



City of Springfield

Agenda

Planning and Zoning Commission

Natalie Broekhoven, Chair

Bill Knuckles, Vice Chair

Helen Gunther

Christopher Lebeck

Betty Ridge

Bruce Colony

Eric Pauly

Dan Scott

Randall Doennig

August 22, 2024

6:30 PM

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

1. ROLL CALL.

2. APPROVAL OF MINUTES.

2.1. July 11, 2024

3. COMMUNICATIONS.

3.1. July 2024 Planning and Zoning / City Council Actions

4. CONSENT ITEMS.

4.1. Relinquishment of Easement 941

1855 East Chestnut Expressway (Applicant: The Kitchen, Inc.)

4.2. Request to Acquire 546

400 West Division Street, 521 & 539 West Lynn Street, 1421, 1429 & 1475 North Campbell Avenue, and 431, 435, 500, 506 & 512 West Hovey Street (Applicant: Springfield Public Schools)

5. UNFINISHED BUSINESS.

6. PUBLIC HEARINGS.

6.1. Z-11-2024

1345, 1351, 1357, 1400, 1414 & 1416 East Florida Street (Applicant: William Jr. and Anedra Mosley)

- 6.2. Z-13-2024
3081 West Sunshine Street (Applicant: McCurry Plaza, LLC)
- 6.3. Z-16-2024
1055 South Campbell Avenue (Applicant: Family Tax Service, LLC)
- 6.4. Z-20-2024
3253 East Chestnut Expressway (Applicant: Frisco Building, LLC)
- 6.5. Z-21-2024 COD 259
3525 East Battlefield Road (Applicant: Lester E Cox Medical Centers)
- 6.6. Z-22-2024 COD 258
1739, 1745 & 1755 South National Avenue and 1111, 1119, 1133, 1141 & 1141 East
Sunshine Street and 1138 East University Street (Applicant: BK&M, LLC)

7. OTHER BUSINESS.

- 7.1. Rountree UCD Regulation Subarea C - Text Amendment
(Applicant: Tie & Timber Beer Co.)

8. ADJOURN.

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

**City of Springfield
Minutes
Planning and Zoning Commission**

Bill Knuckles, Vice Chair
Helen Gunther
Christopher Lebeck
Betty Ridge

Natalie Broekhoven, Chair

Bruce Colony
Eric Pauly
Dan Scott
Randall Doennig

July 11, 2024

6:30pm

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

ROLL CALL.

Present: Commissioner Broekhoven, Commissioner Knuckles, Commissioner Colony, Commissioner Gunther, Commissioner Pauly, Commissioner Lebeck, Commissioner Doennig, and Commissioner Ridge. Absent: Dan Scott.

Staff in attendance: Bob Hosmer, Planning Manager, Andrew Menke and Michael Sparlin, Senior Planners, Scott Bachman, Transportation Planner, and Chris Hoeman, Assistant City Attorney.

APPROVAL OF MINUTES.

The minutes of June 20, 2024, were approved.

COMMUNICATIONS.

City Council summary for June 2024.

CONSENT ITEMS.

Relinquishment of Easement 940
4860 West Junction Street
Applicant: SRC Development Group, Inc.

Relinquishment of Easement 942
3332 East Cherry Street
Applicant: Morris Investments, LLC

COMMISSION ACTION:

Planning and Zoning Commissioner Doennig moved to approve Relinquishment of Easement 940 and Relinquishment of Easement 942, Commissioner Knuckles seconded the motion. They **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.

UNFINISHED BUSINESS.

Vacation 832
300 blk of Chestnut Street
Applicant: City of Springfield

Request to withdrawal per applicant and received 48 hours in advance of the public hearing.

PUBLIC HEARINGS.

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.

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

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.

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.

OTHER BUSINESS.

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.

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.

Major Thoroughfare Plan Amendments

From South Farm Road 115 near West Farm Road 136 and proceeding northwest then north to West Farm Road 124 (Missouri Route EE) and from West Chestnut Expressway (Missouri Route 266) at North Deer Lake Avenue and extending north to the future collector (extension of West Farm Road 128).

Applicant: City of Springfield

Mr. Scott Bachman stated that this is a request for two amendments (1) removal of future primary arterial from South Farm Road 115 and proceeding northwest then north to West Farm Road 124, and (2) addition of future collector from West Chestnut Expressway at North Deer Lake Avenue and extending north to the future collector (extension of West Farm Road 128).

Mr. Bachman noted that it will be maintained by Ozarks Transportation Organization (OTO), in coordination with member jurisdictions, and that City of Springfield's portion of MTP contained within Forward SGF Comprehensive Plan. Proposed amendments being considered by both City of Springfield and Greene County. Staff recommends approval.

Mr. Doennig asked about the number of land owners in the north south proposed section of the thoroughfare.

Mr. Bachman noted where there is one owner for one section and several owners of the other section.

No speakers.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to Major Thoroughfare Plan Amendments, 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. Nays: Commissioner Doennig. Absent: Commissioner Scott. Abstain: None.

ADJOURN.

PNZ City Council Results

Meeting Dates From: 07/01/2024 **To:** 07/31/2024

Project Info	PNZ Hearing Date / Result	1st City Council Hearing Date / Result	2nd City Council Hearing Date / Result
Street Name Change 82 1700-2000 blk of S McCurry Street/Avenue	7/11/2024 Approved		
Relinquishment of Easement 940 4860 W JUNCTION ST	7/11/2024 Approved		
Z-17-2024 COD 253 817 W EL CAMINO ALTO DR	7/11/2024 Approved		
Z-18-2024 COD 254 2456 E SUNSHINE ST	7/11/2024 Approved		
Z-19-2024 COD 255 3110 E CHERRY ST	7/11/2024 Approved		
PPlat of Reed Avenue Cottages - Renewal 4423 S REED AVE	7/11/2024 Approved		
Major Thoroughfare Plan Amendments From South Farm Road 115 near West Farm Road 136 and proceeding northwest then north to West Farm Road 124 (Missouri Route EE) and from West Chestnut Expressway (Missouri Route 266) at North Deer Lake Avenue and extending north to the future collector (extension of West Farm Road 128).	7/11/2024 Approved		
Relinquishment of Easement 942 3332 E CHERRY ST	7/11/2024 Approved		
Z-2-2024 COD 247 1102 E CHEROKEE ST 1106 E CHEROKEE ST 1114 E CHEROKEE ST 1120 E CHEROKEE ST	6/13/2024 Denied	7/8/2024 Complete	7/22/2024 Approved
PPlat of Campbell Acres Phase 2 3505 S CAMPBELL AVE 3525 S CAMPBELL AVE 3446 S MAIN AVE	6/13/2024 Approved	7/8/2024 Complete	7/22/2024 Approved
Request to Dispose 533 200 blk of East Farm Road 192 (south side)	6/13/2024 Approved	7/8/2024 Complete	7/22/2024 Approved
Z-14-2024 1400 W WALNUT ST	6/13/2024 Approved	7/8/2024 Complete	7/22/2024 Approved
2024 Airport Master Plan Update 2300 N AIRPORT BLVD	6/13/2024 Approved	7/22/2024 Complete	

