pedestrians get struck in crosswalks even though they had the right-of-way.

It became clear that drivers must be part of the solution, too. We launched the **Pedestrian Dignity Project**, elevating the voices of those willing to speak out. The messages to drivers are shared on social media to help raise awareness and empathy.

Then we returned to our original task of developing educational messages for our most vulnerable risk group.

“USE YOUR WITS” INITIATIVE

Based on what we learned, the SGF Yields Coalition developed the “Use Your WITS” pedestrian safety initiative. The program utilizes a video that features local community peers who have been struck by vehicles. These courageous individuals shared their story of the crash and how it has forever changed their lives. They then go on to provide practical safety tips. The video acknowledges that it’s not always feasible to walk a crosswalk but encourages the viewers to do what is safest.



The video is promoted through nonprofits and ads on yard signs, bus benches and shelters reinforce the video’s messages around town:

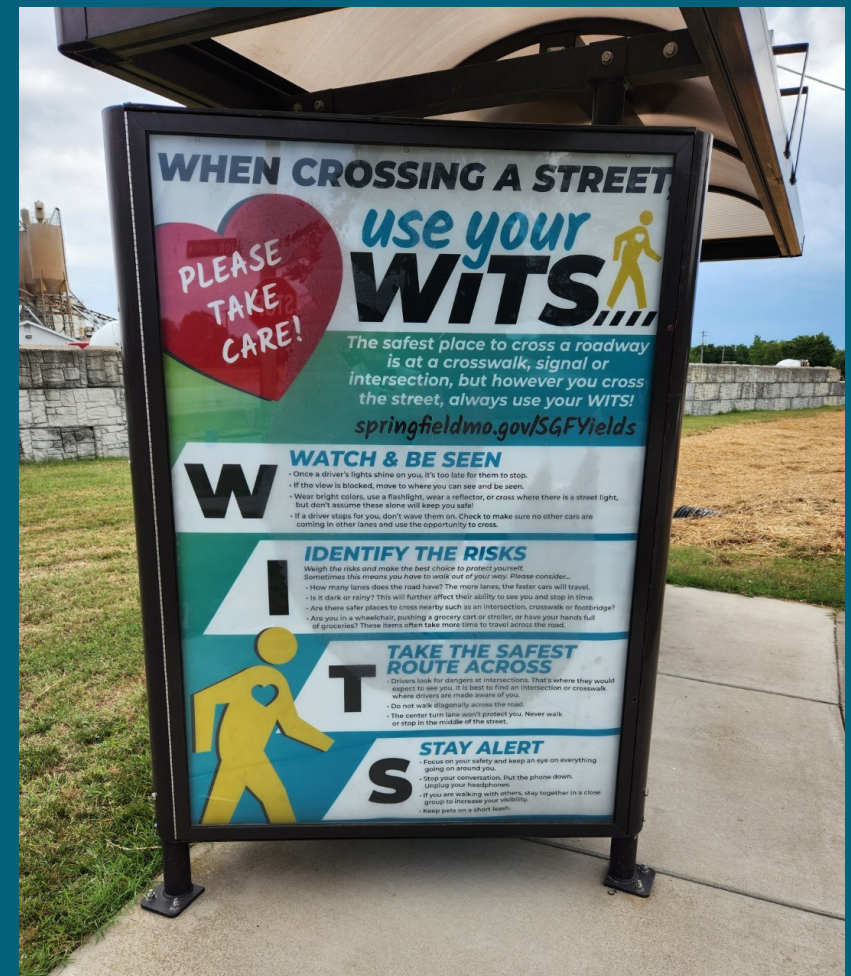
W– Watch and Be Seen

I—Identify the Risks

T– Take the Safest Route Across

S—Stay Alert

During outreach events, we make valuable connections, learn about safety concerns and also collect more Pedestrian Dignity portraits.



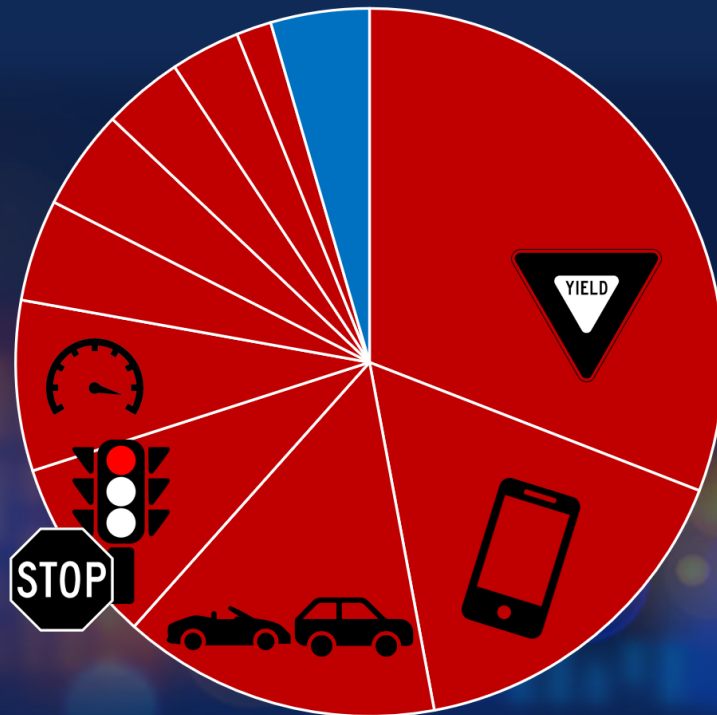
Primary Crash Factor: Humans Make Mistakes

Since fatalities and severe crashes occur along many corridor types, what are the most common causes? The type of roadway is certainly a factor: wide busy roads with many driveways or high speeds show more severe crashes. The main commonality among those crashes is revealed when we investigate the human involved. Behavior is almost always a contributing factor in fatality and severe injury crashes and in almost all less severe crashes in Springfield!

Out of the around 6,000 crashes that occurred in Springfield in 2023, approximately 84% are reported to be caused by human error and wrongful behavior. All of these crashes are preventable.

SPRINGFIELD CRASHES IN 2023: 6135

NON-BEHAVORIAL



**84% of crashes
involved at least one
behavioral
contributing factor.**

There are many reasons why our residents do not follow traffic laws or make safe choices. It is important to understand the different factors that play into human behavior and how they can be influenced.

The most common contributing circumstances reported in crashes is “Failure to Yield,” when a driver pulls out in front of another person who had the right-of-way.

There can be many different causes:

Person did not realize they had to yield	Knowledge, Skill
Person was not paying attention	Behavioral, distraction is vastly underreported
Misjudged timing and distance of oncoming traffic	Skill, lack of risk-aversion
Stopped driver in a second lane waved them forward	Knowledge, lack of risk-aversion, behavior
Tendency to prioritize convenience over safety	Knowledge, lack of risk-aversion, behavior

Some of these items can be addressed with engineering measures, such as signage or flashing arrows, etc.

However, the majority of these issues are due to either a lack of driving skills, knowledge of law, lack of being risk-averse or other behavioral shortcomings. “Following too close” and “speeding” are other common behavioral choices that are fueled by a lack of personal responsibility to other road users.

Many drivers frequently chose their personal convenience over safety, including their own.

Road Users: Humans Make Mistakes

Addressing behavioral shortcoming requires a comprehensive approach. Engineering measures can help make our infrastructure more forgiving to accommodate a measure of human error (for example, rumble strips or breakaway signs), adding more layers of safety or redundancy.

The first line of defense is to create a safety culture that values safe and courteous driving and walking environment. Social norming and also training are needed to make that shift. Responsibility is shared between those who walk or drive, as well as officials, transportation professionals and first responders who all play a role in keeping people safe.

The key to reducing serious injuries and traffic crashes lies in fostering a safety culture that replaces risky attitudes with safe behaviors that serve the common good.

The single most common crash factor is human error.

Therefore, the Safe Streets SGF Collaborative has chosen to prioritize the need to address risky behaviors. Without addressing these issues, we cannot eliminate severe and fatal crashes.

While the City of Springfield will strive to maintain and modernize our roadways and technology to provide the safest infrastructure possible, behavioral intervention must be an immediate focus.

The Public Safety Collaborative has identified the following intervention priorities:

- **Distracted Driving**
- **Speeding**
- **Impaired Driving**
- **Move-Over Law and Construction Zones**



Behavioral Priority: Distracted Driving

Distracted driving has been reported as the second most common contributing circumstance in our crash reports in 2023. However, we know that distraction, especially cell phone use, is grossly underreported as drivers are unlikely to self-incriminate. In Springfield, citizens are no longer required to report non-injury crashes to Police, so the true percentage of distraction-caused crashes is unknown.

Data from the sensors embedded within cell phones provide some insight. Research suggests that around 34% of drivers involved in a crash were distracted within one minute of the crash.

Not only are drivers more likely to crash when distracted, but the crash-severity dramatically increases. A driver that is focused on the road is much more likely to react, decreasing the impact speed, and greatly improving the survivability of the crash. A driver that is distracted tends to collide into objects at full travel speed.

Missouri was one of the remaining two states where texting and driving was legal for drivers aged 18 and up. In August of 2023 Senate Bill 398 made hand-held cell phone interactions illegal on Missouri roads. This important legislation came from many tragic losses, including loss of Randall Siddens of Columbia, husband and father of three young children, and Michael Bening of Raymore, husband and father of two, who was also struck and killed by a distracted driver, after whom this law was named.

Phone Down It's the Law



EFFECTIVE AUGUST 28, 2023

Per Senate Bill 398, all drivers on Missouri roadways shall not:

- 1 Hold or support a cell phone or other wireless device while driving. Drivers can use Bluetooth or voice-activated features while driving.*
- 2 Manually type, write, send, or read any text-based communication on an electronic communication device.
- 3 Watch, record, post, send, or broadcast a video or movie.

*Features include GPS and other hands-free apps



The Siddens-Bening law becomes enforceable as secondary offence starting January 1, 2025.

Across the U.S., states that engaged the public upon introduction of new hands-free laws generated a great deal of media coverage. Follow-up phone-motion studies show these campaigns had a substantial impact in those states. Data shows that drivers interacted less with their cell phones, compared to states that did not heavily educate. The safety messages were being heard.



With Missouri's hands-free law going into effect January 1 of 2025, there is a tremendous opportunity to start Springfield's Vision Zero efforts with an impactful distracted driving campaign.



RANDALL SIDDENS
1985 – 2019

**SIDDENS BENING
HANDS FREE LAW**



Behavioral Priority: Speeding

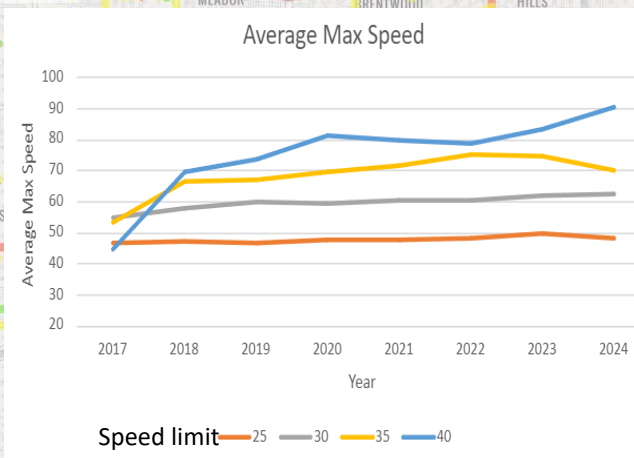
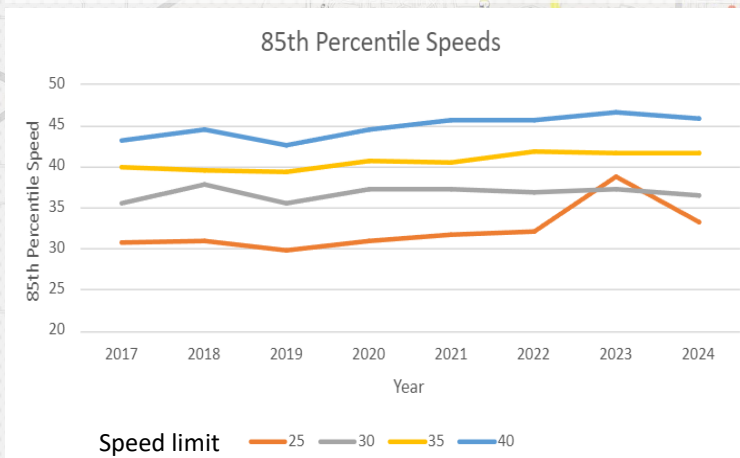
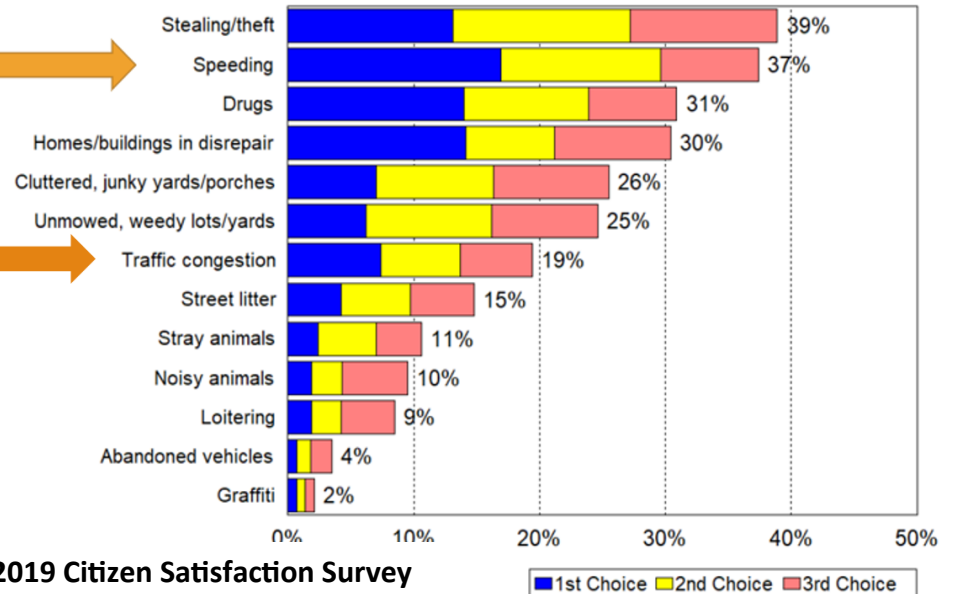
Speeding does not only concern the families of traffic crash victims. Speeding reduces the quality of life: Children do not feel safe playing in front yards and residents don't feel safe walking in their neighborhoods. According to Springfield's citizen satisfaction surveys, speeding has been one of the top neighborhood concerns for almost a decade.

According to the Missouri Department of Transportation, 33% of all traffic fatalities in Missouri involve excessive speeding or driving too fast for current road conditions. The problem has only gotten worse in recent years.

While traffic volumes dropped during the Covid-19 pandemic, speeding increased. Unfortunately, as traffic came back to pre-pandemic levels, drivers continued to speed at higher levels. This has resulted in increased traffic fatalities.

Q6. Neighborhood Issues That Should be the Top Priorities for Improvement in Neighborhoods

by percentage of respondents who selected the item as one of their top three choices



Speed studies in Springfield reveal that over the past few years speeding has increased.

Many drivers feel that speeding 10 mph over the speed limit is not a big deal. But when it comes to pedestrian crashes, even small differences in speed may make a difference between life and death.

A pedestrian hit by a vehicle travelling at: ...is likely to survive:

**25
MPH**



90%
of the time

**35
MPH**



60%
of the time

**45
MPH**



10%
of the time

Unlikely to survive.

Take time to be safe.



Speed remediation tactics outside enforcement include lowering speed limits and adding traffic calming. This can be systemically done by identifying corridors where the adjacent uses (residential or commercial) create a lot of activity and require a lower speed limit. Springfield is currently working towards such “street typology overlay” that considers the context of the street in roadway design, speed controls and safety features.

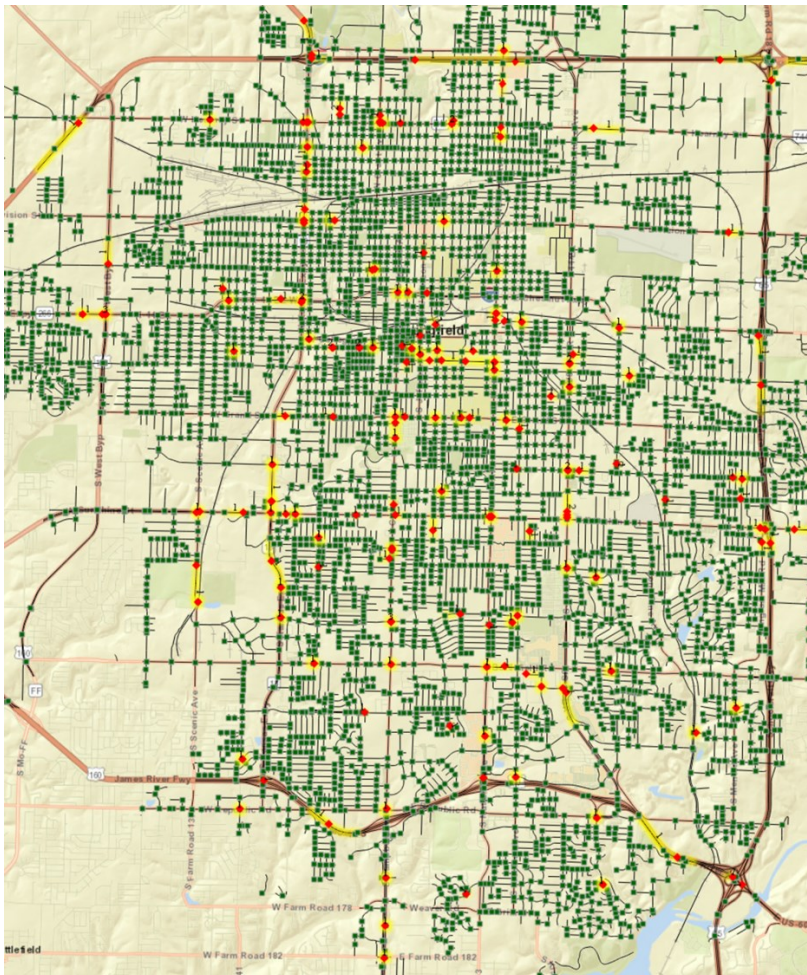


One example of context sensitive design and a lower speed limit is the reconfiguration of Cherry Street, near Pickwick Avenue. Even though classified a secondary arterial roadway, this mix-used area on Cherry Street now has a lower speed limit and traffic calming features, such as a raised crosswalks.