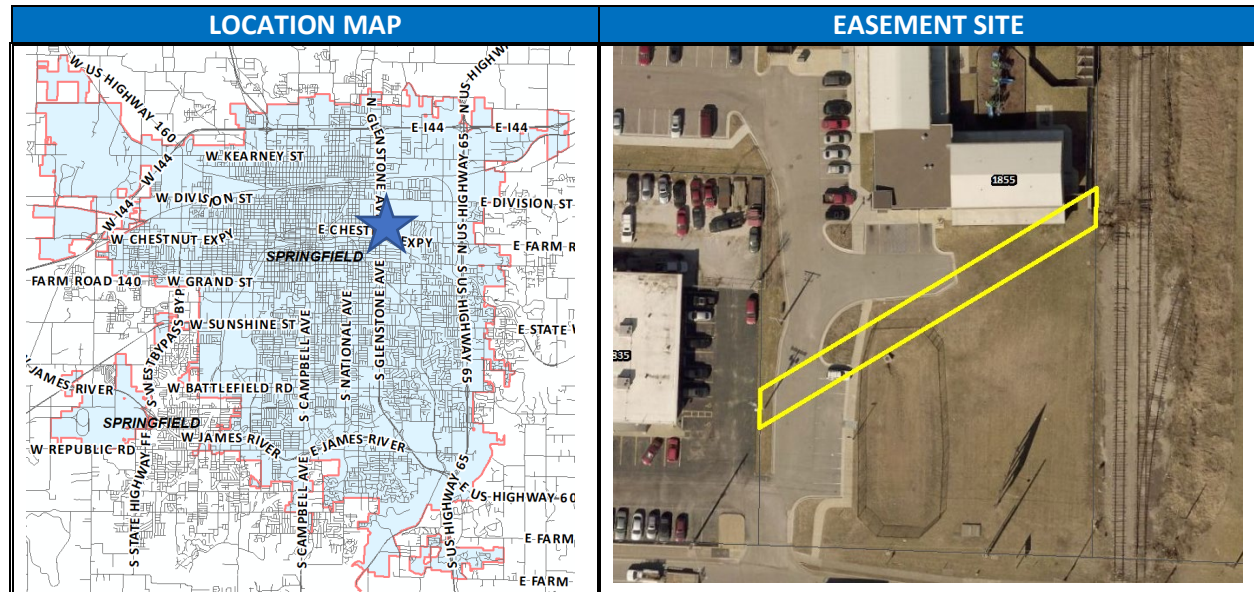
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Relinquishment of Easement 941
Location:	1855 East Chestnut Expressway
Total Acres:	0.11 acres
Applicant:	The Kitchen, Inc.
Existing Land Use:	Transitional Service Shelter
Planning and Zoning Commission:	August 22, 2024
City Council:	N/A
Staff:	Andrew Menke, Senior Planner, (417) 864-1613
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve as submitted in the staff report. (All commission motions are made in the affirmative.)
Required Vote:	A majority of five (5) voting members shall be required.

PROJECT SUMMARY:

The applicant, The Kitchen, Inc, is requesting to relinquish a drainage easement to facilitate the development of the property. A replacement easement is to be dedicated.



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GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



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PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 98-160. - Relinquishment of public utility easements.

- (a) The planning and zoning commission may authorize the relinquishment of a public utility easement upon determining the following:
 - (1) No one has objected to the relinquishment of the easement.
 - (2) The appropriate city agency (public works in the case of sewer easements, and city utilities in the case of electric, gas and water easements) has filed with the department of community development a statement that the easement is no longer needed to provide utility service.
 - (3) The retention of the easement no longer serves any useful public purpose.
- (b) Upon the planning and zoning commission determining that the conditions set forth in subsection (a) of this section have been satisfied, the commission may adopt a resolution authorizing the mayor of the city to quitclaim the city's interest in the public utility easement, which quitclaim deed shall be filed in the county land records. If the conditions set forth in subsection (a) of this section are not satisfied, any person who has filed a request for the relinquishment of the public utility easement can request that the city council consider the matter by filing a notice with the director of community development asking that the city council hear the matter.

DEPARTMENT COMMENTS:

1. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

The replacement drainage easement is acceptable.

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to relinquish a drainage easement in order to facilitate the development of the property.
2. The Planning and Zoning Commission has the authority to relinquish easements if the relinquishment does not affect public utilities.
3. No one has objected to this request to date.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the finding of facts above.

PLANNING AND ZONING OPTIONS:

1. Recommend that the relinquishment is determined to be generally consistent with the master plan (Comprehensive Plan Forward SGF).
2. Recommend that the relinquishment is determined to be not consistent with the master plan (Comprehensive Plan Forward SGF).

REQUIREMENTS FOR APPROVAL:

TABLE A

In order to approve a relinquishment of a public easement, the Planning and Zoning Commission must make the following findings.		Staff Response
1.	No one has objected to the relinquishment of the easements.	No one has objected to the relinquishment of the easement.
2.	The appropriate City agency has filed with the Planning and Development Department a statement that the easements are no longer needed to provide service.	All interested City agencies have filed a statement and do not object to the relinquishment of the subject easement. The applicant is dedicating a replacement easement.
3.	That the retention of the easements no longer serves any useful public purpose.	The retention of the subject easement no longer serves a public purpose. The applicant is to dedicate a replacement easement through a separate instrument.

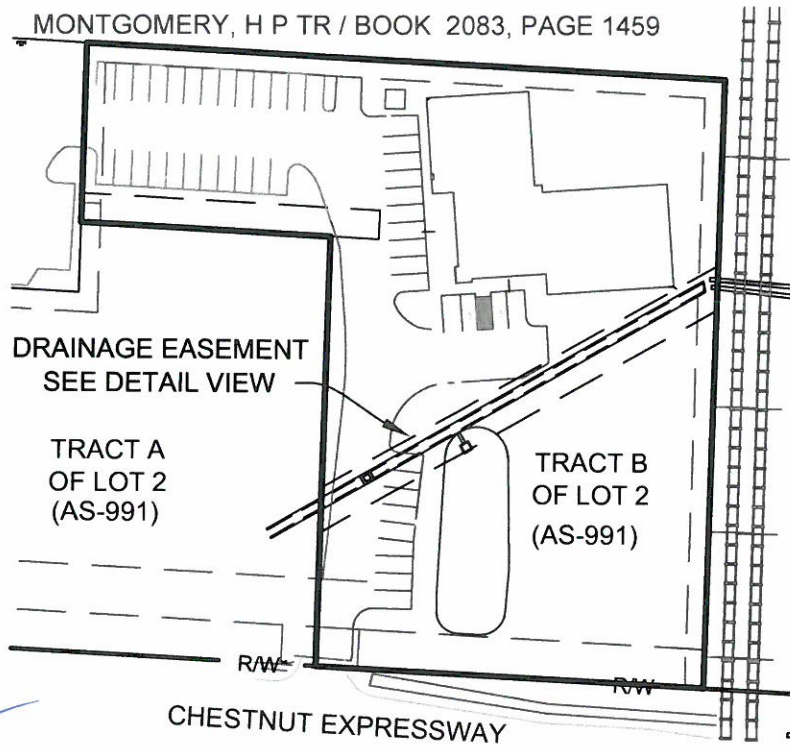
DEVELOPMENT REVIEW STAFF REPORT**LEGAL DESCRIPTION:**

A TRACT OF LAND LYING IN THE NORTHWEST QUARTER (NW1/4) OF THE SOUTHWEST QUARTER (SW1/4) OF SECTION SEVENTEEN (17), TOWNSHIP TWENTY-NINE (T29N) NORTH, RANGE TWENTY-ONE (21) WEST OF THE 5TH PRINCIPAL MERIDIAN CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE SOUTHEAST CORNER LOT TWO (2), McLEAN ADDITION, A SUBDIVISION IN SAID CITY AS RECORDED IN PLAT BOOK HH AT PAGE 39 OF SAID RECORDER'S OFFICE, SAID POINT ALSO BEING THE SOUTHEASTERLY CORNER OF TRACT "B" OF ADMINISTRATIVE SUBDIVISION #MS-991 IN SAID CITY AS RECORDED IN BOOK 1874 AT PAGE 1797 SAID RECORDER'S OFFICE AND LYING ON THE NORTHERLY RIGHT-OF-WAY LINE OF CHESTNUT EXPRESSWAY, AS IT NOW EXISTS;
THENCE ALONG THE EASTERLY LINE OF SAID TRACT "B" N01°51'42"E A DISTANCE OF 196.31' TO THE TRUE POINT OF BEGINNING (POB):
THENCE LEAVING SAID EASTERLY LINE S60°39'29"W A DISTANCE OF 235.82 TO THE WESTERLY LINE OF SAID TRACT "B";
THENCE ALONG SAID WESTERLY LINE N01°49'47"E A DISTANCE OF 23.37';
THENCE LEAVING SAID WESTERLY LINE N60°39'29"E A DISTANCE OF 235.83' TO SAID EASTERLY LINE;
THENCE ALONG SAID EASTERLY LINE S01°51'42"W A DISTANCE OF 23.38' WHICH IS THE TRUE POINT OF BEGINNING, HAVING AN AREA OF 4,716.53 SQUARE FEET, 0.108 ACRES MORE OR LESS AND SUBJECT TO ALL EASEMENTS AND/OR RIGHTS-OF-WAY.