Behavioral Priority: Impaired Driving

Impaired driving accounts for 17% of the traffic fatalities in Missouri. **Last year in Springfield, more than half of our local traffic fatality crashes involved impairment.**

While the dangers of drunk driving are relatively well known, impaired driving is not limited to alcohol use. It also consists of drugs, including prescription medications, and physical impairments such as drowsy driving, poor vision, or reduced cognitive capabilities.



Substance-Impaired Driving Statistics over the last 10 years

33% increase in drug-impaired fatalities in Missouri

29% decrease in alcohol-impaired fatalities in Missouri

The Springfield Police Department emphasizes reducing the incidents of Impaired Driving.

The department continues to fund a traffic enforcement squad to assist with traffic crashes and to investigate impaired driving proactively. In 2023, the department made 536 total DWI arrests. Despite this targeted DWI enforcement, the City of Springfield investigated seven alcohol-related fatality accidents in 2023, which was the highest number of alcohol-related fatalities since 2019. The Springfield Police Department continues to proactively locate and detain impaired drivers while also educating the public on the dangers of driving a motor vehicle in an impaired state.

Repeat DUI drivers are much more likely to be involved in a fatal crash than other drivers. A study from the National Highway Traffic Safety Administration found that drivers with a BAC of 0.08 g/dL or higher who were involved in fatal crashes were four times more likely to have prior convictions for driving while impaired than drivers without alcohol.

When mapping local crashes that involved drugs and alcohol over the span of a year, it becomes evident that this problem persist all across our community.



The City participates in the Traffic Incident Management system adopted by OTO. Traffic Incident Management (TIM) consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents; improves the safety of motorists, crash victims, and emergency responders; and reduces the frequency of secondary crashes. However, often drivers will hinder emergency responders or even endanger them. Therefore, it is important that drivers know what to do.

Missouri's Move Over law RSMo 304.022 outlines how drivers must respond to emergency vehicles.



Driver approaches stationary emergency vehicle:

The law requires drivers to change lanes, if safe to do so, when approaching stationary law enforcement vehicles, fire trucks, maintenance vehicles, and any other emergency vehicle with lights flashing. If drivers can't change lanes safely, they must slow down as they pass the emergency vehicles.

Emergency Vehicle approaching:

The law states that drivers must yield to any moving emergency vehicles with audible or visual signals by pulling to the right and stopping until such vehicle has passed, unless otherwise directed by an a police or traffic officer.

Post — Crash Care and Safe Road Users are two of the five elements that define the Safe System Approach. To achieve our vision of zero traffic fatalities and severe crashes, it is most important that drivers know the rules and do not hinder first responders.

When traveling around our community, drivers will often encounter work zones. Some of them are more permanent, for construction, but some are also moving operations to mow, clean litter, patch potholes or other roadway maintenance.

It is all too common that drivers fail to slow down, merge or even endanger workers or other drivers. In work zones, drivers should slow down, avoid distractions and keep an eye on personnel or equipment. Currently, local and state laws in regards to construction zones are not commonly known among drivers and will therefore be the focus of the Vision Zero program.

Springfield City Code has fines for moving violations in work zones. The offender shall be subject to a fine of not more than \$5,000 for an injury and up to \$10,000 in the event they strike a highway worker and have up to 12 points assessed to his or her license.

Under that act, a person commits the offense of endangerment of a highway worker if the motorist:

1. Exceeds the posted speed limit by 15 mph or more;
2. Passes another vehicle in a work zone and such offense results in the death or injury of a highway worker;
3. Fails to stop for a work zone flagman or fails to obey traffic control signals erected in the work zone;
4. Physically assaults or attempts to assault a highway worker with a motor vehicle or other instrument;
5. Intentionally strikes or moves barrels, barriers, signs or other devices erected to control the flow of traffic for a reason other than avoidance of an obstacle, emergency or to protect the health and safety of another person; or
6. Commits various offenses in which points may be assessed under section 302.302. The act provides for the assessment of 4 points for an endangerment of a highway worker and 12 points for an aggravated endangerment.



Spotlight:

What Springfield has achieved: Leaders in Pedestrian Safety

In 2020, the City's pedestrian safety campaign, SGF Yields, developed crosswalk "Yield Checks". Based on the National Highway Traffic Safety Administration's "Pedestrian Safety Enforcement Operations: A How-To Guide," a high-visibility crosswalk enforcement program was tailored for Springfield's needs.

In 2021, funded through a Hazardous Moving Violation grant from the Missouri Department of Transportation, police officers on overtime began enforcing crosswalks.

Since the emphasis is on broad public education, the weekly enforcement locations are announced and publicized ahead of time. During the event, a "Crosswalk Enforcement Ahead" sign is set out ahead of the enforced crosswalk, giving drivers plenty of notice. At the beginning of each wave, a warning phase is conducted during which only educational flyers are given out.



**CROSSWALK
YIELD CHECKS**
A grant funded enforcement partnership with Springfield Police Department.

**You have been given a
Warning!**

- ☐ You failed to yield to a pedestrian who was waiting within 3 feet of a crosswalk or was already in the crosswalk.
- ☐ You crossed mid-block or failed to yield to traffic that had the right-of-way. Safety is a two-way street!



Springfield citizens desire a community that is safe and pedestrian-friendly. Everyone needs to do their part!

As part of a grant funded by the Missouri Department of Transportation, the Springfield Police Department is conducting "Yield Checks" to help remind drivers and pedestrians to watch out for each other and obey the rules. After a three month warning period, citations may be given out.

Please do your part and adjust your habits. Watch out for walkers and yield to them!

Learn more about city code requirements on the back of this flyer.



For safety tips, future enforcement locations and updates, visit springfieldmo.gov/sgfyields or follow us on facebook.

Yield Checks utilize at least three police officers: One as decoy pedestrian, one as spotter and a motorized officer to incept drivers in violation.

CROSSWALK EDU-FORCEMENT

A traffic cone marks the appropriate stopping distance based on the speed limit. The officer in plain clothing will time their approach to the crosswalk so that they arrive with one foot in the roadway just before the vehicle reaches the traffic cone and “Crosswalk Enforcement Ahead” sign. The spotter records the violation and radios in the offense. The minimum fine for Failure to Yield to a pedestrian is set at a minimum of \$100. Illegal mid-block crossings are only enforced if the pedestrian endangers their or someone else’s life.



During the warning phase, the SGF Yields Action Group is invited to attend the crosswalk details. This group of citizens consists of pedestrian advocates that support the police departments and SGF Yields efforts.

The group cheers on any yielding drivers and usually earns friendly waves and honks. The positive reinforcement flatters drivers and also communicates that crosswalk safety is important to citizens.

“Yield Checks” are one of the many components of the SGF Yields program that have achieved a measurable increase in local crosswalk compliance: We have had a 100% increase in yield behavior and are now at around 50% compliance—however, 100% remains the goal. The Springfield Police Department is now in their fourth year of crosswalk enforcement and the efforts remain surprisingly popular with the public.

Safe Streets SGF ACTION PLAN:

Listening to the Community

Vision Zero began as part of Springfield's recent Forward SGF Comprehensive Plan.

In the summer of 2019, the City of Springfield set out to create a new Comprehensive Plan, *Forward SGF*, a blueprint for the future. The Plan is intended to guide growth and development in the community for the next two decades to come, establishing policies that will help City leaders make substantive planning decisions.

Ensuring *Forward SGF* is representative of the needs and desires of the community, large-scale community engagement was executed to learn the community's ideas and desires. Based on this feedback, the Plan was developed to grow Springfield as a safe, attractive, and inclusive place for everyone to live, work, and thrive into the future.

The Kickoff events included visioning boards, Mad Lib engagement, word clouds and surveys. **There were 10 public Visioning Workshops and Project Outreach Workshops, with more than 1,341 in-person and 5,542 online engagement participants.**



Safe Streets SGF ACTION PLAN:

The Safer Streets SGF Collaboration meets regularly to discuss our communities' safety needs and find practical strategies for our local transportation challenges. The action steps for Springfield's Vision Zero Plan can be divided into the following intervention types: Safe Users, Safe Streets and Post-Crash Care, Planning Goals and Design & Innovation.

Safe Users: Build A Safety Culture

	WHO?	WHEN?
Develop a plan to shift local attitudes towards a shared belief system and protective behaviors.	Collaborative	Immediately
Expand partnerships with local agencies, businesses and schools to change road user beliefs .	Collaborative	Immediately
Promote Vision Zero at public events and continuously gather feedback and data from citizens.	Collaborative	Immediately
Develop countermeasures to address the four priority areas: Distracted Driving, Speeding, Impaired Driving, Move Over Law and work zones .	Core Group	Immediately
Develop a safety campaign for Missouri's new Hands-Free Law going into effect January 1st, 2025	Collaborative	Immediately
Work with other agencies to incentivize safe driving through apps and other innovations	Collaborative	Immediately

A "Traffic Safety Culture" is the centerpiece of Springfield's Vision Zero efforts. We are looking to nurture a shared belief system that will influence road user behavior and stakeholder actions in positive ways. The belief system of our residents is tied to values and assumptions, which over time can be influenced through work, family, friends and social environment.

While many Missourians in the "Show-me State" don't like to be told what to do, campaigns based on positive role modeling can help our residents see the value and make the shift towards more protective behaviors.

Safe Users: Training for all Users

Design and build a **Public Safety Center with Safety Town**, classrooms, simulators and more to provide education and hands-on training for young and old.

WHO?

WHEN?

Collaborative

Mid-Long Term

Design and build a **Defensive Driving Training Facility** that serves police, other City departments and other regional safety efforts. Such facility would ideally be adjacent to the Public Safety Center.

Collaborative

Mid-Long Term

Expand and promote on **Motorcycle Safety Classes** and find ways to reward responsible driving.

Core Group

Mid Term

Continue to work with agencies that support **Bicycle Skills Classes**.

Collaborative

Immediately

Training and traffic safety education are a very important aspect of Springfield's Vision Zero Plan.

Elementary Schools do not offer bicycle or pedestrian safety lessons as part of their curriculum. Local High Schools no longer offer drivers' education. Permit drivers do not have a safe place to practice and we are short on programs that demonstrate the impacts of distracted or impaired driving. Area emergency personnel no longer have access to the airport's tarmac for driver training and the next facility is hours away.

However, Springfield has long had a vision for a safety center to provide traffic safety education and training—these public-private efforts go back to the 1990's. This, and an emergency vehicle operation course, are both needs listed in Forward SGF.



Safe Streets SGF ACTION PLAN:

Safe Streets & Post Crash Care: Operational Goals

	WHO?	WHEN?
Conduct detailed reviews of infrastructure improvements and development to reduce conflicts between roadway users along the High Injury Network, deploying proven safety countermeasures to create redundancy.	Core Group	Immediate
Collaborate to improve the set up and duration of work zones , increase interdepartmental collaboration and public communications, explore an integrated crash response software.	Collaborative	Short-Long Term
Designate a multi-disciplinary working group to regularly review severe crashes to identify potential countermeasures.	Core Group	Immediate
Combine and expand on annual crash remediation efforts within City Departments	Core Group	Short Term
Collaborate to identify effective traffic calming devices and placements guidelines that work for first responders, as well as solutions for access management.	Core Group	Short Term
Explore adding emergency traffic control vehicles for Police's Traffic Services Unit	Core Group	Mid-Long Term
Secure funding for safe driver programs for employers, schools and individuals	Collaborative	Immediate
Review speed limits based on adjacent usage and other considerations	Core Group	Short-Mid Term
Create a regional public safety plan , assess future EMS coverage as community grows	Core Group	Mid Term

The Public Safety Core Group is looking to make the switch from a mostly reactive to a proactive traffic safety approach. Firemen and police officers are occupied dealing with traffic crashes much of the day. With less crashes, our crews and squads are more likely to focus on preventative measures, such as education, speed enforcement and better work zone management. There are many opportunities for Police, Fire and Public Works to exchange expertise and collaborate to plan ahead and use any given resources more

Responsibly is shared.

Safe Streets: Forward SGF Planning Goals

Many Vision Zero goals have already been identified by our community and are spelled out within our Forward SGF Comprehensive Plan, including:

	WHO?	WHEN?
Update City Code to prioritize safety and wellbeing of residents over convenience	Core Group	In Progress
Adopt a Street Typology Overlay	Core Group	Short Term
Pedestrian Safety Action Plan and Crosswalk Policy	Collaborative	Short Term
Bike and Micromobility Action Plan	Collaborative	In Progress
Create and adopt a Traffic Calming Policy	Core Group	In Progress
Create a Access Management Policy	Core Group	In progress
Create Performance Indicators to measure our progress	Collaborative	Immediate

City staff has worked for years towards different safety measures and plans, but with the backing of our Vision Zero Plan, the Safer Streets SGF Core Group is looking to get the public support to bring these important policies and plans to fruition.

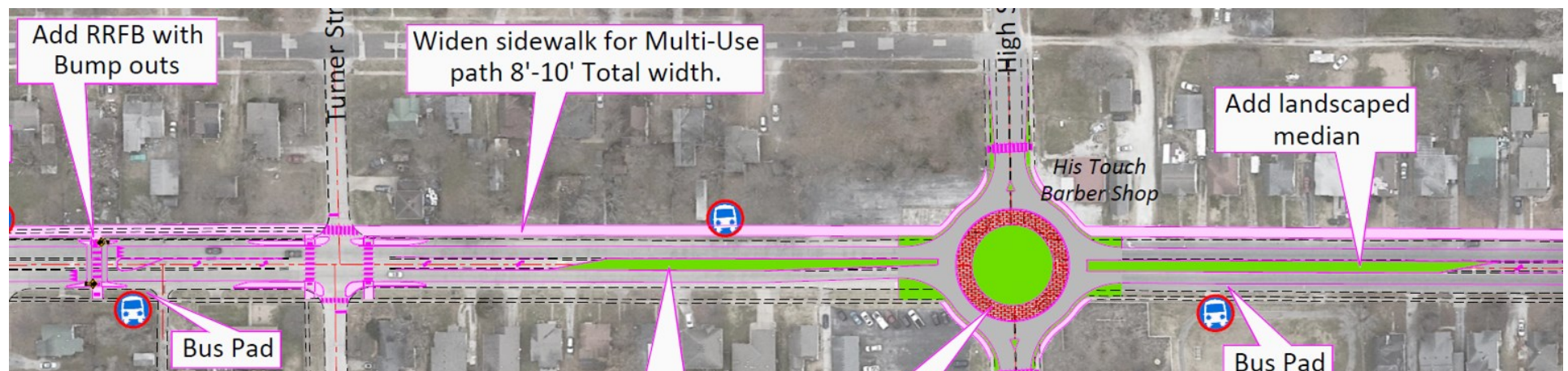


Safer Streets SGF ACTION PLAN:

Safe Streets: Design and Innovation — Using Proven Countermeasures

	WHO?	WHEN?
Identify and pursue safety projects covering the High Injury Network	Core Team	Immediate
Expand Lead Pedestrian Intervals and Access Management and Trails to reduce conflicts	Public Works	Ongoing
Collaborate with the state to support improvements on the state roadway system	Public Works	Ongoing
Expand use of pedestrian-scale lighting and other visibility improvements.	Public Works	ongoing
Expand use of curb extensions, roundabouts, raised crosswalks and other Treatments to slow traffic and increase safety	Public Works	ongoing
Continue Complete Streets practices and consider Road Diets .	Public Works	ongoing
Expand use of Electronic Speed Feedback Signs and other technologies to increase safety	Core Team	ongoing
Promote introduction of “ Smart Feedback ” roadway signs with AI Technology that inform drivers of speeding, lack of seat belt use or distraction.	Action Group	Short Term

Public Works, in collaboration with the Fire and Police Departments, will continue to utilize public input, the regional Safety Action Plan and any available data to identify safety hazards and update our roadway network with all users in mind.

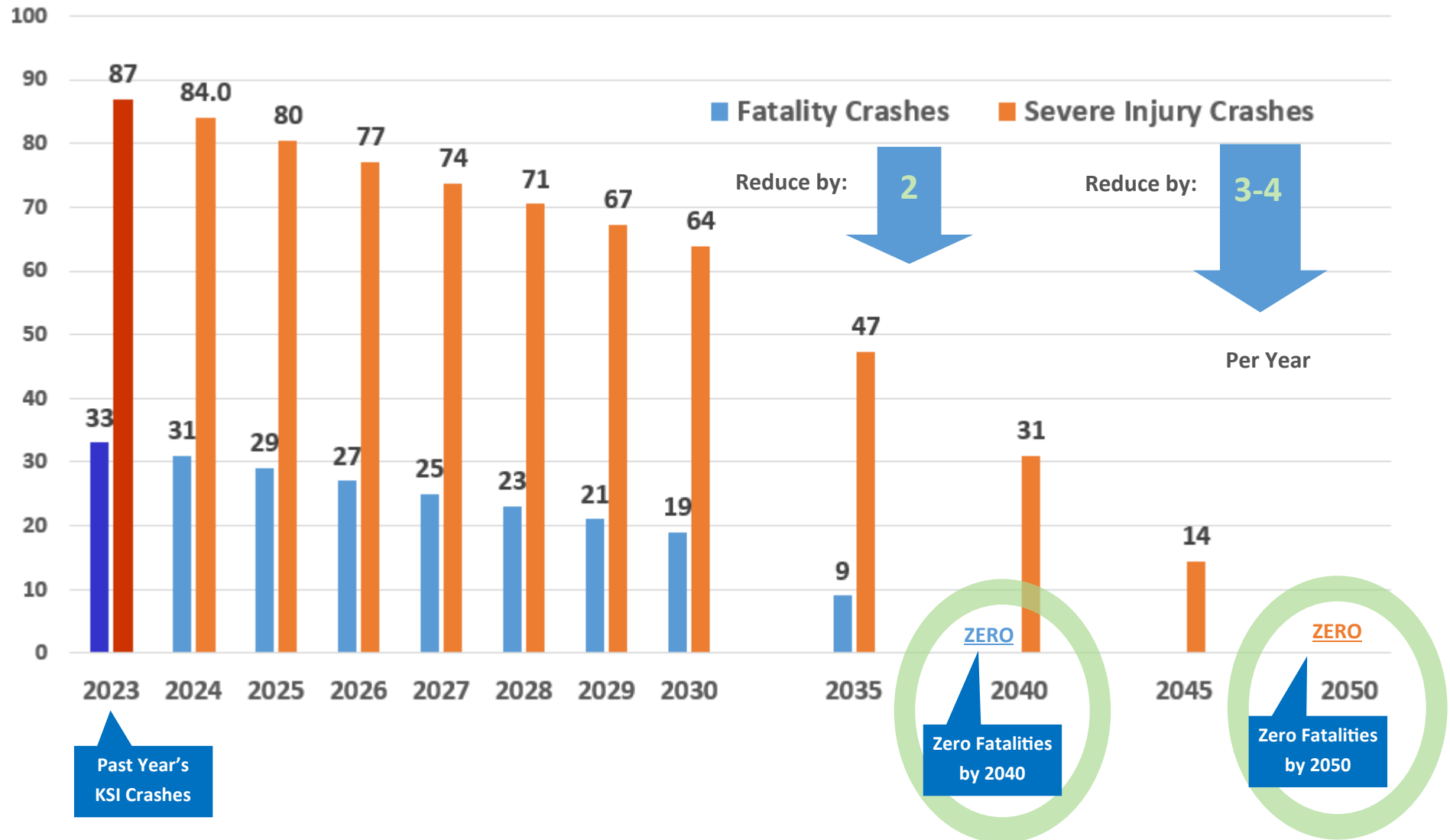


Conceptual planning drawings for north Grant Avenue

Annual Crash Reduction Goals

Crashes are preventable and therefore these losses are not acceptable.

Starting with 2024, this plan calls for a reduction of two fatalities per year and three to four less severe injury crashes per year in order to meet the goal of Zero by the target date of 2040 and 2050.



Remembrances — Lives lost on our roads



2020

Caleb	Trampus
Mason	Shaughn
Wyatt	Maurice
Sharon	Sharon
Brandon	Beth
Matthew	Brian
William	Cole
Joseph	David
David	Sean
Dakota	James
Scott	Donald
Richard	Daniel
Scarlet	Marcie
Mark	Bonnie
Samuel	

2021

Kevin	Robert
Anthony	Tyler
Phyllis	Amber
Colton	Michael
Thania	Gerald
Nathaniel	Holland
James	Catherine
Alex	Lary
Jose	Scott
Thomas	Linda
Johnny	Dale
Bryan	Matthew
Leah	Colby
Noel	
Martha	

2022

John	Kyle
Aaron	Kaylee
Man-Tak	James
Jerry	Brandon
Harrison	Ronnie
Steven	James
Gabe	Joseph
Ronica	Ronald
Trenton	Christopher
Lana	Rita
Blake	Noeleen
Naomi	Sharon
Rebbeca	Edward
Her	

2023

James	Justin
James	Ryan
Stephen	Sterling
Bobby	Ronny
Samuel	Laura
Riley	Todd
Christopher	Dominques
Donna	Wayne
Beverly	Luis
Deverin	Karyn
Robert	Carl
Steven	Kenneth
Sandra	Jerry
Benjamin	Levi
Jonathan	Sharon
Trisha	Ukena
Caleb	



EXPLANATION TO COUNCIL BILL 2024-170 (HARDINGER)

FILED: 07/29/2024

ORIGINATING DEPARTMENT: Public Works

TITLE: A resolution authorizing the City Manager, or designee, to apply for a Safe Streets and Roads for All grant of up to \$3,000,000 from the United States Department of Transportation to fund studies for a transportation master plan.

PURPOSE: Authorizing the City Manager, or designee, to apply for an up to \$3,000,000 Safe Streets for All Planning and Demonstration grant from the U.S. Department of Transportation, with 20% matching funds requirement if awarded, to fund studies for a transportation master plan that builds upon the Ozarks Transportation Organization's ("OTO") "Destination Safe Streets" safety action plan.

BACKGROUND INFORMATION: The Department of Public Works is seeking grant funds to support the development of a Comprehensive Transportation Plan. This plan is an essential component of future street and land use planning as outlined in the Forward SGF Plan. The last transportation plan developed by the City of Springfield was approved in 2001. A new transportation plan will provide the City with valuable information to prioritize transportation decisions, ensuring a safe and reliable transportation system that supports quality of place and economic vitality. The future transportation plan will accommodate all road users, align with ongoing development code changes, and position the City for future grant applications.

Funding options for future grant matches may be sourced from the 1/4-cent Capital Improvement Sales Tax, the 1/8-cent Transportation Sales Tax, and possible cost shares from OTO yet to be determined and fully budgeted. Given the unknown varying costs and participation from other partners, we are requesting approval for up to \$3,000,000, with the final amount yet to be determined.

Supports the following City Council Priorities:

- Public Safety
- Quality of Place
- Economic Vitality

REMARKS: Public Works recommends approval of this Resolution.

Submitted By: Martin Gugel, Assistant Director of Public Works



Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 8/8/2024

Attachments: 1. Safe Streets for All Grant App_res

36 Attest: _____, City Clerk

37

38 Filed as Resolution: _____

39

40 Approved as to Form:  _____, Assistant City Attorney

42

43 Approved for Council Action:  _____, City Manager

44

EXPLANATION TO COUNCIL BILL 2024-171 (LEE)

FILED: 08/01/2024

ORIGINATING DEPARTMENT: Public Works

TITLE: A resolution authorizing the City Manager, or designee, to apply for a Charging and Fueling Infrastructure grant of up to \$600,000 from the United States Department of Transportation through an application submitted by the Ozarks Transportation Organization to install electric vehicle charging stations.

PURPOSE: Authorizing the City Manager, or designee, to apply for up to \$600,000 of federal Charging and Fueling Infrastructure (“CFI”) grant funding from the U.S. Department of Transportation (“USDOT”) through an application submitted by the Ozarks Transportation Organization (“OTO”) to install electric vehicle (“EV”) charging stations. If successful, the grant funding would require 20 percent local matching funds up to \$150,000.

BACKGROUND INFORMATION: The OTO is applying for CFI grant funding (“Exhibit 1”) through the USDOT to install EV charging stations at publicly accessible facilities located in federally designated Justice40 census tracts or within 1/2-mile of such tracts (“Exhibit 2”). The Justice40 Initiative is a federal effort to invest at least 40 percent of the overall benefits of certain federal programs in disadvantaged communities.

The Department of Public Works is seeking to include in OTO’s application 11 dual charging stations (22 total ports) at four city-owned parking lots (“Exhibit 3”), as follows:

- Parking lot at Campbell Avenue and Pacific Street – 2 dual charging stations
- Parking lot at Boonville Avenue and Water Street – 3 dual charging stations
- Parking lot at Boonville Avenue and Olive Street – 3 dual charging stations
- Parking lot at Robberson Avenue and Central Street – 3 dual charging stations

The estimated total cost of the charging stations, design services, installation, power, permits, inspection, operation and maintenance contracts, and administrative reporting is \$750,000, of which 80 percent (up to \$600,000) would be funded by CFI grant funds and 20 percent (up to \$150,000) by local matching funds. If the OTO application is not selected to receive CFI grant funds, the city would not be obligated to install the EV chargers.

Supports the following City Council Priorities:

- Quality of Place
- Economic Vitality



- Fiscal Sustainability and Accountability

REMARKS: Public Works recommends approval of this Resolution.

Submitted By: Eric Claussen, Assistant Director of Public Works

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 8/8/2024

Attachments:

1. EV Charging Stations Grant App_res
2. OTO CFI Application REI Packet_Exh1
3. OTO CFI Application Justice40 Map_Exh2
4. OTO CFI Application Location Map_Exh3

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P. Hrngs.
Pgs. 10
Filed: 08-13-24

Sponsored by: Lee

COUNCIL BILL 2024-171 RESOLUTION

A RESOLUTION

1 AUTHORIZING the City Manager, or designee, to apply for a Charging and Fueling
2 Infrastructure grant of up to \$600,000 from the United States
3 Department of Transportation through an application submitted by the
4 Ozarks Transportation Organization to install electric vehicle charging
5 stations.
6 _____
7

8 WHEREAS, the Ozarks Transportation Organization (“OTO”) is applying for
9 Charging and Fueling Infrastructure (“CFI”) grant funding through the United States
10 Department of Transportation, attached hereto as “Exhibit 1” and incorporated herein by
11 reference, to install electric vehicle (“EV”) charging stations; and
12

13 WHEREAS, the EV charging stations will be installed at publicly accessible
14 facilities located in federally designated Justice40 census tracts or within half of a mile
15 of such tracts, as depicted in “Exhibit 2,” attached hereto and incorporated herein by
16 reference; and
17

18 WHEREAS, the Justice40 Initiative is an effort to invest at least 40 percent of the
19 overall benefits of certain federal programs in disadvantaged communities; and
20

21 WHEREAS, the City is seeking to include in OTO’s application the installation of
22 11 dual charging stations at four City-owned parking lots depicted in “Exhibit 3,”
23 attached hereto and incorporated herein by reference; and
24

25 WHEREAS, the estimated total cost of the charging stations is \$750,000, of
26 which 80 percent (up to \$600,000) would be funded by CFI grant funds and the
27 remainder funded by local matching funds; and
28

29 WHEREAS, if the OTO application is not selected to receive CFI grant funds, the
30 City is not obligated to install EV chargers.
31

32 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
33 SPRINGFIELD, MISSOURI, as follows, that:
34

35 Section 1 – The City Manager, or designee, is hereby authorized to cooperate
36 with Ozarks Transportation Organization in applying for a Charging and Fueling

37 Infrastructure grant of up to \$600,000 from the United States Department of
38 Transportation for the purpose of installing EV charging stations at the locations
39 depicted in "Exhibit 3."

40
41 Section 2 – This Resolution shall be in effect from and after passage.

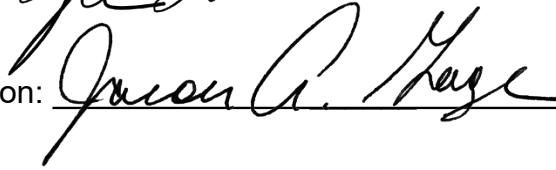
42
43 Passed at Meeting: _____

44
45 _____
46 Mayor

47 Attest: _____, City Clerk

48
49 Filed as Resolution: _____

50
51
52 Approved as to Form:  _____, Assistant City Attorney

53
54
55 Approved for Council Action:  _____, City Manager

Request for Expression of Interest (REI)

*Planning For Future Charging and Fueling Infrastructure in
Ozarks Transportation Organization Study Area*



Overview

The Ozarks Transportation Organization (OTO) the Metropolitan Planning Organization is applying for a Charging and Fueling Infrastructure (CFI) grant through the Federal Highway Administration and funded through the *Bipartisan Infrastructure Law* (BIL).

This Request for Expression of Interest (REI) will allow the OTO to formally gauge interest in partnering to install EV Charging Infrastructure in the study area.

Property owners that have properties located within ½ mile or in the Justice40 area (see enclosed map) and are willing to install EV Chargers that can be used by the public are asked to supply a basic project description, an estimate of charging installation, and letter of funding commitment for the 20% match. Expressions of Interest must be submitted to Debbie Parks, Grants Administrator, by Wednesday, August 14, 2024.

Purpose

This REI will allow the OTO to gauge possible recipients of EV Charging Infrastructure should the OTO be awarded a CFI grant.

Property owners who would like to be included in the OTO grant application may respond with the REI.

The OTO expects to rely on information submitted in these Expressions of Interest to prepare the grant application.

The submission of an Expression of Interest does not guarantee project funding. Should the OTO receive more Expressions of Interest than available funding the OTO will award through a competitive application process. In that case all parties that submitted an REI will receive communication on the competitive application process.

Expected Timeline for CFI Funding

The table below outlines the major milestones and expected dates related to the development of the OTO's CFI grant application. These milestones include the review of submitted Expressions of Interest, development of the CFI application process, and submission of the grant to Federal Highway Administration.

Major Milestones for CFI Grant Application	
Expressions of Interest Due	August 14, 2024
Application Finalized and Submitted to Grants.gov	August 28, 2024
Estimated Notification's of Federal Award – Estimated	November or December 2024
Should Award be Granted – Anticipated project start date	June 2025

Eligible Projects:

The CFI funding can be used for the following projects:

Projects may be located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity. The OTO is applying up to \$2 million in CFI funding. If more Expressions of Interest are received than the total of the grant, the OTO will allow entities that submitted Expressions of Interest to apply through a competitive process for grant funding.

The CFI grant requires Community Projects to be located in or within ½ mile of a Justice40 community (see attached map).

The chargers need to be open to the public must be maintained and operational for a minimum of 5-years. The CFI grant requires that each location have a minimum of 4 ports (2 chargers with 2 ports). The application is for Alternating Current Level 2 Chargers. There are additional requirements in NEVI including reporting that can be found here <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680>.

Funding Requirements

The installation of EV Chargers with federal funds (if awarded) can be a lengthy process. Projects may not be fully implemented right away. The expectation is an 18 month to 2-year process.

The CFI grant covers 80% of the cost of EV Charges and 80% of the cost of the 5-Year Maintenance Plan. The private entity will be responsible for covering the 20% match funding. A letter of Commitment to the match funding (should the funds be awarded) is required to participate.

The CFI grant requires that each location have a minimum of 4 ports (2 chargers with 2 ports). The application is for Alternating Current Level 2 Chargers.

There will be no expectation of match funding or project completion if the OTO does not receive a CFI award. Upon award and notification complete information will be given and a contract between the OTO and the private entity would be required to install the chargers.

Submission Requirements

Private Entities must submit an Expression of Interest describing each location that is proposed for charger installation. These Expressions of Interest should be as detailed as possible. A cost estimate is required. These details are critical for being included in the grant application.

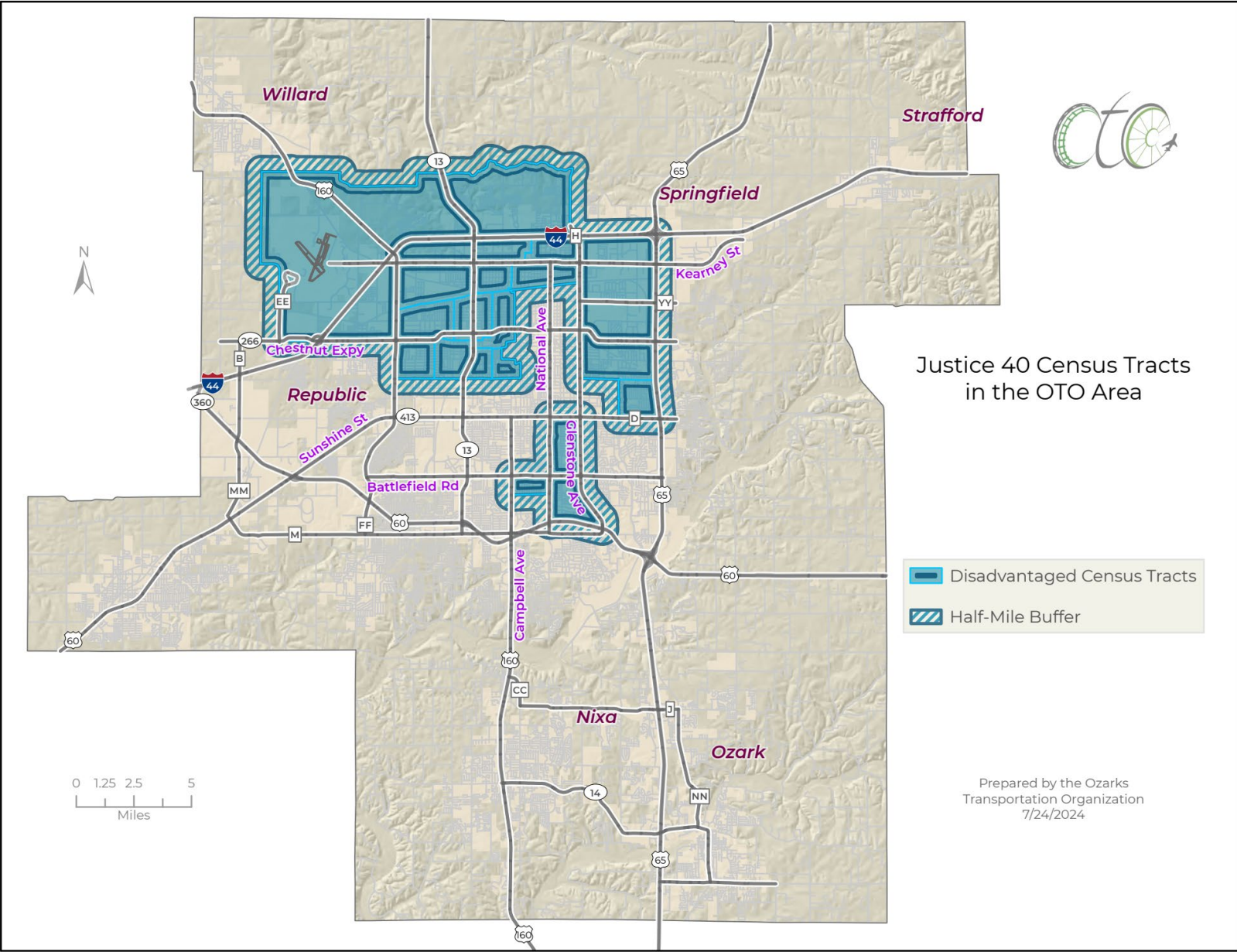
All submissions must include the Expression of Interest form contained in this REI. Private Entities should also submit any engineering plans, cost estimates, or

drawings that have been developed for their projects. To be considered complete the Letter of Commitment should also be included.