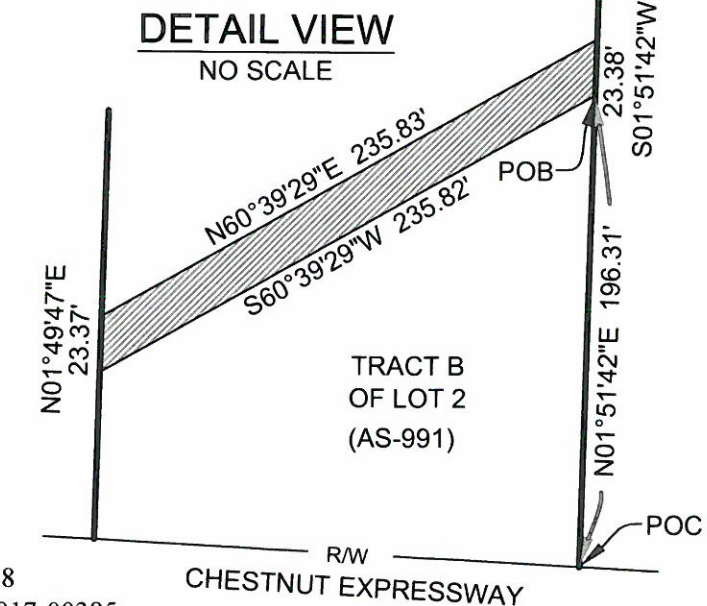
EXHIBIT "B"
DRAINAGE EASEMENT
 1855 E. CHESTNUT EXPRESSWAY
 CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI

MONTGOMERY, H P TR / BOOK 2083, PAGE 1459



MO COA #2010018087 (LS)

HEI: 216048
 CITY: PRJ2017-00385



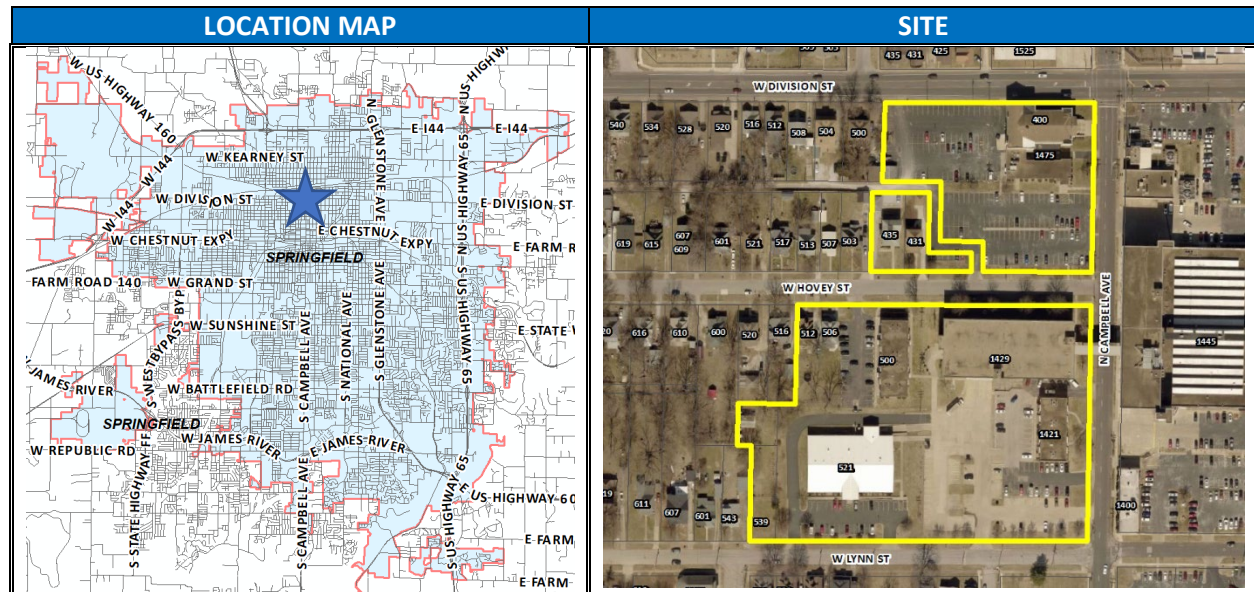
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Request to Acquire 546
Location:	400 West Division Street; 431, 435, 500, 506, & 512 West Hovey Street; 521 & 539 West Lynn Street; 1421, 1429, & 1475 North Campbell Avenue
Total Acres:	8.17 acres
Applicant:	Springfield Public Schools
Existing Land Use:	Office buildings, single-family dwellings, and multifamily dwellings
Planning and Zoning Commission:	August 22, 2024
Board of Education:	September 17, 2024 (if denied by Commission)
Staff:	Andrew Menke, Senior Planner – (417) 864-1613
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve as submitted in the staff report. (All commission motions are made in the affirmative.)
Required Vote:	Requires 5 voting members to approve or deny.

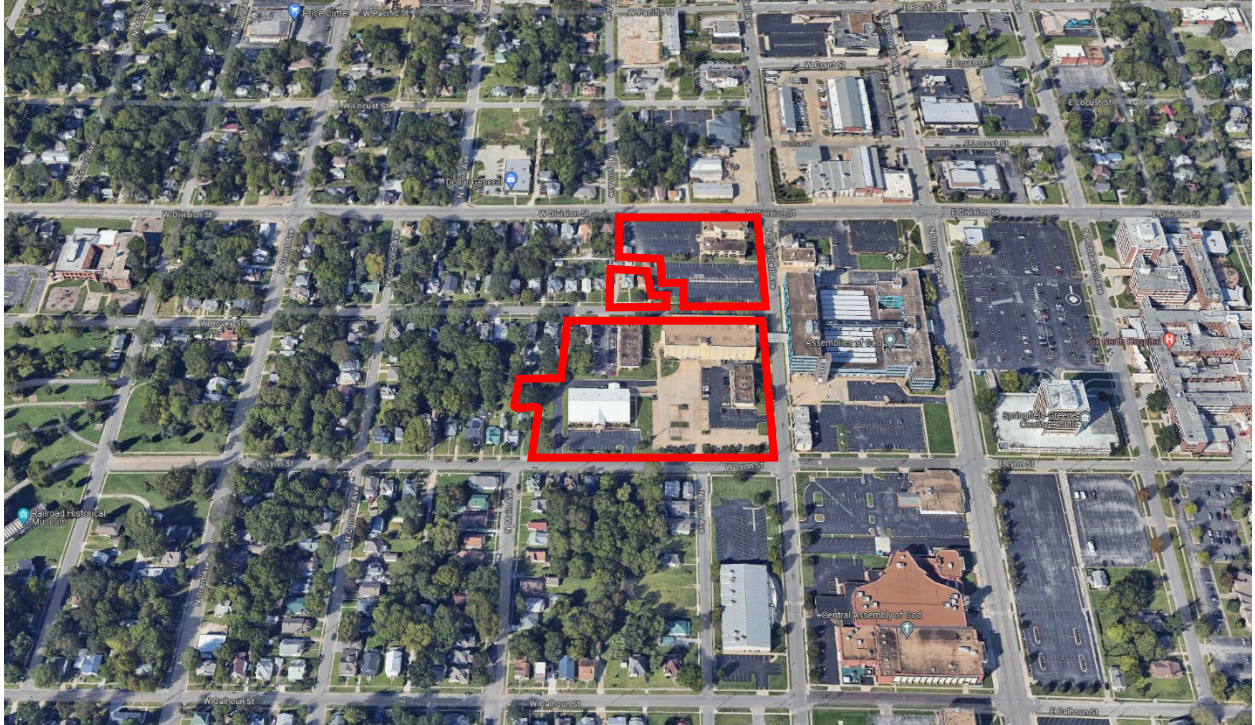
PROJECT SUMMARY:

Springfield Public Schools is requesting to acquire property generally located at 400 West Division Street for the site of the new Pipkin Middle School.