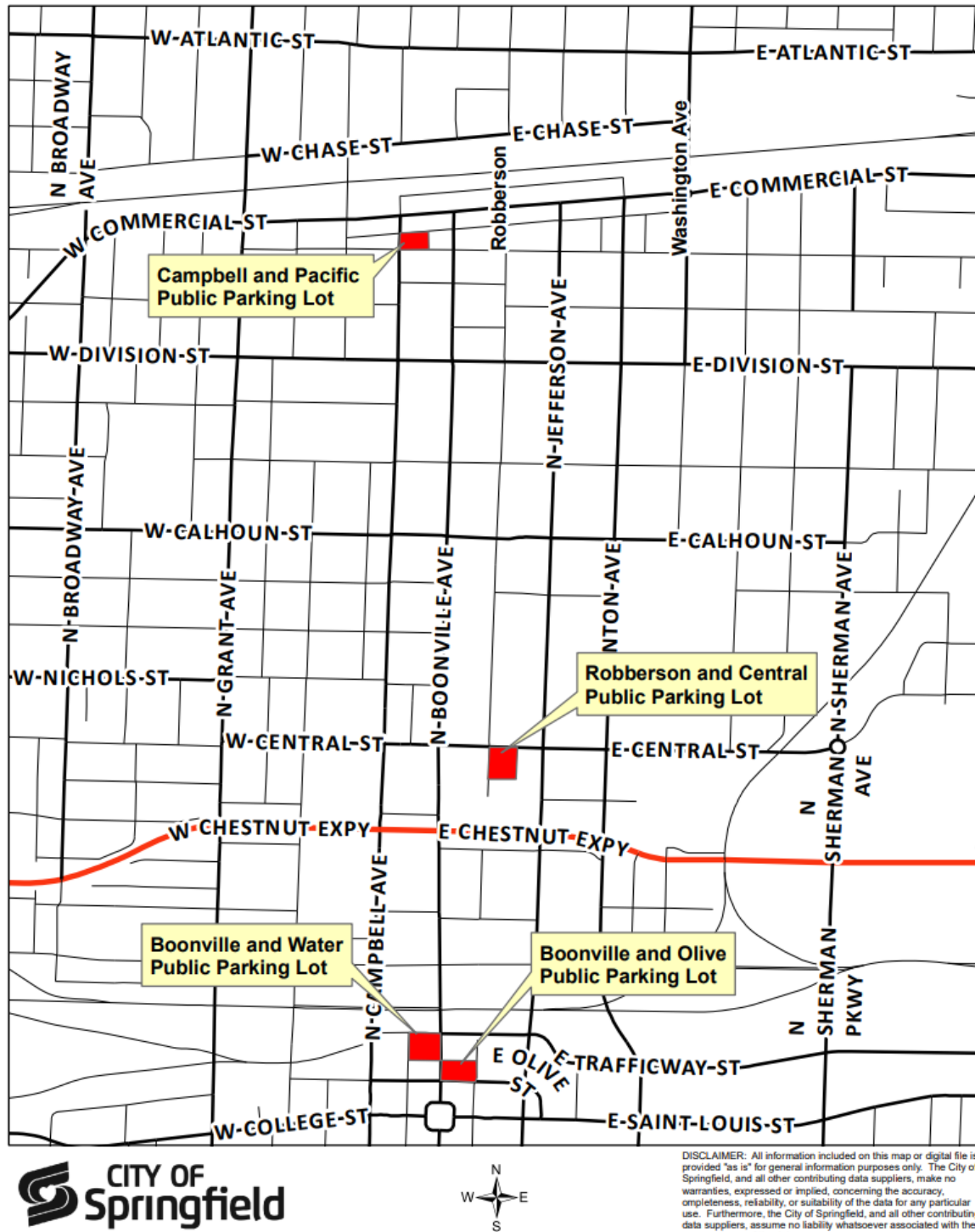
Any community/private entity that has interest in applying for CFI Grant Inclusion must submit their Expression of Interest to Debbie Parks, OTO Grants Administrator, by **August 14, 2024**. Submissions should be emailed to dparks@ozarkstransportation.org or hand delivered to the OTO's offices at 2208 W Chesterfield Blvd, Suite 101.

Questions

Any questions regarding this REI should be directed to Debbie Parks, OTO Grants Administrator, at Dparks@ozarkstransportation.org or 417-865-3047 x 106.



EV Charging Project Location Map





EXPLANATION TO COUNCIL BILL 2024-172 (CARROLL)

FILED: 07/26/2024

ORIGINATING DEPARTMENT: Environmental Services

TITLE: A special ordinance to levy and assess a special tax against the lots, blocks, and parcels of ground hereinafter described and to establish rates to pay for the cost of the construction of sanitary sewers in the City of Springfield, Missouri, in Sanitary Sewer District No. 182 of Section No. 16, in the general vicinity of West Bypass and Division Street; providing for inclusion of said district in the City Sewer Financial Assistance Program; authorizing the City Clerk to issue special tax bills and deliver the same to the Director of Finance to be registered in his office in accordance with this Ordinance; and declaring that this Ordinance qualifies for approval in one reading under City Charter Section 10.15.

PURPOSE: To establish rates and levy and assess a special tax against the lots, blocks, and parcels of ground hereinafter described to pay for the cost of the construction of sanitary sewers in the City of Springfield, Missouri, in Sanitary Sewer District No. 182 of Section No. 16, in the general vicinity of West Bypass and Division Street; providing for inclusion of said district in the City Sewer Financial Assistance Program; authorizing the City Clerk to issue special tax bills and deliver the same to the Director of Finance to be registered in his office in accordance with this Ordinance; and declaring that this bill qualifies for approval in one reading.

BACKGROUND INFORMATION:

1. The project was scheduled for construction as part of the City's Tax Bill sewer construction program, as established in Resolution 7995, to eliminate septic tanks within the City limits and to encourage economic vitality and infill by providing sanitary sewer service. This project is funded by sewer improvement bonds that are already budgeted. It makes sewer available to 7 tracts, which eliminates 7 septic systems from within the City limits of Springfield.
2. Special Ordinance 26713, passed by City Council on April 4, 2016, established and defined the boundaries for Sanitary Sewer District No. 182 of Section 16..
3. Wastewater from this district will flow to the Southwest Treatment Plant.
4. Construction has been completed and the project accepted. The total amount to be assessed for the construction of this project, calculated in accordance with city code and the provisions of Resolution 10729, is \$294,721.07, with total engineering cost capped at 15 percent of the contract bid price for construction.
5. The district rate based on the reduced total cost of construction for Sanitary Sewer District No. 182 of Section No. 16 is \$0.4587825 per square foot of property owned.

6. The City will hold the tax bills for all properties inside the City limits and within the district at the same percentage rate of annual interest, that is payable by the United States of America on 10-year treasury notes at the most recent auction before the date of the issuance of the sewer tax bills, for 15 years.
7. Programs are available to assist property owners within the City with the costs associated with the sewer tax bill and sewer hookup. The City Sewer Financial Assistance Program offers single-family residential property owners a maximum cap per tract on the tax bill amount. The Clean Water Services Division of the Department of Environmental Services offers a low-interest loan to help with costs for hookup to the sewer. The Sanitary Sewer Installation and Connection Assistance Program offers two types of assistance for low- and moderate-income families: a deferred, no-interest loan for sewer hookup costs and a direct grant to offset the cost of the tax bill. The City also provides a 15-year, low-interest payback arrangement for tax bill costs.
8. Letters have been mailed to property owners in the district with information regarding their tax bill amount and available assistance programs.
9. This Ordinance is for a public improvement, where a special tax bill is issued, and should be a one-reading bill under City Charter Section 10.15.

REMARKS: Environmental Services recommends passage of this Council bill.

Submitted By: Ron Petering, Assistant Director of Environmental Services

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 8/8/2024

Attachments: 1. Division-West Bypass Sp Tax Bill 182 of 16 levy_ord (2)

31 Section 4 - There is hereby assessed against the lots, blocks, and parcels of
32 ground within the City, hereinafter described, special tax bills to pay for the cost of
33 construction of sanitary sewers in Sanitary Sewer District No. 182 of Section No. 16 to
34 be levied and issued as provided for herein.

35
36 Section 5 – The properties within the City and in Sanitary Sewer District No. 182
37 of Section No. 16 will be included within the City Sewer Financial Assistance Program
38 under Chapter 98, Article VI, Section 98-286(4)b of the Springfield City Code.

39
40 Section 6 - The City Clerk is authorized and directed under the seal of the City of
41 Springfield, Missouri, to issue special tax bills in the name of the City against the
42 hereinafter described lots, blocks, and parcels of ground for the respective amounts
43 assessed against the same to pay for the cost of such construction and deliver the
44 same to the Director of Finance.

45
46 Section 7 - Said tax bills shall be payable in 15 equal annual installments
47 becoming due, together with interest at the rate set forth below, on each anniversary
48 date after the issuance thereof for a period of 15 years respectively after the date of
49 issuance of the tax bills; provided, however, that each person paying such tax bills shall
50 have the right to pay the same in part or in full within 30 days after the issuance thereof
51 with no interest and shall have the further right to pay any combination of annual
52 principal payments or the unpaid balance of said tax bills with interest thereon up to the
53 date of payment, within 30 days after the end of any yearly period when any installment
54 is due. In addition to the above, tax bills may be paid in full at any time during the year
55 with interest thereon up to the date of payment.

56
57 Tax bills so issued shall be payable in accordance herewith. If any annual
58 installment of principal and interest thereof is not paid within 30 days of the due date,
59 then all the remaining installments with interest thereon shall at once become due and
60 payable, and payment of the entire amount of such tax bill remaining unpaid may be
61 demanded and enforced by the City. Every special assessment shall be a lien against
62 the property therein described from the date of issuance, which lien shall continue until
63 paid in full or, in the event suit is brought on any such assessment within the time herein
64 limited, the lien shall continue until the termination of the legal proceedings to collect the
65 same, including any sale of the property charged.

66
67 Section 8 - City Council hereby sets the interest rate on the sewer tax bills to be
68 issued by the City for Sanitary Sewer District No. 182 of Section No. 16 to be the same
69 percentage rate of annual interest that is payable by the United States of America on
70 10-year treasury notes at the most recent auction before the date of the issuance of the
71 sewer tax bills, as is set forth in Section 88.812 of the Revised Statutes of Missouri.

72
73 Section 9 - The City Manager, or designee, has caused to be computed the
74 entire cost and expense of the aforesaid improvement, including any cost or expense
75 incurred by the City, and the amounts herein charged, assessed, and levied have

likewise been so computed and are assessed and levied ratably against all lots and tracts of land within the district in proportion to the area thereof and are as follows:

Tax Bill No: 53431A

Owner(s): Auto Parts Group Southwest, LLC, C/O Schnitzer Steel Industries, INC

Legal Description: LOTS 13-20, HILLCREST SUBD. AND THE EAST 417'(EAST OF THE EXTENSION OF THE WEST LINE OF LOTS 13-20 HILLCREST SUBD.) OF THE FOLLOWING;

A TRACT OF LAND BEING A PART OF THE NORTHEAST QUARTER (NE1/4) OF THE SOUTHEAST QUARTER (SE1/4) AND THE SOUTHEAST QUARTER (SE1/4) IN SECTION EIGHT (8), TOWNSHIP TWENTY-NINE (29), RANGE TWENTY-TWO (22), GREENE COUNTY, MISSOURI, CONTAINING LOTS 13 THROUGH 20 OF HILLCREST SUBDIVISION, A SUBDIVISION IN SPRINGFIELD, GREENE COUNTY, MISSOURI (323,821.00 sq. ft.)

Square Foot Assessment (District 182 of Section 16)	\$	148,563.42
Connection Fee	\$	1,200.00
Total Assessment	\$	149,763.42

Tax Bill No: 53432A

Owner(s): Invicta Enterprises, LLC

Legal Description: ALL OF LOTS TWENTY-ONE (21), TWENTY-TWO (22) AND THE NORTH ONE-HALF (N1/2) OF LOT TWENTY-THREE (23), IN HILLCREST SUBDIVISION IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI (52,708.00 sq. ft.)

Square Foot Assessment (District 182 of Section 16)	\$	24,181.51
Connection Fee	\$	300.00
Total Assessment	\$	24,481.51

Tax Bill No: 53433A

Owner(s): Magdalena & Sue Properties, LLC

Legal Description: THE SOUTH ONE-HALF (S1/2) OF LOT TWENTY-THREE (23) AND ALL OF LOT TWENTY-FOUR (24), IN HILLCREST SUBDIVISION IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI. (32,025.00 sq. ft.)

Square Foot Assessment (District 182 of Section 16)	\$	14,692.51
Connection Fee	\$	300.00
Total Assessment	\$	14,992.51

Tax Bill No: 53434A

Owner(s): Taylor and Gracie Properties, LLC

Legal Description: ALL OF LOTS TWENTY-FIVE (25) AND TWENTY-SIX (26) IN HILLCREST SUBDIVISION IN GREENE COUNTY, MISSOURI AND ALL OF LOT TWENTY-SEVEN (27) IN HILLCREST SUBDIVISION (59,650.00 sq. ft.)

Square Foot Assessment (District 182 of Section 16)	\$	27,366.38
Connection Fee	\$	300.00
Total Assessment	\$	27,666.38

Tax Bill No: 53435A

Owner(s): American National Red Cross

Legal Description: ALL OF LOTS TWENTY-EIGHT (28) AND TWENTY-NINE (29) IN HILLCREAST SUBDIVISION TO THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, ACCORDING TO THE RECORDED PLAT THEREOF, EXCEPT THAT PART USED FOR ROAD PURPOSES. (47,045.00 sq. ft.)

Square Foot Assessment (District 182 of Section 16)	\$	21,583.42
Connection Fee	\$	0.00
Total Assessment	\$	21,583.42

Tax Bill No: 53436A

Owner(s): American National Red Cross

Legal Description: ALL OF LOTS THIRTY (30), THIRTY-ONE (31) , THIRTY-TWO (32) AND THIRTY-THREE (33), IN HILLCREST SUBDIVISION IN GREENE COUNTY, MISSOURI. (92,301.20 sq. ft.)

Square Foot Assessment (District 182 of Section 16)	\$	42,346.18
Connection Fee	\$	300.00

168
169 Total Assessment \$ 42,646.18
170

171
172 Tax Bill No: 53437A
173

174 Owner(s): Perusse Properties, LLC
175

176 Legal Description: BEGINNING 25 FEET NORTH AND 40 FEET WEST OF THE
177 SOUTHEAST CORNER OF THE SOUTHEAST QUARTER (SE1/4) OF THE
178 SOUTHEAST QUARTER (SE1/4) OF SECTION 8 (8), TOWNSHIP TWENTY-NINE
179 (29), RANGE TWENTY-TWO (22), THENCE WEST 208 FEET ALONG THE NORTH
180 LINE OF COUNTY ROAD, THENCE NORTH 208 FEET, THENCE EAST 208 FEET TO
181 THE PLACE OF BEGINNING EXCEPT ANY PART NOW USED FOR ROAD
182 PURPOSES, ALL IN GREENE COUNTY, MISSOURI. (34,848.00 sq. ft.)
183

184 Square Foot Assessment (District 182 of Section 16) \$ 15,987.65

185 Connection Fee \$ 0.00
186

187 Total Assessment \$ 15,987.65
188

189 Section 10 - Said sanitary sewer has been completed according to the contract
190 therefor and is hereby accepted from the contractor, JD Wallace Contracting L.L.C. The
191 total cost of construction of said sanitary sewer, including any cost or expense incurred
192 by the City, is \$329,346.09, and the total amount assessed for the payment of said
193 construction is \$294,721.07. As provided for by Special Ordinance 27946, passed by
194 City Council on December 11, 2023, and Resolution 10729, passed by City Council on
195 November 6, 2023, the rate of assessment levied against each property in the district is
196 in proportion to the square footage of the property. The rate of assessment is
197 \$458.7825 per thousand square feet in addition to any required connection fees.
198

199 Section 11 – This Ordinance is for a public improvement and should be a one-
200 reading bill under City Charter Section 10.15. Therefore, this Ordinance shall be in full
201 force and effect from and after passage.
202

203 Passed at meeting: _____
204

205
206 _____
207 Mayor
208

209
210 Attest: _____, City Clerk
211

212
213 Filed as ordinance: _____

214 Approved as to form: Jim Millington, Assistant City Attorney
215
216
217 Approved for Council action: Jason A. Hage, City Manager



EXPLANATION TO COUNCIL BILL 2024-173 (CARROLL)

FILED: 07/18/2024

ORIGINATING DEPARTMENT: Police

TITLE: A special ordinance amending the Fiscal Year 2024-2025 budget to appropriate \$461,000 from the Marijuana Sales Tax Fund; and reducing by five the authorized full-time equivalent positions of Police Officer.