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GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



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PROPERTY HISTORY:

The subject property was annexed into the City in 1869. As part of the citywide remapping in 1995, the properties at 506 & 512 W Hovey Street, 539 W Lynn Street, and the western half of 521 W Lynn Street were zoned to R-SF, Single-Family Residential. The remaining tracts within the subject area were zoned to CC, Center City. In 1997, all of 521 W Lynn Street was rezoned to O-1, Office.

The platted alley adjacent to 521 W Hovey Street was vacated in 1973. The eastern terminus of the east-west alley between Division Street and Hovey Street was vacated in 1985.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 11.7. - Legal status of master plan.

- (1) Master plan to provide general guidelines. The master plan shall be prepared and maintained as a general guide for the orderly and efficient development and redevelopment of the City of Springfield. The master plan shall be kept current through review not less than every five years. When required by this Charter or otherwise deemed necessary, such review shall include proposed revisions or alterations in the master plan and public hearings thereon.
- (2) Regulations to generally conform to master plan. All rezoning of land, subdivision plats, development proposals, and the zoning ordinance, subdivision ordinance and the zoning map should generally conform with the guidelines set forth in the master plan and should be reviewed for consistency with the master plan; provided, however, inconsistencies with the master plan shall not constitute cause to invalidate any such matter. The master plan shall not have the effect of a regulatory ordinance.
- (3) Master plan to guide public improvements. The master plan shall provide guidelines for the location of public streets, parks and other public ways, grounds and spaces, public buildings and structures, facilities of public or private utilities, and the acquisition of real property by the city for public use. To that end the planning and zoning commission shall review the following:
 - (a) All proposals to construct or extend public streets.
 - (b) All proposals to improve land as a park.
 - (c) All proposals to lay out or improve other public ways, grounds or spaces.
 - (d) All proposals to construct public buildings and structures.
 - (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.
 - (f) All proposals to acquire real property for public purposes.

In reviewing and approving all such proposals, the function of the planning and zoning commission shall be to determine whether they are generally consistent with the master plan of the city. No such proposals shall be constructed or authorized until the location, extent and character thereof has been submitted and approved by the planning and zoning commission.

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In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled.

In the event the commission shall fail to act within thirty days after the date of official submission of a proposal (which date shall be the date that the matter is placed upon the agenda of the commission) to the commission, then the proposal shall be deemed to have been approved by the commission, unless a longer period for review by the commission shall have been authorized by the council or by the public officials submitting the proposal. In any case in which the commission finds that it is not reasonably able to complete its review of a proposal within thirty days, it may extend the time for such review for not more than thirty days.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

The *Comprehensive Plan* recognizes the school district completed a Facilities Master Plan in 2016 to address long-term facility needs. The Facilities Master Plan involved community stakeholders throughout the process and included facility assessments and master planning for campuses. The *Comprehensive Plan* states the City should support SPS where applicable as it implements the Facilities Master Plan.

The Request to acquire the subject property for the location of a middle school is consistent with the recommendations of the *Comprehensive Plan, Forward SGF*.

The *Comprehensive Plan's Land Use & Development* chapter identifies this property as the Institutional & Employment Center and the Center City Neighborhood placetypes.

The Institutional and Employment Center placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities. Areas within this placetype act as centers of culture, education, and business development, while providing numerous employment opportunities for residents of Springfield and others from the region. As Institutional and Employment Centers provide vital jobs and services to the entire metro area, multimodal accessibility and public transit connectivity are key components of this placetype. Underutilized parcels are assembled and redeveloped into more intense supporting uses or higher density housing developments where appropriate, to increase activity within the center. Planning for Institutional and Employment Center placetype focuses on infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and streetscaping improvements, needed to enhance the character and connectivity of key

DEVELOPMENT REVIEW STAFF REPORT

corridors. As these centers of activity receive high volumes of visitors and commuters into the City, it is essential that the quality of development and visual appeal of the corridors remain attractive and representative of the City's desired image.

PRIMARY USES

Universities, colleges, and vocational schools
Government, healthcare, and institutional facilities

SUPPORTING USES

Single-family detached, Office, hospitality, retail sales and service, Single-family attached, Maker, artisan, and innovations spaces, Multi-family, Sports complexes and recreational facilities, Parks, greenways, and open space, Public and private schools and places of worship

Center City Neighborhoods are Springfield's oldest residential neighborhoods, dating to before WWII. They are typically characterized by a diverse range of single-family homes with varying architectural styles, setbacks, compact and shared spaces and parcel sizes. Center City neighborhoods historically had small scale neighborhood supporting retail services provided at key intersection, streetcar routes, and neighborhood centers. These building types and commercial uses were integrated into the neighborhood fabric. Most Center City Neighborhoods follow a gridded block pattern with alleys, tree-lined streets, and a well-connected sidewalk network that allows residents to walk to nearby neighborhood amenities. Due to their compact form and proximity to urban centers, these neighborhoods are places where residents should reasonably be able to walk, bike, or ride transit to meet some of their educational, employment, shopping, and recreational needs. Center City Neighborhoods are also integrated with key cultural and institutional uses, such as schools and places of worship that serve surrounding residents. Priority is given to the pedestrian environment to foster a walkable neighborhood. Planning for Center City Neighborhoods should strive to improve infrastructure and support the building types and uses that make these neighborhoods more complete, diverse, and accessible to residents.

PRIMARY USES

Single-family detached

SUPPORTING USES

Single-family attached, Parks, greenways, and open space, Low-intensity multifamily, Low-intensity urban agriculture, Low-intensity, neighborhood commercial, Public and private schools and places of worship

The subject property is generally located along the 1400 block of North Campbell Avenue and includes the office building at 521 West Lynn Street and the residential structures at 431, 435, 500, 506, & 512 West Hovey Street. The proposed location is less than one-quarter mile northwest of the current Pipkin Middle School site. Located on the edge of a residential neighborhood, the property is directly adjacent to residential uses on the north, west, and south sides and R-SF, Single-Family Residential zoning to the west and south. Property to the north, south, and east are zoned CC, Center City, with office uses located to the east.

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All parcels in the subject area are currently owned by the General Council of the Assemblies of God and are part of, or adjacent to, the campus for their headquarters. The Assemblies of God no longer requires the geographical footprint once necessary for their operations and this provides an opportunity for Springfield Public Schools to acquire the site. The Institutional & Employment Center placetype recommends that underutilized parcels assemble and redevelop into more intense supporting uses. “Public and private schools and places of worship” are identified as supporting land uses for the Institutional & Employment Center and Center City Neighborhood placetypes. (p. 48, *Chapter 5: Land Use & Development*)

Goal #1 of the *Infrastructure & Community Facilities* chapter of the *Comprehensive Plan* is to continue to provide excellent community services and facilities for all Springfield residents as the community grows. The *Plan* calls to ensure educational facilities are highly accessible by transit, walking, and biking from all neighborhoods. This includes participating in the U.S. Department of Transportation’s Safe Routes to Schools Program, which promotes walking and biking to school through infrastructure improvements, enforcement, tools, safety education, and incentives. (p. 121, 128)

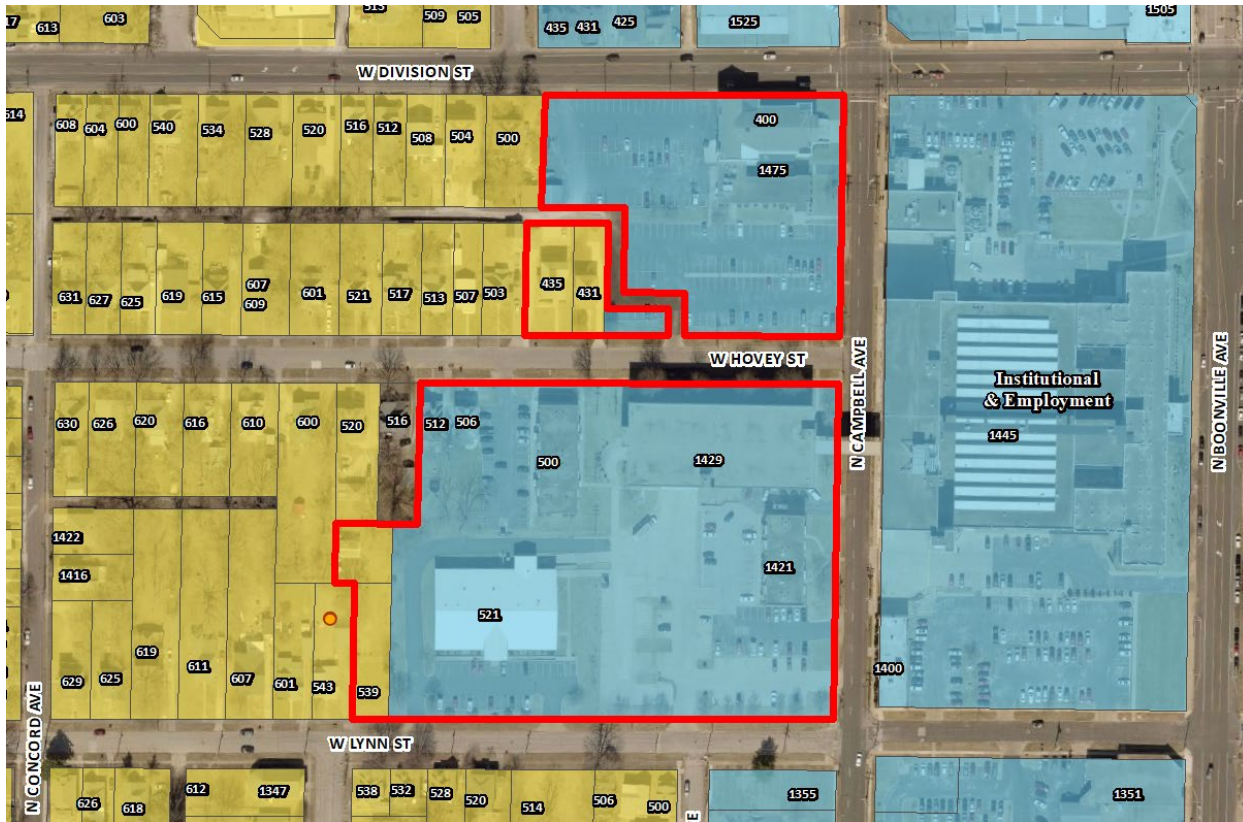
Supporting the creation of complete neighborhoods is Goal #1 of the *Housing & Neighborhoods* chapter. A complete neighborhood is a neighborhood where people have safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces, recreational facilities, active transportation, and civic amenities. A complete neighborhood is built at a walkable and bikeable human scale that makes it accessible for all ages and abilities. (p. 65)

Goal #4 of the *Housing & Neighborhoods* chapter of the *Plan* is to cultivate neighborhood identity and cohesion. Neighborhood schools are an essential component of an urban neighborhood and source of pride and neighborhood cohesion. Neighborhood schools should be preserved and maintained whenever feasible. Local School Boards are encouraged to consider the effect on neighborhoods when recommending relocating or closing a neighborhood school. (p. 81, 84)

Theme #3, *Health & Well-Being*, in the *Comprehensive Plan* states residents from any socioeconomic group should be able to reach essential destinations, including healthcare facilities, food stores, jobs, and schools, without relying on the availability of a personal automobile. (p. 13)

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, Healthcare & 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

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SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	CC & CC w/ COD #9	R-SF & CC	CC	R-SF
LAND USE	Single-Family Residential & Storage/Maintenance Facility	Single-Family Residential & Undeveloped	Office	Single-Family Residential
PLACETYPES	Institutional & Employment Center & Center City Neighborhood	Institutional & Employment Center & Center City Neighborhood	Institutional & Employment Center	Center City Neighborhood

LAND ACQUISITION POLICY:

Planning and Zoning Commission adopted the following policy statement for land acquisition by public bodies:		Applicant's Response:
1.	All land acquisitions shall be consistent with the adopted Plans and Policies.	The proposed use is considered a supporting use (Public School) within the <i>Institutional & Employment Center</i> classification that is identified within the comprehensive plan. The new facility is also surrounded by <i>Center City Residential</i> place types which promotes easy access & walkability to educational facilities.
2.	Proposals for land acquisition and public uses shall consider the effect of the proposed use on the surrounding land uses and shall include measures to mitigate any adverse effects of the proposed use on the surrounding uses.	The school district and design team have been in contact and continue to coordinate with city staff & adjacent property owners to mitigate impacts to the surrounding developments.

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3.	If no immediate use is intended for the acquisition and the negotiated contract does not include the previous owner removing the structure, existing sound structures should be retained unless such retention is not economically feasible. The current use should be continued, the structure should be used in a manner consistent with adopted plans until such time as the land will be cleared for the use for which it was acquired, or the structure should be moved to a suitable location.	The proposed use (Middle School) is currently in design. The district and design teams are working with the existing property owner to develop a demolition/phasing plan following acquisition of the property.
4.	At a minimum, the acquiring agency should either attempt to preserve architecturally or historically significant structures in place or make the structures available to the previous owner or public for moving or solicit bids from individuals and firms interested in salvaging those items which have architectural significance. Disposition of the property when conducted by a City agency shall be made pursuant to City ordinances including the City purchasing manual.	The school district and design team met with the Landmarks Board to discuss the property on May 22. If required, based on the required limits of demolition, a second Landmarks Board meeting will be requested prior to the start of demolition.
5.	To the extent possible, the acquiring agency shall make all structures to be removed, regardless of historical or architectural significance, available to the previous owner or public for moving and reuse at another location. Disposition of property when conducted by a City agency shall be made pursuant to City ordinances including the City Purchasing Manual.	The school district is actively coordinating with both the Landmarks Board & the current owner regarding the existing structures and their future based on the proposed development of the existing property.

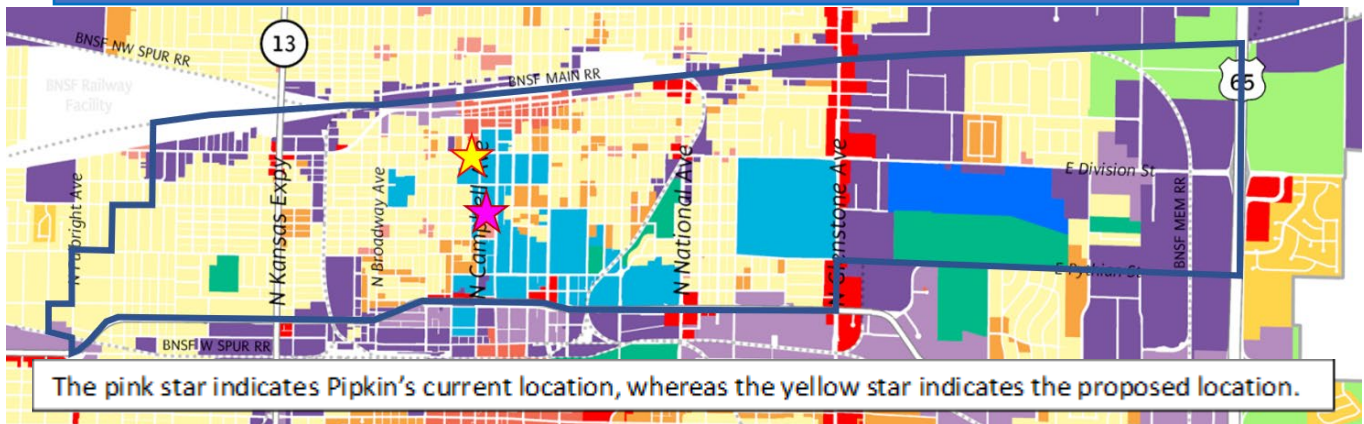
STAFF ANALYSIS AND RECOMMENDATION:

1. Springfield Public Schools is requesting to acquire property generally located at 400 West Division Street for the site of the new Pipkin Middle School.
2. The proposed site is zoned CC, Center City; R-SF, Single-Family Residential; and O-1, Office. The uses on these parcels are office, single-family residential, and multifamily residential.
3. In 1982, the Campbell Avenue Methodist Church, located at 400 West Division Street, was designated as a Historic Site by City Council. The Landmarks Board will review any alterations to the site, including demolition.
4. The *Land Use & Development* chapter of the *Comprehensive Plan* identifies this property as the Institutional & Employment Center and the Center City Neighborhood placetypes.