PURPOSE: Amending the Fiscal Year 2024-2025 budget of the City to adjust the authorized sworn employee positions in the Springfield Police Department by reducing the authorized full-time equivalent ("FTE") Police Officer positions by five (5) full-time equivalent ("FTE") positions. Further, amending the Fiscal Year 2024-2025 budget of the City to appropriate \$461,000 from the Marijuana Sales Tax Fund to the General Revenue and Law Enforcement Sales Tax Funds in order to pay for pay improvements for certain Police Department employees.

BACKGROUND INFORMATION: Through the recent collective bargaining negotiations process, certain pay improvements were agreed to between the City and the Springfield Police Officers Association, Fraternal Order of Police Lodge 22, the exclusive representative of a certain bargaining unit within the Police Department. In order to fund an ongoing cost for Premium Shift Pay, the City desires to reduce the number of authorized, FTE Police Officer positions by five (5). This desired change will not impact any current employee as the positions being eliminated are currently vacant in the Police Department. Additional pay improvements were also agreed to and in order to fund those pay improvements, it is necessary to appropriate a total of \$461,000 from the Marijuana Sales Tax Fund to the General Revenue and Law Enforcement Sales Tax Funds. Specifically, \$341,140 will be appropriated to the General Revenue Fund portion of the Police Department budget and \$119,860 will be appropriated to the Law Enforcement Sales Tax Fund portion of the Police Department budget in order to fund the agreed to pay improvements.

BUDGET NOTE:

Proposed Budget Adjustment 013 is attached to the Council Bill as an exhibit and details the appropriation from the Marijuana Sales Tax Revenue Fund. No separate budget adjustment is needed regarding the funding for the Premium Shift Pay as such funding has already been appropriated for Police Department salaries.

Submitted By: Paul Williams, Police Chief

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Lance Roskens, Assistant City Attorney 8/2/2024



Collin Quigley, Deputy City Manager

8/13/2024

Attachments:

1. POL FTE Reduction and BA_Ord
2. Ex A - BA

One-rdg. _____
P. Hrngs. _____
Pgs. 5
Filed: 08-13-24

Sponsored by: Carroll

First Reading: _____

Second Reading: _____

COUNCIL BILL 2024-173

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Fiscal Year 2024-2025 budget to appropriate \$461,000 from the
2 Marijuana Sales Tax Fund; and reducing by five the authorized full-
3 time equivalent positions of Police Officer.
4 _____
5

6 WHEREAS, through the collective bargaining process, certain pay improvements
7 were agreed to between the City and the Springfield Police Officers Association,
8 Fraternal Order of Police Lodge 22, the exclusive representative of a certain bargaining
9 unit within the Police Department; and
10

11 WHEREAS, the Marijuana Sales Tax Fund contains unappropriated funds; and
12

13 WHEREAS, the Fiscal Year 2024-2025 budget authorizes 367 full-time
14 equivalent sworn positions within the Police Department, which includes 271 police
15 officer positions; and
16

17 WHEREAS, in order to have sufficient funds for the agreed to pay improvements,
18 the City desires to 1) appropriate a total of \$461,000 from the Marijuana Sales Tax Fund
19 to the General Revenue and Law Enforcement Sales Tax Funds; and 2) reduce by five
20 the number of authorized, full time equivalent police officer positions, said reduction to
21 be to those positions funded from the general revenue fund; and
22

23 WHEREAS, the reduction in full time equivalent police officer positions will not
24 impact any current employee as the positions are currently vacant positions in the
25 Police Department.
26

27 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
28 SPRINGFIELD, MISSOURI, as follows, that:
29

30 Section 1 – The City Manager, or designee, is hereby authorized on behalf of the
31 City of Springfield, Missouri, to appropriate Marijuana Sales Tax Fund monies in the
32 amount of \$461,000 for the purpose of paying for pay improvements agreed to as part

33 of collective bargaining with the Springfield Police Officers Association, Fraternal Order
34 of Police Lodge 22.

35
36 Section 2 – The Fiscal Year 2024-2025 budget of the City is hereby amended by
37 reducing by five the total number of full-time equivalent police officer positions within the
38 Police Department, such that there shall now be total of 362 full time equivalent sworn
39 positions, which will include 266 police officer positions.

40
41 Section 3 – The budget of the Police Department for Fiscal Year 2024-2025 is
42 hereby amended in the accounts and in the amounts shown on Budget Adjustment No.
43 013, which is attached hereto as “Exhibit A” and incorporated herein by reference.

44
45 Section 4 – The City Manager, or designee, is directed to cause the appropriate
46 accounting entries to be made in the books and records of the City.

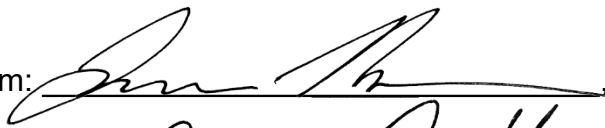
47
48 Section 5 – This Ordinance shall be in full force and effect from and after
49 passage.

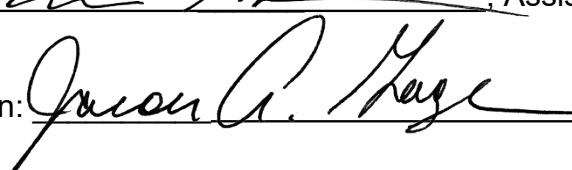
50
51 Passed at meeting: _____

52
53 _____
54 Mayor

55
56 Attest: _____, City Clerk

57
58 Filed as Ordinance: _____

59
60 Approved as to form:  _____, Assistant City Attorney

61
62
63 Approved for Council action:  _____, City Manager
64

CITY OF SPRINGFIELD, MO
BUDGET ADJUSTMENT

Exhibit A

Budget Adjustment
013

Revenues:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
10110	09	14120	417010	000000	00000	\$ 341,140	Transfer from Marijuana Sales Tax Fund to General Fund
25010	09	14120	417010	000000	00000	\$ 119,860	Transfer from Marijuana Sales Tax Fund to LEST
Net Revenue Adjustment						\$ 461,000	

Expenditures:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
22560	09	14120	502430	000000	00000	\$ (461,000)	Marijuana Sales Tax Fund - Reserve Appropriations
22560	18	90100	509910	000000	00000	461,000	Marijuana Sales Tax Fund - Transfer to other funds
10110	18	90100	500110	000000	00000	341,140	Increase in cost of salaries in Police General Fund
25010	18	90100	500110	000000	00000	119,860	Increase in cost of salaries in Police LEST
Net Expenditure Adjustment						\$ 461,000	

Fund Balance Appropriation:

Fund	Title	Amount

Explanation: To amend the FY2024-25 budget by appropriating reserve held for funding decisions in the marijuana sales tax fund for Police salaries based of union negotiations. Budgeting a transfer to cover the increase in cost of salaries.

Requested By:

Paul F. Zwick August 13, 2024
Department Head Date

Approved By:

D. J. Hill August 13, 2024
Director of Finance Date

Authorization:

Council Bill No. 2024-173
Ordinance No. _____
1st Reading _____
2nd Reading _____
Journal Imp No. _____

City Manager Date



EXPLANATION TO COUNCIL BILL 2024-174 (JENSON)

FILED: 07/29/2024

ORIGINATING DEPARTMENT: Public Works

TITLE: A special ordinance authorizing the City Manager, or designee, to enter into a License Agreement with Missouri State University, for the purpose of allowing the installation and maintenance of a public shuttle shelter onto City right-of-way at 901 East Elm Street.

PURPOSE: A special ordinance authorizing the City Manager, or designee, to enter into a license agreement with Missouri State University ("MSU"), for the purpose of installing and maintaining a public shuttle shelter on public right-of-way at 901 East Elm Street.

BACKGROUND INFORMATION: This Licensing Agreement permits MSU to install and maintain a public shuttle shelter and adjacent concrete sidewalk at 901 East Elm Street to create an ADA-compliant bus stop that will be served by the Bear Line. Proof of insurance has been received by the Department of Public Works to protect the interests of the City of Springfield in connection with this project.

Supports the following City Council Priorities:

- Quality of Place
- Public Safety

REMARKS: Public Works recommends approval of this Council bill.

Submitted By: Martin Gugel, Assistant Director of Public Works

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 8/8/2024

Attachments:

1. MSU Bus Stop_Ord
2. 7.15.24 Encroachment Contract - MSU Bus Stops

One-rdg. _____
P. Hrngs. _____
Pgs. 16
Filed: 08-13-24

Sponsored by: Jenson

First Reading: _____

Second Reading: _____

COUNCIL BILL 2024-174

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the City Manager, or designee, to enter into a License Agreement
2 with Missouri State University, for the purpose of allowing the
3 installation and maintenance of a public shuttle shelter onto City
4 right-of-way at 901 East Elm Street.
5 _____
6

7 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
8 SPRINGFIELD, MISSOURI, as follows, that:
9

10 Section 1 – The City Manager, or designee, is hereby authorized to enter into a
11 License Agreement to Use Public Right-of-Way with the Board of Governors of Missouri
12 State University to be substantially in the form and content as that document attached
13 hereto and incorporated herein by reference as “Exhibit A,” for the purpose of allowing
14 an encroachment onto City right-of-way for the installation and maintenance of a public
15 shuttle shelter at 901 East Elm Street.
16

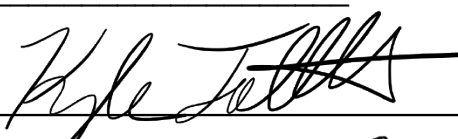
17 Section 2 – This Ordinance shall be in full force and effect from and after
18 passage.
19

20 Passed at meeting: _____
21

22 _____
23 Mayor
24

25 Attest: _____, City Clerk
26

27 Filed as Ordinance: _____
28

29  Approved as to form: _____, Assistant City Attorney
30
31

32  Approved for Council action: _____, City Manager
33

Exhibit A

ROUTING ORDER	(1) Licensee	(2) Public Works Traffic Engineering	(3) Finance Department
	(4) Public Works	(5) Law Department	(6) City Clerk's Office
EFFECTIVE DATE	TERMINATION DATE	CONTRACT NUMBER:	
() RENEWAL OF CONTRACT NO. (X) NEW CONTRACT			
CITY		LICENSEE	
City of Springfield 840 Boonville, P.O. BOX 8368 Springfield, MO 65802 Phone: (417) 864-1950 Fax: (417) 864-1929 Attn: Dan Smith Dept: Public Works		Board of Governors of Missouri State University 901 South National Springfield, MO 65897 Phone: Fax: Attn:	

LICENSE AGREEMENT TO USE PUBLIC RIGHT-OF-WAY FOR A SHUTTLE SHELTER

THIS AGREEMENT, made and entered into this ____ day of _____, 20__, by the Board of Governors of Missouri State University, hereinafter "Licensee," and the City of Springfield, Missouri, a municipal corporation, Grantor, hereinafter "City."

1. The City, in consideration of the covenants and agreements hereinafter contained, to be kept and performed by Licensee, hereby grants permission to Licensee to erect, install, and maintain the encroachment(s), generally described as a shuttle shelter located at 901 E. Elm St., and more specifically described on ***Exhibit A***, attached hereto and incorporated herein by reference. Licensee shall erect, install, and maintain in good repair said encroachment(s) in strict accordance with the terms and conditions of this Agreement.

2. The Licensee is the owner of the encroachment(s) and shall be bound by the duties and obligations assigned herein to the Licensee during Licensee's possession and after, until the encroachment(s) is removed and any and all claims are settled or adjudicated.

3. All signs and markings on the encroachment(s) shall conform to **Exhibit A**. Licensee grants to City a cross-easement to the property identified on **Exhibit A** as may be necessary to allow City to enter said property to remove the encroachment(s) in the event Licensee fails to comply with the terms of this Agreement or fails to remove the encroachment(s) on termination of this license. Licensee consents that in such event that a lien may be placed by the City on the property for the reasonable cost of removal of the encroachment(s). Except for negligent acts of City, Licensee also agrees that City, its agents and employees, shall be immune from any damage to the structures at 901 E. Elm St. occasioned by the removal of such encroachment(s) under this paragraph in addition to the rights of the City, its agents and employees under paragraphs 3 and 5.

4. Licensee shall at all times during the term of this agreement carry a premises-liability-insurance policy on the property. Such policy shall name the City as an additional insured. This year, such insurance shall be in an amount of not less than Three Million and 00/100 Dollars (\$3,000,000) combined, single-limits coverage with an insurance company qualified to transact business in Missouri and acceptable to City. Licensee agrees to furnish the City with a certificate of insurance evidencing that Licensee will have at all times during the terms of this agreement the above-required insurance. The certificate of insurance shall be filed with the City within ten (10) days after the date of effectiveness of this agreement. All insurance policies shall provide at least thirty (30) days' written notice to be given to the City prior to modification or cancellation of such insurance. Such notice shall be mailed to the City Attorney, City of Springfield, P.O. Box 8368, Springfield, MO 65801. Licensee further agrees that the proceeds of such insurance policy shall first be used to pay any damages, costs, attorney's fees incurred by or assessed against City, its employees, officers and agents, and second any damages, costs, or attorney's fees incurred by or assessed against Owner, its employees, officers and agents, and before any award or costs of Licensee, its employees, officers or agents is/are paid. Failure of the Contractor to maintain coverage shall not relieve it of any contractual responsibility or obligation or liability in general hereunder.

5. City shall have the right at its discretion to terminate this license or refuse to allow the Licensee to continue to have the encroachment(s) over, under, or across City's property or right-of-way if City determines that City property is being substantially damaged by the encroachment(s), or that the Licensee has failed to maintain the required insurance on file with City, or that the encroachment(s) constitutes a hazard to the traveling public or other persons. City shall furnish Licensee with notice prior to exercising such right, City will provide Licensee with an opportunity to cure. If Licensee fails to cure within a reasonable time period, Licensee shall thereafter immediately remove the encroachment(s) and restore City property or right-of-way to the same or better condition as existed prior to the installation of the encroachment(s). In the event Licensee fails to promptly remove the encroachment(s) and restore the right-of-way within the time required by the notice, City may cause the same to be done at the cost of Licensee.

6. This license shall terminate thirty (30) days after any transfer of Licensee's interest in the abutting property unless a new encroachment(s) license has been issued, provided that the obligations of this Agreement survive and continue to run with the land until the encroachment(s) and all parts thereof have been removed or a new license with adequate insurance and indemnification guarantees are provided to City. This license shall be recordable in the land records of the Greene County recorder's office.

7. To the extent permitted by Missouri Law, and without waiving sovereign, government, or official, or any other immunity under Missouri Law, Licensee, as a further consideration for the aforesaid license, hereby agrees to defend, indemnify, and save harmless City from any and all claims, demands, causes of action, damages, judgments, costs, attorney's fees, and expenses that City may sustain, incur, or become liable for because of loss, destruction, or damage to property, and because of injury or death to any persons resulting from any act, failure to act, or negligence of Licensee, or its contractors or agents in the installation, erection, construction, repair, maintenance, or removal of the encroachment(s), or by any reason of any defects in the design or installation of the encroachment(s), the location of the encroachment(s) or its placement, collapse, failure, or combustion of the encroachment(s), in whole or in part. Licensee agrees to be responsible for all losses, destruction, or damage to any property of City, including said right-of-way, growing out of the erection, installation, construction, maintenance, repair, or removal of said encroachment, or the failure of Licensee to comply fully with the obligations of Licensee

hereunder. Licensee further agrees to reimburse City for any fines, costs, damages, or attorney's fees resulting from the presence of the encroachment on the right-of-way.

8. In no event, shall City be liable to Licensee or any third person for damage or injury to Licensee's facilities and property placed on the right-of-way pursuant to this license or to Licensee's real property if City is required to remove the encroachment. The obligation of Licensee to indemnify City shall survive the termination of the license as to occurrences taking place prior to removal of the encroachment.

9. Nondiscrimination. No person on the grounds of disability, age, race, color, religion, sex (including marital status, family status, pregnancy, sexual orientation, gender identity, gender expression, or any other subcategory of sex recognized by applicable law), national origin (including ancestry, or any other subcategory of national origin recognized by applicable law), veteran status or any other classification protected by federal and/or applicable state constitutional and/or statutory laws shall be excluded from participation in, or be denied benefits of, or be otherwise subjected to discrimination in the performance of this Agreement.

10. Additional terms: Licensee shall abide by the terms and conditions of the permit to be issued by the Department of Public Works to construct said encroachment. Signs or banners on the sidewalk café fence or barrier shall not violate the current sign ordinance adopted by the City of Springfield.

11. The obligations of this license shall run with the land identified in **Exhibit A** and shall be binding upon Licensee's respective grantees, heirs, personal representatives, successors and assigns, as long as the encroachment shall remain upon City property or right-of-way.

12. Signing this agreement does not grant a right or interest in this license.

13. All notices required or permitted herein under and required to be in writing may be given by first class mail addressed to City and Licensee at the addresses shown above or by facsimile transmission to the numbers shown. The date of delivery of any notice by mail shall be the date falling on the second full day after the day of its mailing.

14. This agreement shall contain the entire agreement of the parties. No modification, amendment, or waiver of any of the provisions of this agreement shall be effective unless in writing specifically referring hereto, and signed by all parties.

15. This agreement and every question arising hereunder shall be construed or determined according to the laws of the State of Missouri. Should any part of this agreement be adjudicated, venue shall be proper only in the Circuit Court of Greene County, Missouri.

[Remainder of page intentionally blank.]

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year herein stated.