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5. Public schools are compatible with the Institutional & Employment Center and Center City Neighborhood placetypes. Both placetypes identify “public and private schools and places of worship” to be supporting land uses.
6. The Institutional & Employment Center placetype recommends that underutilized parcels be assembled and redeveloped into more intense supporting uses.
7. An identifying feature of the Center City Neighborhood placetype is that neighborhoods are integrated with key cultural and institutional uses, such as schools and places of worship that serve surrounding residents.
8. Locating schools in areas that are easily accessible from neighborhoods is recommended by the *Comprehensive Plan* according to Goal #1 of the *Infrastructure & Community Facilities* chapter and Goal #1 of the *Housing & Neighborhoods* chapter (see ‘Compatibility with Comprehensive Plan’ section above). The proposed site keeps the location of Pipkin Middle School within the urban core of Springfield and is located on the edge of a residential neighborhood. The density of this portion of the City, combined with the predominance of residential uses, makes this location highly accessible to students, parents, and staff.
9. Goal #4 of the *Housing & Neighborhoods* chapter of the *Comprehensive Plan* is to cultivate neighborhood identity and cohesion. Keeping schools within residential areas is encouraged as the neighborhood school is identified as an essential component of an urban neighborhood and source of neighborhood cohesion. The proposed site is less than one-quarter mile northwest of the current Pipkin Middle School site so it will maintain its presence in the Grant Beach and Mid-Town neighborhoods. The new site is adjacent to residential uses to the north, west, and south and is located on the edge of a residential neighborhood.
10. Theme #3, *Health & Well-Being*, in the *Comprehensive Plan* states residents from any socioeconomic group should be able to reach essential destinations, including schools, without relying on the availability of a personal automobile. The centrality of this location allows for flexibility in transportation options and decreases the dependence on a school bus or personal vehicle that would exist if located further west or east. A location within or adjacent to a residential area allows for increased opportunity for a mixture of transportation options, including biking and walking. This is also supported by the *Infrastructure & Community Facilities* chapter which recommends educational facilities be accessible by transit, walking, and biking from neighborhoods.

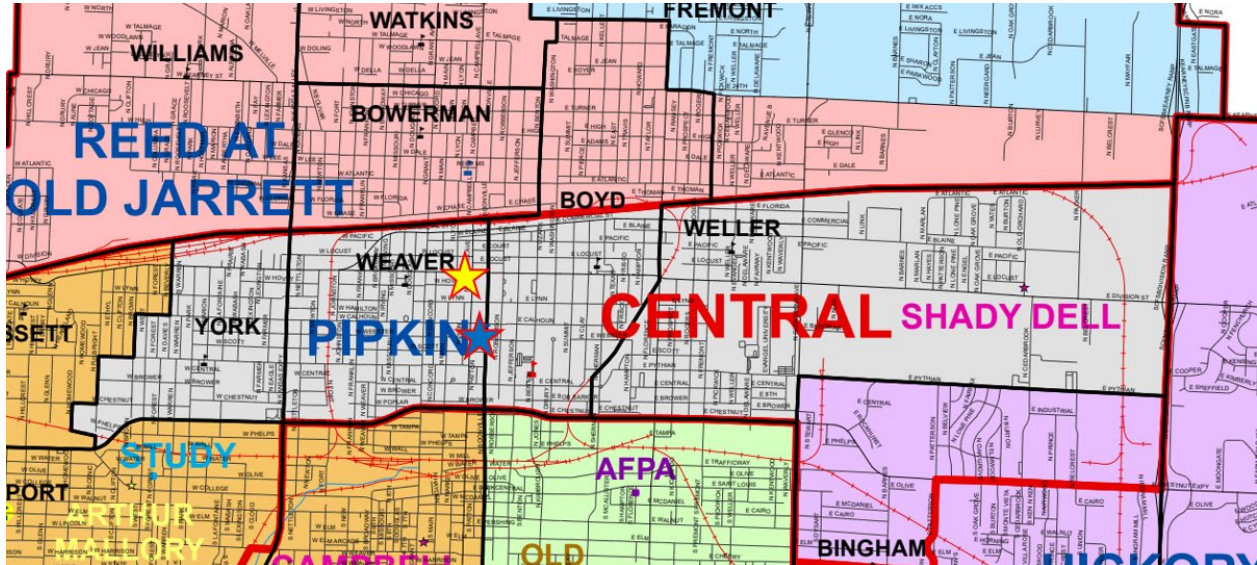
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EXISTING GENERALIZED LAND USE

-  **Traditional Neighborhood**
Consists of the City's older single-family residential neighborhoods.
 -  **Edge Neighborhood**
Comprises new residential neighborhoods that are suburban in nature and often have curvilinear streets with a predominantly single-family detached housing stock.
 -  **Mixed Residential**
Contains a majority of single-family attached and multifamily residential dwellings, such as single-family attached, and multifamily buildings.
 -  **Mixed Use**
Contains a diverse collection of uses, such as residential, retail, office, institutional, and public gathering spaces, and is geared towards pedestrians with sidewalks and streetscaping elements.
 -  **Neighborhood Node**
Comprises small clusters of commercial and gathering places within residential neighborhoods that serve nearby residents.
 -  **Commercial Corridor**
Includes commercial development that varies in scale, ranging from standalone businesses to large retail centers that draw regional customers, located along major roadways that receive high volumes of traffic.
 -  **Commercial and Light Industrial**
Includes areas with an eclectic mix of light industrial, commercial, and office uses that serve as commerce and employment hubs.
 -  **Industrial**
Consists of light and heavy industrial uses dedicated to a range of industries such as manufacturing, packaging, warehousing, storage, and distribution.
 -  **Institutional & Employment Hub**
Contains institutional uses, such as universities, municipal facilities, large religious complexes, museums, and community centers, as well as major office and business parks.
 -  **Airport**
Land dedicated to airport facilities. Springfield has two airports: Springfield Branson National Airport and Springfield Flying Service Inc.
 -  **Rural & Undeveloped**
Contains areas predominantly dedicated to agriculture, low-density, single-family detached housing, and undeveloped properties.
 -  **Regional Green Space**
Consists of Springfield's natural environments as well as major community parks and recreational facilities that draw both residents and regional visitors.

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SPS Middle School Boundary Map 2024-2025. The gray area shows the current boundary for Pipkin Middle School. The blue star indicates Pipkin's current location, whereas the yellow star indicates the proposed location.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the *Comprehensive Plan's* Institutional & Employment Center and Center City Neighborhood placetypes and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

1. Recommend that the request to acquire is determined to be generally consistent with the master plan (Comprehensive Plan Forward SGF).
2. Recommend that the request to acquire is determined to be not consistent with the master plan (Comprehensive Plan Forward SGF).

DEVELOPMENT REVIEW STAFF REPORT**LEGAL DESCRIPTION:****Tract I:**

All of the West Forty-Six (46) feet of Lot Twenty-Seven (27), being a tract of Forty-Six (46) feet front and rear off of the West side of Lot Twenty-Seven (27) in Hovey's Addition to the City of Springfield, Missouri, and also the West Seventy-One (71) feet of Lot Twenty-Four (24) in said addition; which last tract is more particularly described as follows: Beginning at the Northeast corner of the West Forty-Six (46) feet of Lot Twenty-Seven (27); thence North to the North line of Lot Twenty-Four (24) of said addition; thence West along the said North line to the Northwest corner of said Lot Twenty-Four (24); thence South along the West line of said Lot Twenty-Four (24) to the Southwest corner of Lot Twenty-Four (24); thence East along the South line of Lot Twenty-Four (24) to Place of Beginning.

Tract II:

All of Lots Twenty-Eight (28), Twenty-Nine (29), Thirty (30), Thirty-One (31) in Hovey's Addition, also the East 44 feet of Lot Twenty-Seven (27), the East 94 feet of Lot Twenty-Four (24), Reserve #2 and that part of the vacated alley recorded in Book 1600, Page 230, lying North of and adjacent to Lots Thirty (30) and Thirty-One (31), in Hovey's Addition, to Springfield, Greene County, Missouri.

And

All of Lots Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-One (21), Twenty-Two (22), Thirty-Two (32), Thirty-Three (33), Thirty-Four (34), Thirty-Five (35), Thirty-Six (36), Thirty-Seven (37), Thirty-Eight (38), Thirty-Nine (39), of Hovey's Addition, including Hovey's Reserve #3, and adjacent vacated alley, Springfield, Greene County, Missouri.

Tract III:

All of Lots One (1), Two (2), Three (3), Four (4), and Five (5), and the portion of Lot Six (6) described as: Beginning at the Northeast corner of Lot Six (6) in Hovey's Addition; thence West along the North line of Lot Six (6), a distance of (2) feet; thence in a Southerly direction a distance of 124.05 feet to a point on the South line of Lot Six (6), said point being Five (5) feet West of the Southeast corner of Lot Six (6); thence East Five (5) feet to the Southeast corner of Lot Six (6); thence North along the East line of Lot Six (6), a distance of 124 feet to the Point of Beginning, in the County of Greene, City of Springfield, Missouri.

And

All of the North Forty (40) feet of Lot Sixteen (16) in Hovey's Addition, according to the recorded plat thereof, in the City of Springfield, Greene County, Missouri.

DEVELOPMENT REVIEW STAFF REPORT

And

All of Lot Fifteen (15) in Hovey's Addition to the City of Springfield, Greene County, Missouri; also all of the North Forty (40) feet of the South One Hundred Two (102) feet of Lot Sixteen (16) in Hovey's Addition to the City of Springfield, Greene County, Missouri,

And

The South Sixty-Two (62) feet of Lot Sixteen (16) in Hovey's Addition to the City of Springfield, Greene County, Missouri.

And

All of Lot Fourteen (14) in Hovey's Addition to the City of Springfield, Greene County, Missouri.

And

The East One-Half (E½) of Lot Thirteen (13) in Hovey's Addition to the City of Springfield, Missouri.

And

All of the West One-Half (W½) of Lot Thirteen (13) in Hovey's Addition to the City of Springfield, Missouri.

Tract IV:

All of the East 23 feet of Lot Eleven (11) and the West 37 feet of Lot Twelve (12) in Hovey's Addition, a subdivision in the City of Springfield, Greene County, Missouri.

Tract V:

All of the East Forty (40) feet of Lot Twelve (12) in Hovey's Addition to the City of Springfield, Missouri.

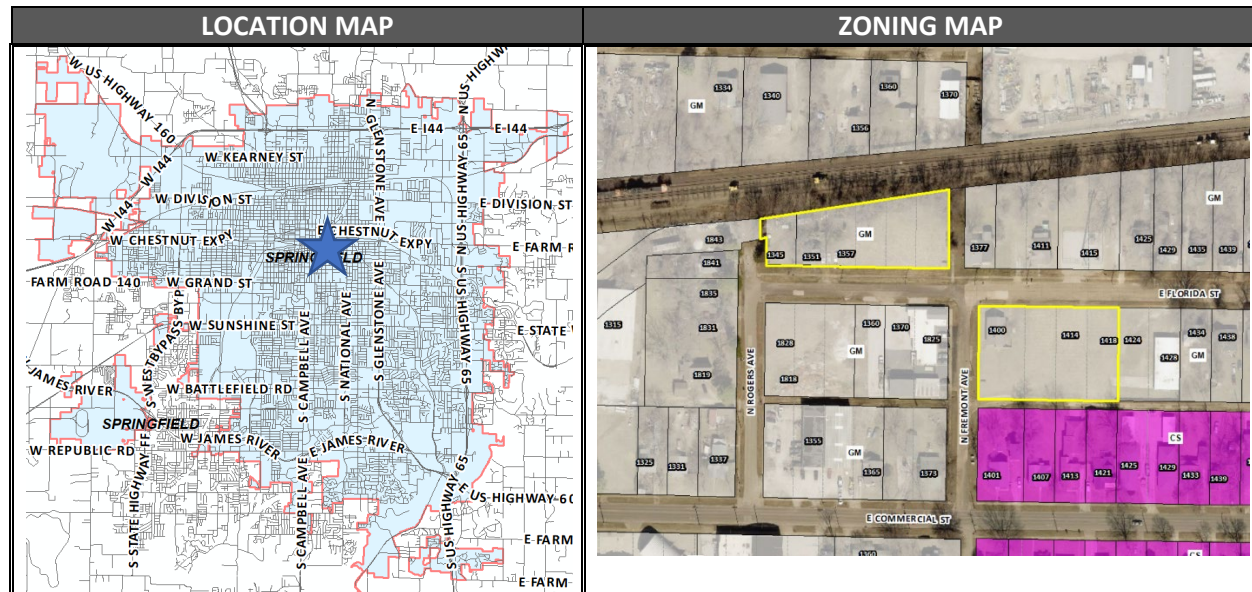
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-11-2024
Location:	1345, 1351, 1357, 1400, 1414 and 1418 East Florida Street
Total Acres:	1.6 acres
Applicant:	William and Anedra Mosley
Existing Land Use:	Single-family and vacant/undeveloped
Neighborhood Meeting:	July 18, 2024
Planning and Zoning Commission:	August 22, 2024
City Council:	September 23, 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-11-2024 (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 1.6 acres of property generally located at 1345, 1351, 1357, 1400, 1414 and 1418 East Florida Street from GM, General Manufacturing District to R-TH, Residential Townhouse District.



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GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



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PROPERTY HISTORY:

The subject property was zoned GM in the 1995 city-wide remapping.

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 R-TH DISTRICT
Use Limitations	(a) All activities and permitted uses except off-street parking and loading facilities, drive-thru facilities and

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	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.
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.

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	(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. (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:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as 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 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.

PRIMARY USES

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

SUPPORTING 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 & 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:

- 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.