CITY OF SPRINGFIELD, MISSOURI

**BOARD OF GOVERNORS OF MISSOURI STATE
UNIVERSITY:**

By: _____
City Manager or Designee

By: _____

Name & Title: _____

Approved as to Form:

Approved as to Form:

City Attorney or Assistant City Attorney

Attorney for Board of Governors

Approved by:

Traffic Engineer



WYRICK SHUTTLE SHELTER

SPRINGFIELD CAMPUS

Project Number: 240130-066

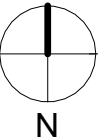
Drawing Issue Date: 06.17.2024



General Project Notes	
1.	ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE INTERNATIONAL BUILDING CODE, 2012 EDITION.
2.	ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE 2011 EDITION OF THE NATIONAL ELECTRIC CODE.
3.	THESE DRAWINGS ARE DIAGRAMMATIC AND HAVE BEEN PREPARED ON THE BASIS OF RECORD DRAWINGS, CONTRACTOR'S DOCUMENTS, INSPECTIONS AT THE BUILDING SITE AND ASSUMPTIONS. FIELD VERIFY ALL EXISTING DIMENSIONS.
4.	CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITION PRIOR TO SUBMITTING BID. CHANGE ORDERS FOR UNANTICIPATED EXISTING CONDITIONS THAT COULD HAVE BEEN EXAMINED PRIOR TO BID WILL NOT BE APPROVED.
5.	CONTRACTOR SHALL SCHEDULE AND EXECUTE ALL WORK WITH REGARD TO THE OWNER'S USE OF THE BUILDING.
6.	CONTRACTOR TO PROVIDE SUBMITTALS AND SHOP DRAWINGS FOR ALL MATERIALS AND PRODUCTS TO BE USED ON THE PROJECT AS SOON AS POSSIBLE AFTER THE AWARD OF THE CONTRACT. THE SUBMITTALS SHALL BE REVIEWED FOR EQUAL QUALITY AND PERFORMANCE AS COMPARED TO THE SPECIFIED PRODUCTS. THE OWNER SHALL MAKE ALL FINAL DETERMINATIONS.
7.	CONTRACTOR SHALL BE RESPONSIBLE FOR THE FULL COORDINATION OF WORK INCLUDING ALL SUBCONTRACTORS AND WITH ANY OTHER CONTRACTORS ON THE PROJECT. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER PRIOR TO THE START OF WORK.
8.	CONTRACTOR TO PROVIDE ALL LABOR, EQUIPMENT AND MATERIALS.
9.	SPECIFIED EQUIPMENT SHALL SET THE STANDARD FOR PERFORMANCE AND QUALITY. NO EQUIPMENT OR MATERIAL SUBSTITUTIONS SHALL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE OWNER.
10.	ANY DAMAGE TO THE SITE AND MSU PROPERTY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL REPAIR OR REPLACE ANY SUCH ITEMS, PROVIDE LABOR, MATERIAL AND CLEAN-UP, AT CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF MSU & OR CITY WITHOUT ADDITIONAL COSTS.
11.	CONTRACTOR TO NOT BLOCK SIDEWALKS AND STREETS AT ALL TIME.
12.	ALL SURFACES SHALL BE PROPERLY PREPARED BEFORE THE APPLICATION OF FINISH MATERIALS. CONTRACTOR SHALL INSPECT AND ACCEPT SUBSTRATE PRIOR TO INSTALLATION OF FINISH MATERIALS. TO BEGIN THE APPLICATION OF FINISH MATERIAL MEANS THE CONTRACTOR ACCEPTS THE SURFACE AND SUBSEQUENT RESPONSIBILITY FOR THE APPEARANCE OF THE FINAL FINISH.
13.	CONTRACTOR SHALL MAINTAIN ALL LIFE SAFETY SYSTEMS AND MEANS OF EGRESS DURING CONSTRUCTION.
14.	CONTRACTOR TO ONLY PARK AT DESIGNATED PARKING SPACES APPROVED BY OWNER PRIOR TO WORK.
15.	CONTRACTOR TO ONLY PLACE DUMPSTER AT DESIGNATED PARKING SPACES APPROVED BY OWNER PRIOR TO WORK.
16.	UPON COMPLETION OF THE PROJECT, A "PUNCHLIST" WILL BE COMPILED BY THE OWNER, WHICH WILL CONSIST OF ITEMS IN NEED OF CORRECTION AND UNSATISFACTORY AND/OR INCOMPLETE WORK. FINAL PAYMENT WILL BE CONTINGENT UPON THE CORRECTION AND SUBSEQUENT APPROVAL OF THESE ITEMS.
17.	THE CONSTRUCTION SITE SHALL AT ALL TIMES BE KEPT FREE FROM DEBRIS, WASTE AND RUBBISH. THE PREMISES SHALL BE MAINTAINED IN A MANNER TO PROVIDE A SAFE ENVIRONMENT FOR WORKERS AND THE PUBLIC. CONDUCT CLEANING AND DISPOSAL OPERATIONS TO COMPLY WITH ALL LOCAL ORDINANCES, DNR AND ANTI POLLUTION LAWS.
18.	CONTRACTOR TO BE COURTEOUS AND POLITE AT ALL TIMES; OBSCENE LANGUAGE, GESTURES, ETC. WILL NOT BE TOLERATED.
19.	CONTRACTOR TO FOLLOW MSU'S TOBACCO USE POLICY. MISSOURI STATE UNIVERSITY IS A TOBACCO-FREE CAMPUS.
20.	CONTRACTOR TO FOLLOW THE UNIVERSITY POLICY USE OF UAS (UNMANNED AIRCRAFT SYSTEMS, DRONES AND OTHER MODEL AIRCRAFT, COMMONLY KNOWN AS DRONES OR OTHER REMOTELY OPERATED MODEL AIRCRAFT). CONTRACTOR TO OBTAIN APPROVAL AND SEND A COPY TO MSU PROJECT MANAGER PRIOR TO USING UAS.

Sheet Index	
G1	COVER SHEET
C1	SITE PLAN - PROPOSED LOCATION
C2	SITE PLAN - LOCATION #1 & #2
C3	STRUCTURAL NOTES
C4	SHELTER PAD PLAN
C5	SHELTER PAD PLAN
C6	SHELTER & SEATING PLAN
C7	SHELTER DETAIL
C8	SHELTER 3D VIEW
General Symbol Legend	
XX	KEYNOTE TAG
?	DEMOLITION KEYNOTE TAG
(E)	ABBREVIATION FOR EXISTING
U.O.N.	UNLESS OTHERWISE NOTED
————	EXISTING LINE WORK
- - - -	DEMOLITION LINE WORK
————	NEW LINE WORK
Project Location Map	
SEE SHEET C1	

Missouri State UNIVERSITY Planning Design Construction 901 South National Avenue Springfield, Missouri 65897 Phone: (417) 836-5101 Fax: (417) 836-6884 https://design.missouristate.edu		
REVISIONS		
NO.	DATE	BY
2	06.17.2024	YS
Project Title:		
WYRICK SHUTTLE SHELTER SPRINGFIELD CAMPUS		
Project #: 240130-066		
Issue Date: 06.17.2024		
Drawn By: YS		
Sheet Title:		
COVER SHEET		
Sheet #:		
G1		



SITE PLAN - SHELTER PROPOSED LOCATION
NOT TO SCALE

REVISIONS		
NO.	DATE	BY
2	06.17.2024	YS

Project Title:

WYRICK SHUTTLE
SHELTER
SPRINGFIELD
CAMPUS

Project #: 240130-066

Issue Date: 06.17.2024

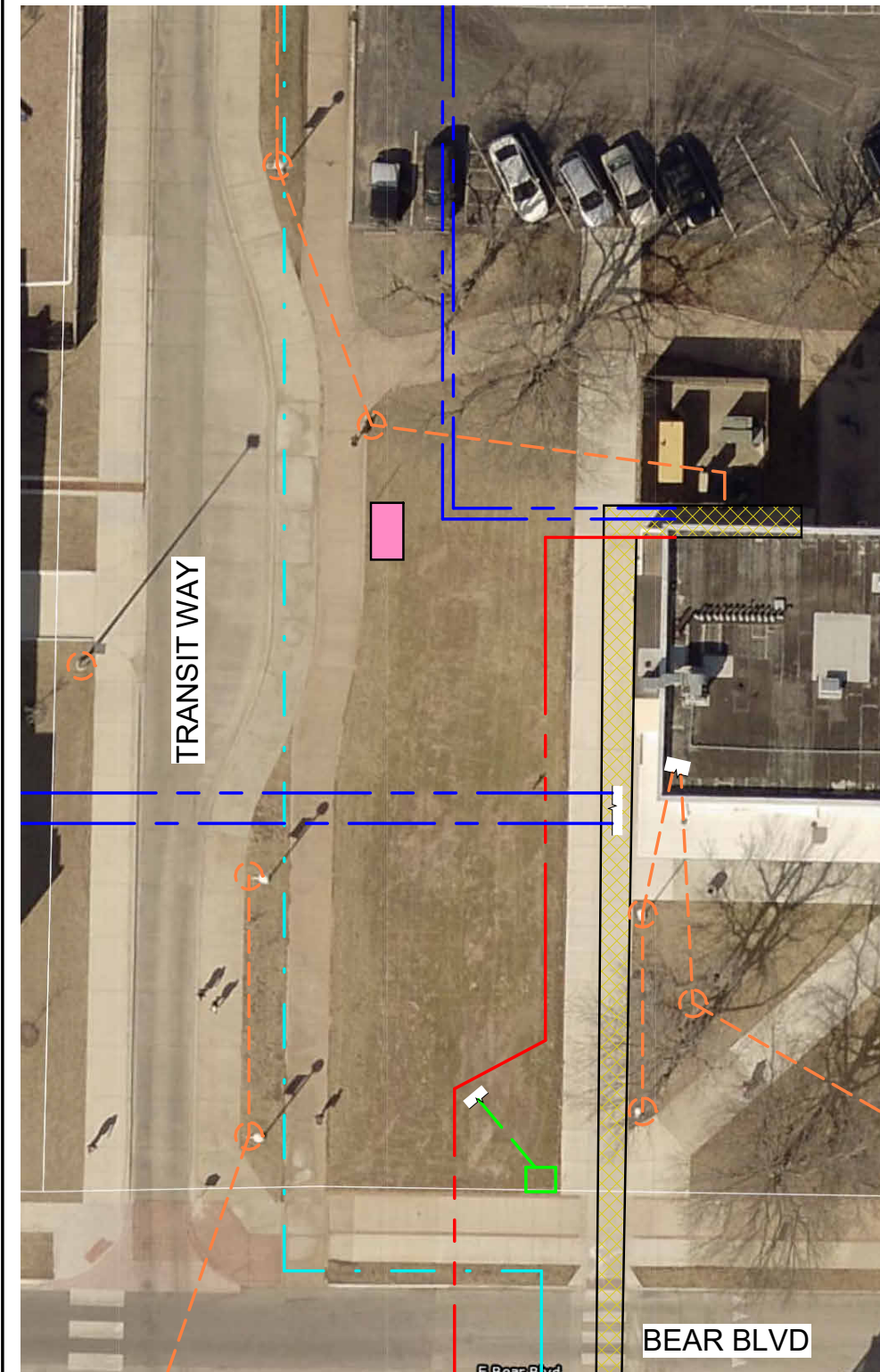
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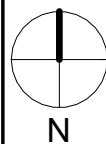
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SITE PLAN -
PROPOSED
LOCATION

Sheet #:

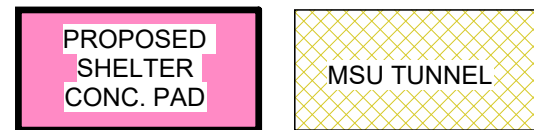
C1



 **SITE PLAN - NEW LOCATION #1**
NOT TO SCALE

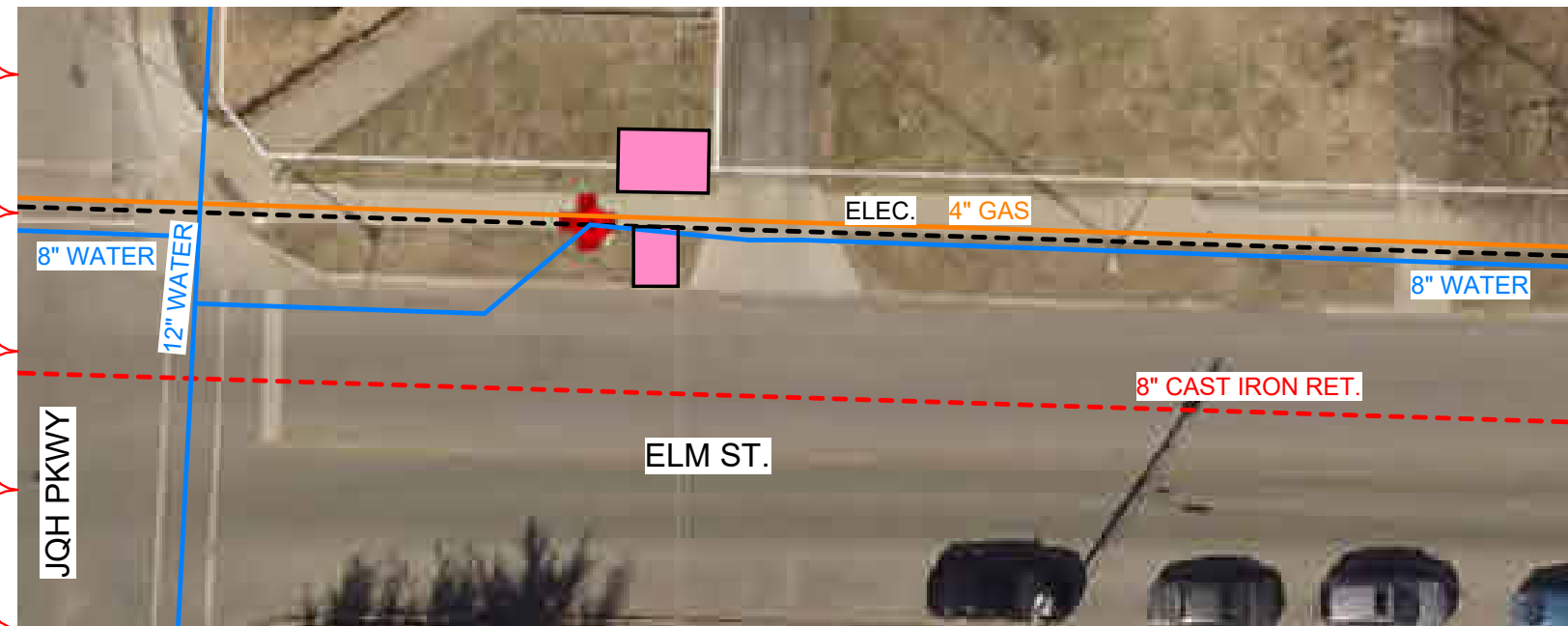
UTILITY LEGEND:

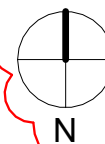
- MSU CW SUPPLY 
- MSU CW RETURN 
- MSU FIRE WATER 
- MSU IRRIGATION 
- MSU LIGHT POLE 
- MSU STORM WATER 
- CITY ABANDONED 
- CITY WATER 
- CITY SEWER 
- CITY GAS 
- CITY ELECTRICAL 



NOTES:

1. CONTRACTOR TO PERFORM PROPERTY SURVEY AND PROPERTY LINES LOCATED.
2. CONTRACTOR TO CONTACT MO ONE CALL PRIOR TO EXCAVATING SITE AND GET UTILITIES LOCATED.
3. PROPERTY AND UTILITY ILLUSTRATION ARE DIAGRAMMATIC AND HAVE BEEN PREPARED ON THE BASIS OF DRAWING FROM CITY OF SPRINGFIELD. FIELD VERIFY AFTER PERFORMING PROPERTY SURVEY AND UTILITY LOCATES.



 **SITE PLAN - NEW LOCATION #2**
NOT TO SCALE

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Project Title:

**WYRICK SHUTTLE SHELTER
SPRINGFIELD CAMPUS**

Project #: 240130-066

Issue Date: 06.17.2024

Drawn By: YS

Sheet Title:

**SITE PLAN -
LOCATION #1 & #2**

Sheet #:

C2

MEANS & METHODS:

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF CONSTRUCTION.

GENERAL FOUNDATION AND SLAB ON GRADE NOTES (NO SPECS, NO GEOTECH):

1. IN AREA OF THE FOOTINGS, EXISTING ORGANIC MATERIAL, UNSUITABLE SOIL, ABANDONED FOOTINGS AND ANY OTHER EXISTING UNSUITABLE MATERIALS SHALL BE REMOVED PER CITY'S REQUIREMENTS.
2. FOOTINGS ARE DESIGNED FOR A NET ALLOWABLE SOIL BEARING OF 1500 PSF, FOR EITHER NATURALLY OCCURRING SOIL OR COMPACTED ENGINEERED FILL.
3. CONTRACTOR IS RESPONSIBLE TO MAINTAIN EXCAVATIONS AND BACKFILL MATERIALS AT AN APPROPRIATE MOISTURE CONTENT FOR PROPER SOIL BEARING CAPACITY AND COMPACTION.

CONCRETE NOTES:

1. CONCRETE SHALL HAVE 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI AND SHALL BE AIR-ENTRAINED TO 6% PLUS OR MINUS 1% WITH AN AIR-ENTRAINING ADMIXTURE CONFORMING TO ASTM C260. THE MAXIMUM WATER TO CEMENT RATIO SHALL BE 0.45 BY WEIGHT WITH A SLUMP OF 4"+-1".
2. NO LIME SAND FINE AGGREGATE MAY BE USED.
3. ALL REINFORCING STEEL SHALL CONFORM TO ASTM A615 GRADE 60.
4. IF ADDITIONAL FLOWABILITY IS REQUIRED FOR PLACEMENT OF ANY CONCRETE MIX, A WATER-REDUCING ADDITIVE CONFORMING TO ASTM C494, TYPE A, D, E OR F SHALL BE USED. NO ADDITIONAL WATER MAY BE ADDED TO THE MIX AT THE SITE. SLUMP FOR CONCRETE CONTAINING WATER-REDUCING OR HIGH-RANGE WATER-REDUCING ADMIXTURE SHALL NOT EXCEED 8" AFTER ADMIXTURE IS ADDED TO CONCRETE WITH A 2"-4" SLUMP.
5. TESTING OF FRESH CONCRETE SHALL BE DONE BY A QUALIFIED TESTING LABORATORY RETAINED BY THE OWNER AND APPROVED BY THE ENGINEER. TESTING SHALL INCLUDE:
 - A. SLUMP
 - B. AIR CONTENT
 - C. CONCRETE TEMPERATURE
 - D. 28 DAY COMPRESSIVE STRENGTH
 - E. NOTE ANY WATER OR ADMIXTURES ADDED ON-SITE

REFER TO ASTM C172 AND C94. PERFORM ONE SLUMP AND ONE AIR CONTENT TEST FOR EACH DAYS POUR AND ADDITIONAL TESTS WHEN THE CONCRETE CONSISTENCY SEEMS TO HAVE CHANGES IN THE OPINION OF THE INSPECTOR. REFER TO ASTM C143, C173 AND C231. PERFORM TEMPERATURE TESTS HOURLY WHEN THE AMBIENT AIR TEMPERATURE IS BELOW 40 DEGREES F OR ABOVE 80 DEGREES F AND ONE TEMPERATURE TEST FOR EACH SET OF COMPRESSIVE-STRENGTH SPECIMENS. REFER TO ASTM C1064. PERFORM ONE COMPRESSIVESTRENGTH TEST FOR EACH DAYS POUR AND AN ADDITIONAL TEST FOR EACH 50 CUBIC YARD MORE THAN THE FIRST 25 CUBIC YARD. TEST ONE SPECIMEN AT 7 DAYS AND 2 SPECIMENS AT 28 DAYS. REFER TO ASTM C31 AND C39.

6. DETAILING, MATERIALS AND INSTALLATION OF CONCRETE REINFORCING STEEL SHALL MEET REQ. AS SET FORTH BY CRSI AND THE AMERICAN CONCRETE INSTITUTE AND THE APPLICABLE BUILDING CODE.
7. WHEN PLACING CONCRETE IN HOT WEATHER, REFER TO ACI 305R, WHEN PLACING CONCRETE IN COLD WEATHER, REFER TO ACI 306.1.



UNIVERSITY

**Planning | Design
Construction**

901 South National Avenue
Springfield, Missouri 65897
Phone: (417) 836-5101
Fax: (417) 836-6884
<https://design.missouristate.edu>

REVISIONS

NO.	DATE	BY

Project Title:

**WYRICK SHUTTLE
SHELTER
SPRINGFIELD
CAMPUS**

Project #: **240130-066**

Issue Date: **06.17.2024**

Drawn By: **YS**

Sheet Title:

**STRUCTURAL
NOTES**

Sheet #:

C3

REVISIONS		
NO.	DATE	BY
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Project Title:
**WYRICK SHUTTLE SHELTER
SPRINGFIELD CAMPUS**

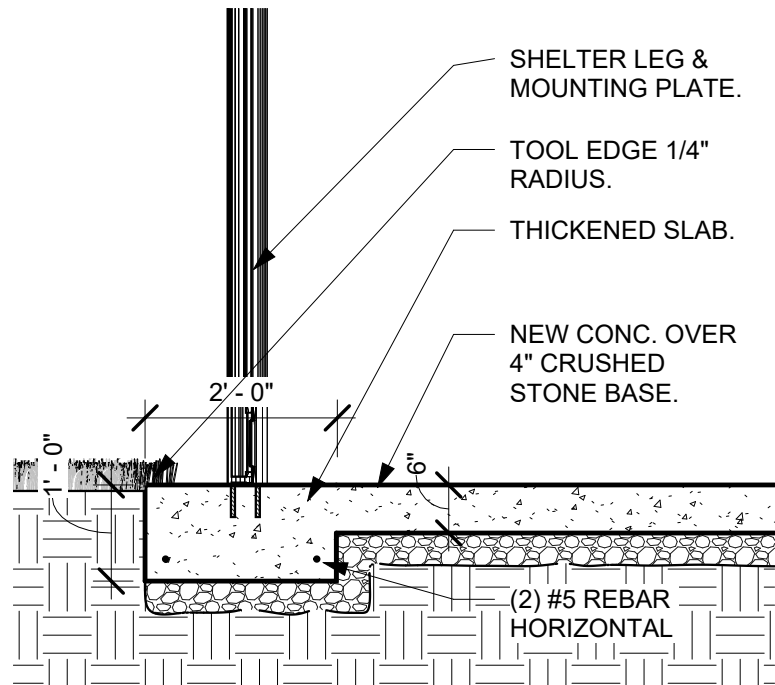
Project #: **240130-066**

Issue Date: **06.17.2024**

Drawn By: **YS**

Sheet Title:
SHELTER PAD PLAN

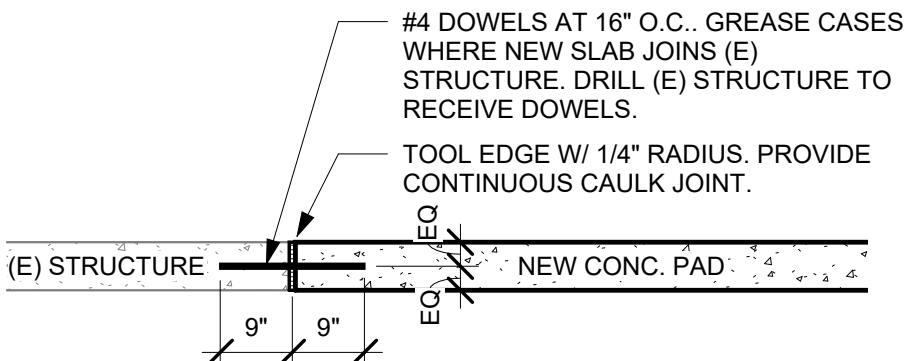
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C4



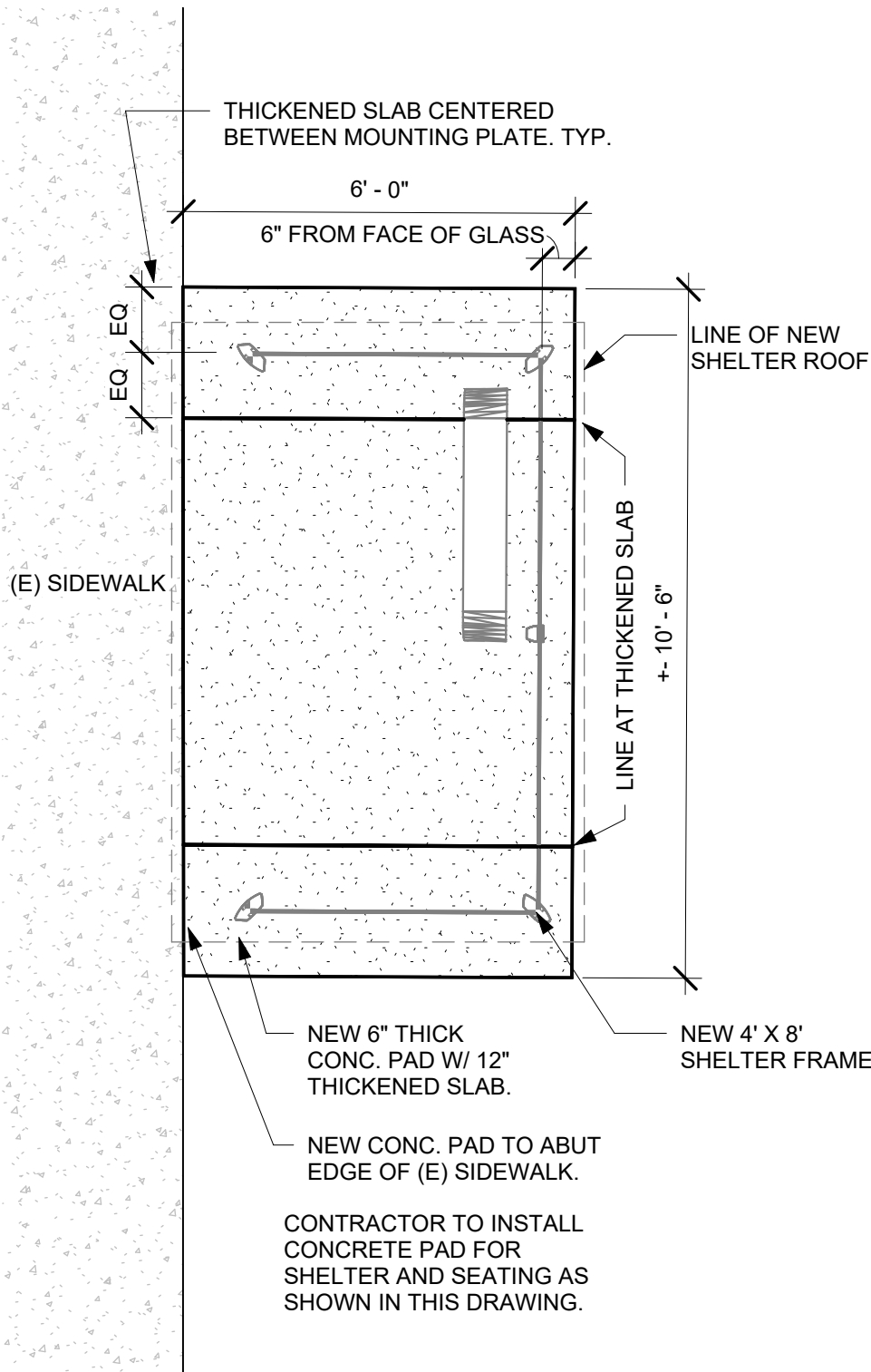
3 NEW SLAB DETAIL TYP.
1/2" = 1'-0"

GENERAL NOTES:

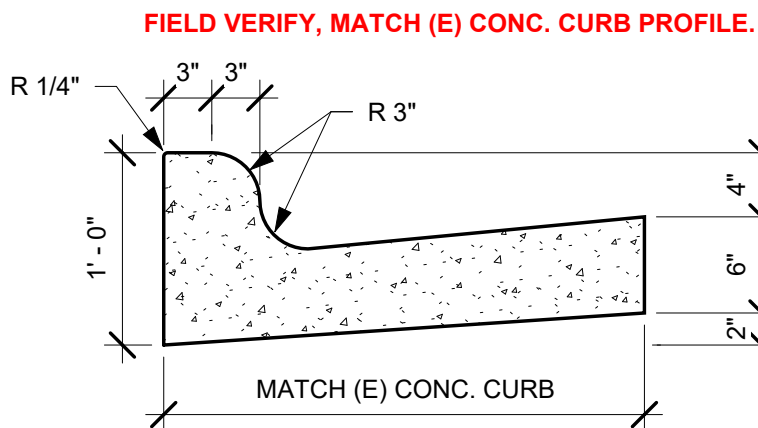
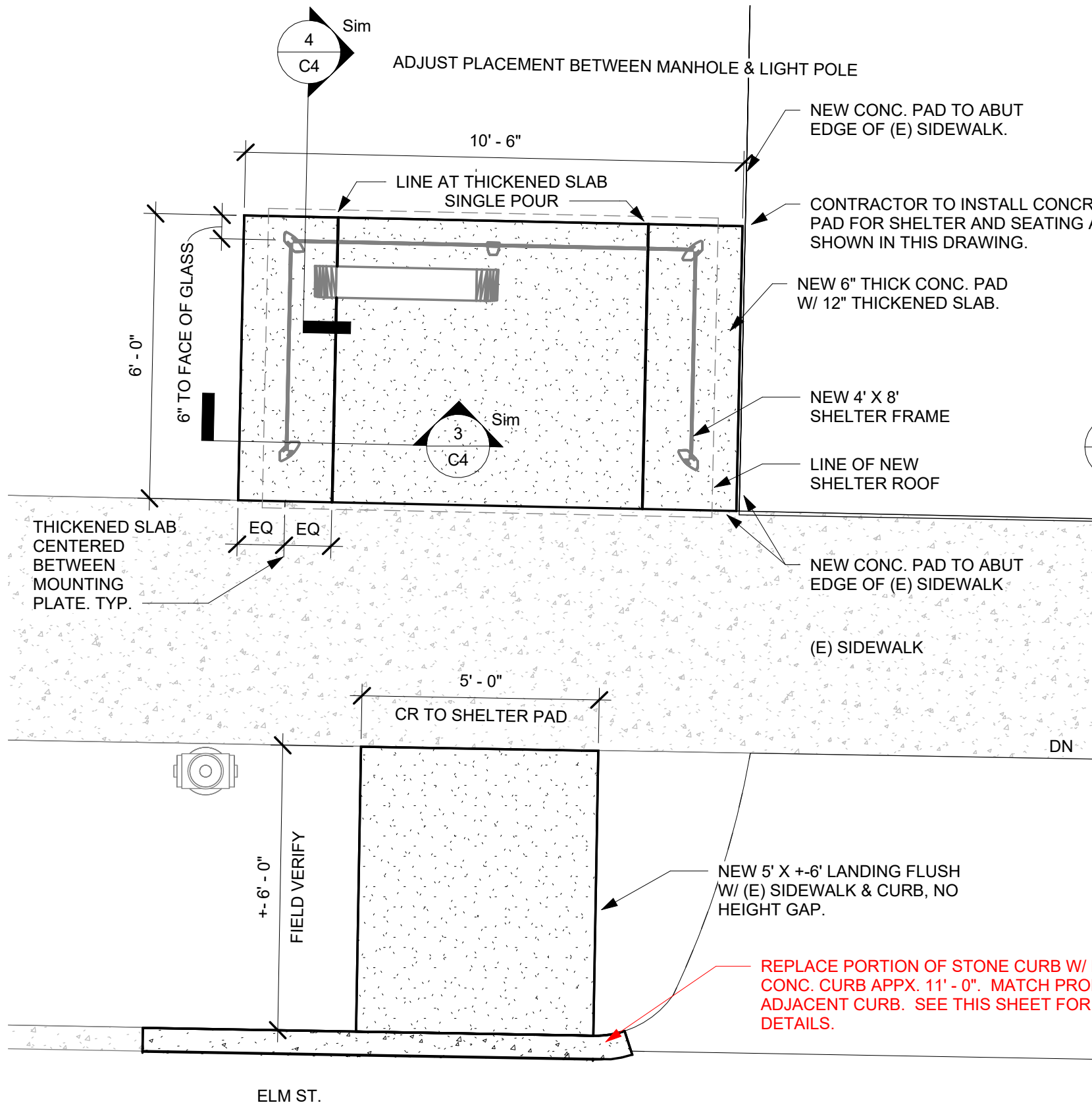
- CONTRACTOR TO PROVIDE ALL MATERIAL AND EQUIPMENT U.O.N..
- MSU TO PROVIDE SHELTER & SEATING.
- NEW CONCRETE PAD TO HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURE AT MAX. 2%.
- CONTRACTOR TO CONTACT MO ONE CALL PRIOR TO EXCAVATING SITE AND GET UTILITIES LOCATED.
- CONTRACTOR TO PROTECT EXISTING STRCUTURE, UTILITIES AND EXISTING LANDSCAPING...ETC.
- CONTRACTOR TO REPAIR DISTURBED GRASS AREAS AND DAMAGES MADE TO (E) STRUCTURE DURING CONSTRUCTION. FOLLOW OWNER'S REQUIREMENTS.
- CONTRACTOR TO VERIFY, PROPOSE AND INSTALL CONTRACTION JOINT AS NECESSARY.



4 CONSTRUCTION JOINT TYP.
1/2" = 1'-0"



N
SHELTER PAD PLAN - LOCATION #1 - WOODS HOUSE
3/8" = 1'-0"



NOTE!

- INSTALLATION OF A NEW BUS SHELTER SHALL COMPLY WITH PROWAG R309 TRANSIT STOPS AND TRANSIT SHELTERS.
- IF SLOPES CANNOT BE MET WITH THE LOCATIONS AND ELEVATIONS OF THE CURRENT CITY INFRASTRUCTURE, THEN THE SIDEWALK AND/OR CURB SHALL BE ADJUSTED, BUT ALSO STAY WITHIN PROWAG COMPLIANCE, TO MEET THE REQUIREMENTS OF R309. [HTTPS://WWW.ACCESS-BOARD.GOV/PROWAG/TECHNICAL.HTML](https://www.access-board.gov/prowag/technical.html).
- CONCRETE PAD FOR SHELTER AND CONCRETE SIDEWALK FROM THE EXISTING SIDEWALK TO THE CURB MUST BE A MAXIMUM OF 2% RUNNING SLOPE AND CROSS SLOPE.

REVISIONS

NO.	DATE	BY
2	06.17.2024	YS

Project Title:

**WYRICK SHUTTLE
SHELTER
SPRINGFIELD
CAMPUS**

Project #: 240130-066

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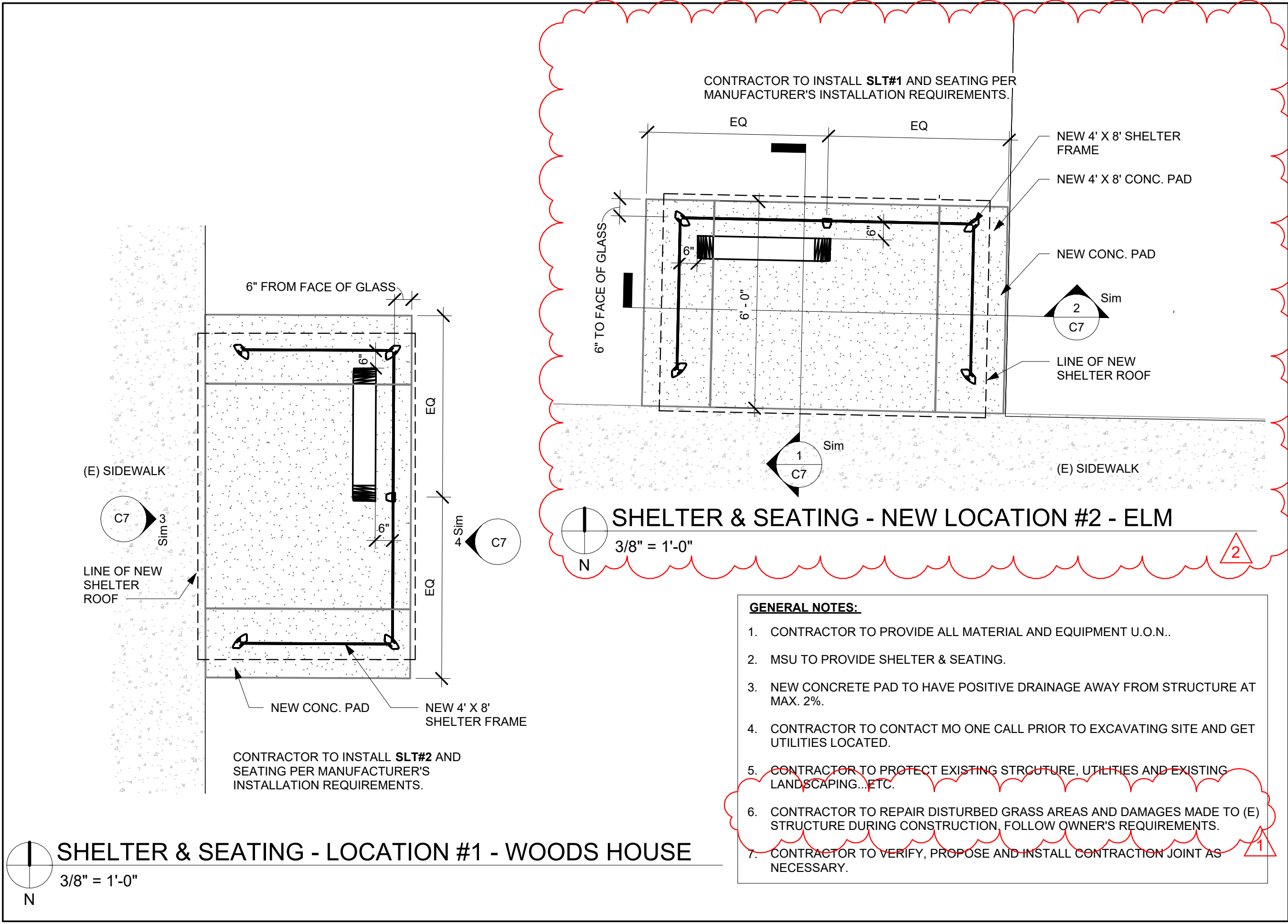
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Sheet Title:

**SHELTER PAD
PLAN**

Sheet #:

C5



REVISIONS		
NO.	DATE	BY
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SPRINGFIELD CAMPUS**

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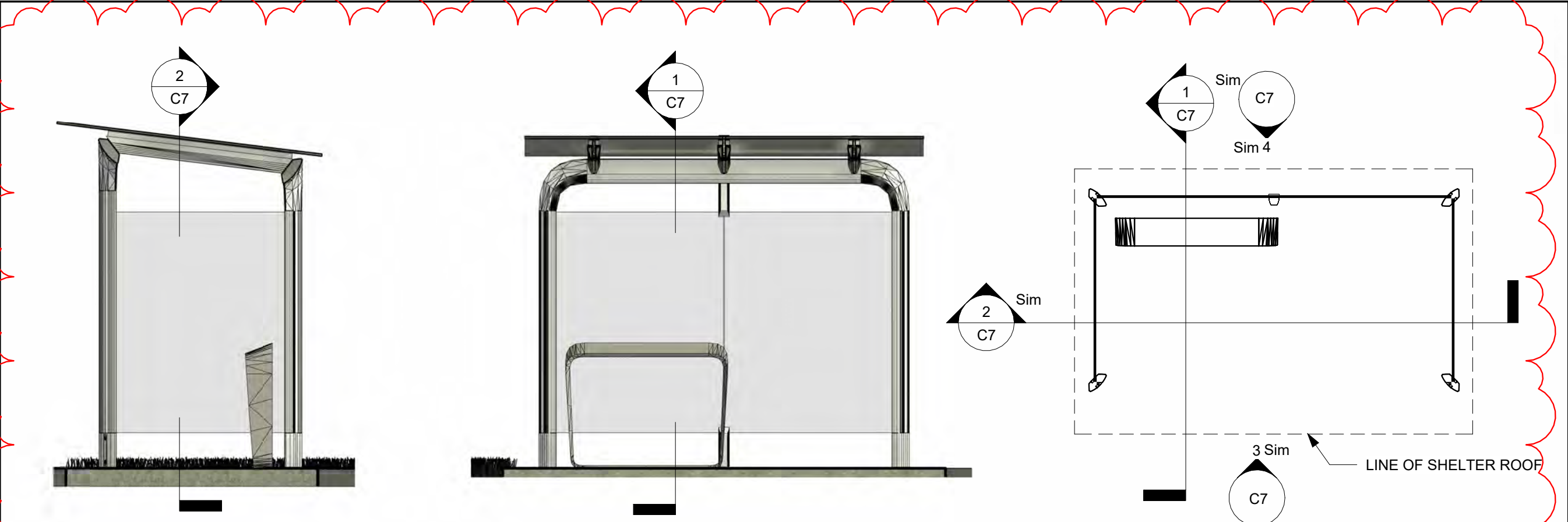
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Sheet Title:
SHELTER & SEATING PLAN

Sheet #:
C6

GENERAL NOTES:

1. CONTRACTOR TO PROVIDE ALL MATERIAL AND EQUIPMENT U.O.N..
2. MSU TO PROVIDE SHELTER & SEATING.
3. NEW CONCRETE PAD TO HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURE AT MAX. 2%.
4. CONTRACTOR TO CONTACT MO ONE CALL PRIOR TO EXCAVATING SITE AND GET UTILITIES LOCATED.
5. CONTRACTOR TO PROTECT EXISTING STRCUTURE, UTILITIES AND EXISTING LANDSCAPING...ETC.
6. CONTRACTOR TO REPAIR DISTURBED GRASS AREAS AND DAMAGES MADE TO (E) STRUCTURE DURING CONSTRUCTION. FOLLOW OWNER'S REQUIREMENTS.
7. CONTRACTOR TO VERIFY, PROPOSE AND INSTALL CONTRACTION JOINT AS NECESSARY.



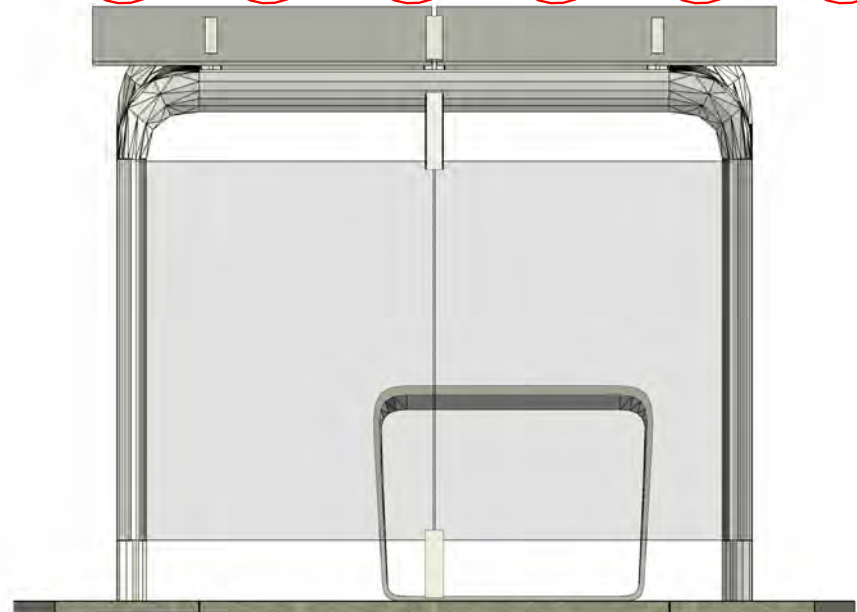
1
C7
SHELTER SECTION - 1 TYP.
NOT TO SCALE

2
C7
SHELTER SECTION - 2 TYP.
NOT TO SCALE

5
C7
SHELTER LAYOUT - TYP.
NOT TO SCALE



3
C7
SHELTER - FRONT ELEV.
NOT TO SCALE



4
C7
SHELTER - BACK ELEV. TYP.
NOT TO SCALE

REVISIONS		
NO.	DATE	BY
1	06.05.2024	YS
2	06.17.2024	YS

Project Title:
**WYRICK SHUTTLE
SHELTER
SPRINGFIELD
CAMPUS**

Project #: 240130-066

Issue Date: 06.17.2024

Drawn By: YS

Sheet Title:
SHELTER DETAIL

Sheet #:
C7

REVISIONS

NO.	DATE	BY
1	06.05.2024	YS
2	06.17.2024	YS

Project Title:

**WYRICK SHUTTLE
SHELTER
SPRINGFIELD
CAMPUS**

Project #: 240130-066

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Drawn By: YS

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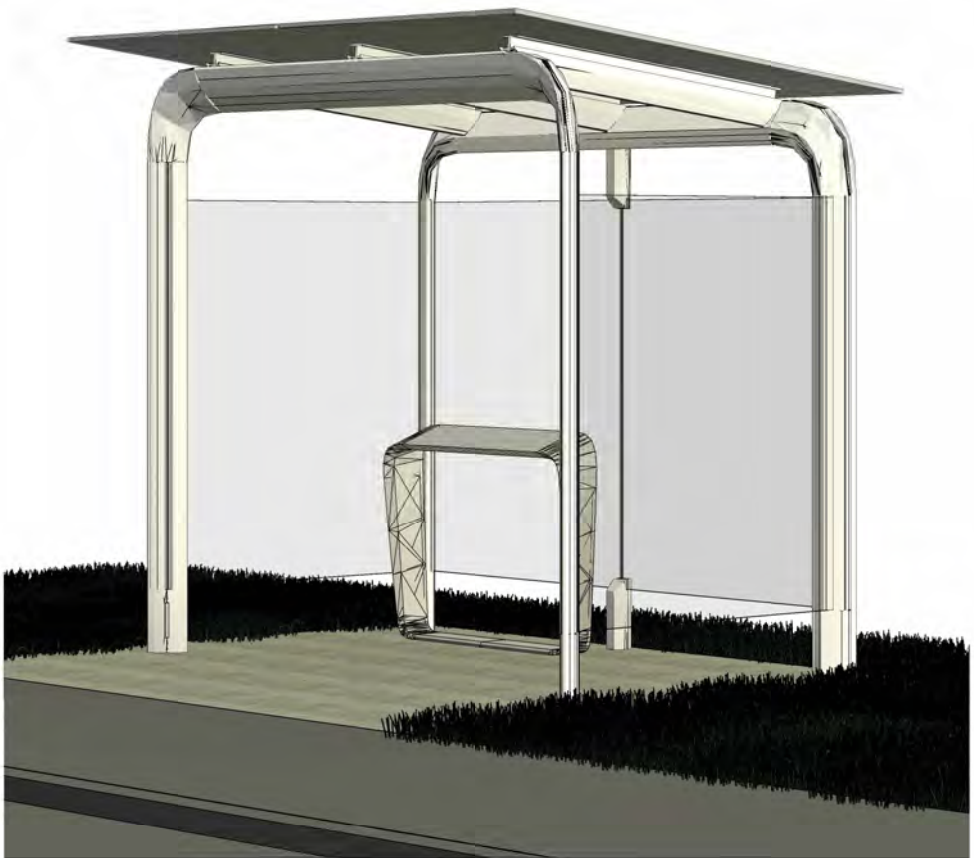
**SHELTER 3D
VIEW**

Sheet #:

C8



1
C8 SHELTER LOCATION #2 - TYP.
NOT TO SCALE



2
C8 SHELTER LOCATION #1 - TYP.
NOT TO SCALE



Michael L. Parson
Governor

Crystal D. Wessing
Division Director

Kenneth J. Zellers
Commissioner

State of Missouri
OFFICE OF ADMINISTRATION
Division of General Services
760 Truman Building, 301 West High Street
Post Office Box 809
Jefferson City, Missouri 65102

January 4, 2024

RE: Request for Proof of Insurance

To Whom It May Concern:

This certifies that Missouri State University, its agencies, officials and employees are protected from causes of action under Missouri law and all other courts of competent jurisdiction to the extent as defined by the State Legal Expense Fund, Chapter 105.711 RSMo. This fund is administered cooperatively by this office and the Office of Attorney General.

This is also to certify that Missouri State University, is self-insured for purposes of workers' compensation.

Any claim against Missouri State University, its agencies, officials or employees should be made to this office.

Sincerely,

A handwritten signature in cursive script that reads "Grayson Imhoff".

Grayson Imhoff
State Risk Manager
Risk Management Section
573-751-4044
573-751-7819 fax



EXPLANATION TO COUNCIL BILL 2024-175 (HARDINGER)

FILED: 07/23/2024

ORIGINATING DEPARTMENT: Economic Vitality

TITLE: A resolution confirming the appointment of Lori Vaccaro and the reappointment of Martin Gugel and Matt Schaefer to the Convention and Entertainment Community Improvement District Board of Directors.

PURPOSE: To confirm the appointment of Lori Vaccaro and the reappointment of Martin Gugel and Matt Schaefer to the Convention and Entertainment Community Improvement District Board of Directors. (Staff recommends approval.)

BACKGROUND INFORMATION: As required by the petition establishing the Convention and Entertainment Community Improvement District ("CID"), the Mayor shall appoint Directors to the CID Board of Directors with the consent of the City Council. The CID Board of Directors requests the following appointments to the Board:

Seat	Name	Qualification	Term Expires	Notes
1	Martin Gugel	Representative of real property owner in District	10/15/2027	Reappointment
2	Lori Vaccaro	Representative of real property owner in District	10/15/2027	New Appointment
3	Matt Schaefer	Representative of real property owner in District	10/15/2027	Reappointment

REMARKS: Staff recommends approval.

Submitted By: Matthew Schaefer, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:
Maurice S. Jones, Deputy City Manager 8/8/2024

Attachments: 1. Convention and Entertainment CID Appointments August 2024_Res

One-rdg. X
P. Hrngs.
Pgs. 3
Filed 08-13-24

Sponsored by Hardinger

COUNCIL BILL 2024-175 RESOLUTION

A RESOLUTION

CONFIRMING the appointment of Lori Vaccaro and the reappointment of Martin
Gugel and Matt Schaefer to the Convention and Entertainment
Community Improvement District Board of Directors.

WHEREAS, on October 15, 2001, City Council passed Special Ordinance 24100,
approving a petition requesting the formation of the Convention and Entertainment
Community Improvement District (“CID”) and establishing the CID; and

WHEREAS, said Ordinance provides that the Convention and Entertainment CID
shall be governed by a five-member Board of Directors (the “Board”); and

WHEREAS, said petition established the qualifications of, and process for,
appointment of members to the Convention and Entertainment CID Board through
appointment by the Mayor with confirmation by City Council; and

WHEREAS, there is currently a need to appoint three members to the CID
Board.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
SPRINGFIELD, MISSOURI as follows, that:

Section 1 – The Mayor hereby appoints, and City Council hereby confirms, the
appointment of Lori Vaccaro to the Convention and Entertainment Community
Improvement District Board of Directors, with her term to expire on October 15, 2027.

Section 2 – The Mayor hereby reappoints, and City Council hereby confirms, the
reappointment of Martin Gugel to the Convention and Entertainment Community
Improvement District Board of Directors, with his term to expire October 15, 2027.

Section 3 – The Mayor hereby reappoints, and City Council hereby confirms, the
reappointment of Matt Schaefer to the Convention and Entertainment Community
Improvement District Board of Directors, with his term to expire October 15, 2027.

Section 4 – This Resolution shall be effective immediately upon adoption.

36 Passed at meeting: _____

37
38 _____
39 Mayor

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41 Attest: _____, City Clerk

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43 Filed as Resolution _____

44
45 *Laura Vales*
46 Approved as to form: _____, Assistant City Attorney

47
48 *Jason A. Hage*
49 Approved for Council action: _____, City Manager



EXPLANATION TO COUNCIL BILL 2024-176 (HOSMER)

FILED: 07/24/2024

ORIGINATING DEPARTMENT: Economic Vitality

TITLE: A resolution acknowledging the reappointment of Travis Shaw to the Springfield Enhanced Enterprise Zone Board as the representative of the affected school districts.

PURPOSE: To acknowledge the reappointment of Travis Shaw to the Springfield Enhanced Enterprise Zone Board made by the affected school districts. (Staff recommends approval).

BACKGROUND INFORMATION: The Springfield Enhanced Enterprise Zone Board oversees the four Springfield-area Enhanced Enterprise Zones, which consist of the Springfield, North Springfield, Southeast Springfield, and West Springfield Enhanced Enterprise Zones. It reviews and assesses Zone activities on an annual basis and advises City Council on Zone-related matters. As per State law, the Board shall consist of seven members – five appointed by the Mayor, one appointed by the affected school districts, and one appointed by the other affected ad valorem taxing districts located within the Zones.

The affected school districts within the four Springfield-area Enhanced Enterprise Zones include the following:

- Springfield R-XII
- Willard R-II
- Logan-Rogersville R-VIII
- Strafford R-VI
- Republic R-III
- Nixa R-II

REMARKS: The affected school districts have reappointed Travis Shaw to a new five-year term on the Springfield Enhanced Enterprise Zone Board that will be effective September 1, 2023, to September 1, 2028. This Resolution acknowledges said reappointment. Staff recommends approval.

Submitted By: Matthew Schaefer, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 8/8/2024



Attachments: 1. Enhanced Enterprise Zone Board Appointments August 2024_
Res

36 Attest: _____, City Clerk
37

38 Filed as Resolution: _____
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41 Approved as to form: Laura Vales, Assistant City Attorney
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43
44 Approved for Council action: Jason A. Hays, City Manager