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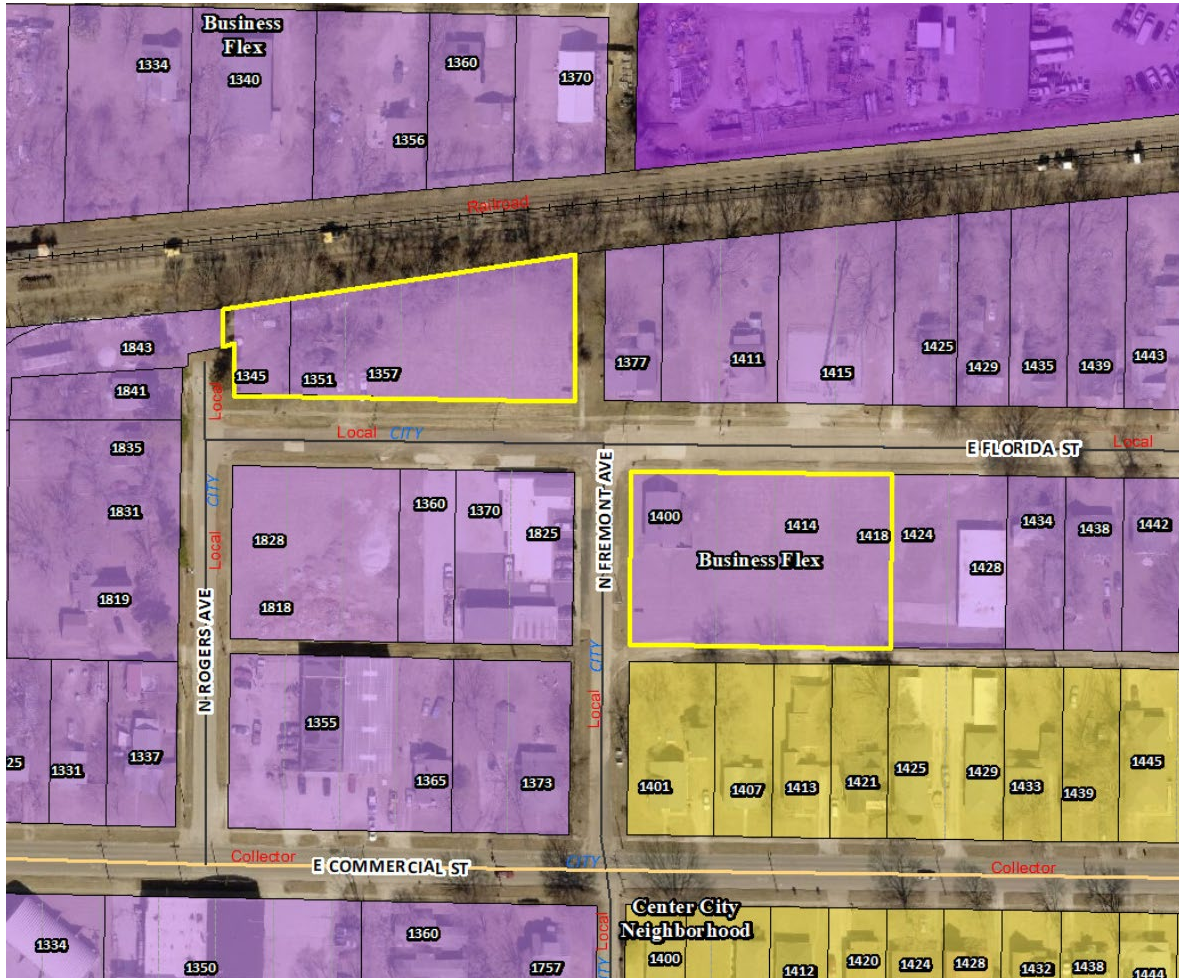
- Design should discourage the placement of mechanical equipment along major roadways or should be completely screened, along with trash receptacles, and recycling bins.

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.

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FUTURE PLACETYPE MAP:

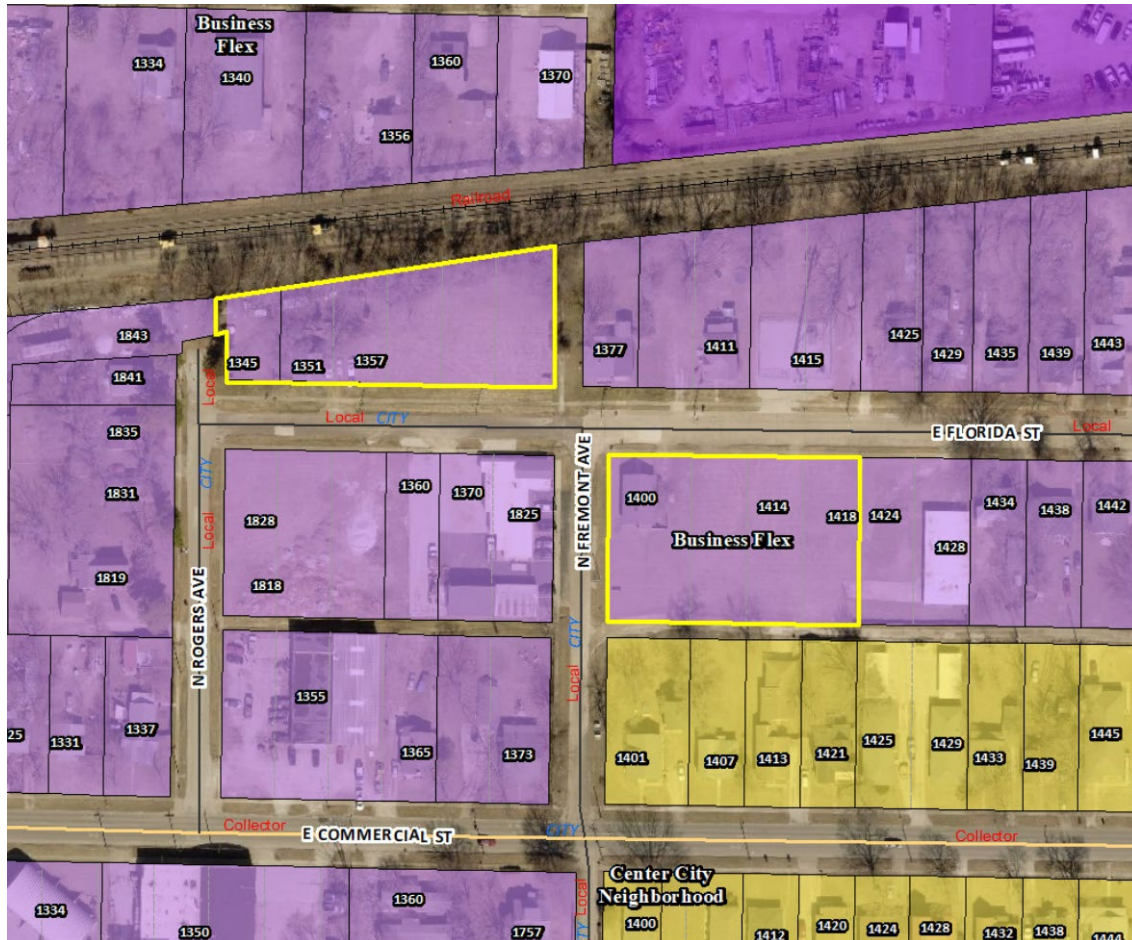


PLACETYPES	LAND USES													
	Single-Family Detached	Single-Family Attached	Multi-Family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major, Artisan & Innovation Spores	Public & Private Schools & 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

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MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	GM	CS	GM	GM
LAND USE	Single-family residential & utilities	Single-family residential	Single-family residential & commercial	Single-family residential and industrial
PLACETYPES	Business Flex	Center City Neighborhood	Business Flex	Business Flex

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

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CITY UTILITIES:

No issues with proposed rezoning. CU Electric/Gas/Water is available to the property.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues with the rezoning. Each area has access to public sewer and is in an approved sewer district.

FIRE DEPARTMENT:

No comments.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING 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	E. Florida Street	Local	City	25	25	NA	Yes	Yes	Yes
Street 2	N. Rogers Avenue	Local	City	25	25	NA	Yes	Yes	Yes
Street 3	N. Fremont Avenue	Local	City	25	25	NA	Yes	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 North 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 **will be dependent on further analysis of the surrounding stormwater infrastructure and downstream impacts**.

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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 only exception to building detention is a Fee in Lieu of detention application per the City of Springfield Code and the manual dependent on approvable by the Director of Public Works.
2. The two separate property locations need to drain through ROW to the box culvert under N Fremont Ave.

WATER QUALITY REQUIREMENTS

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
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

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.

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 1.6 acres of property generally located at 1345, 1351, 1357, 1400, 1414 and 1418 East Florida Street from GM, General Manufacturing District to R-TH, Residential Townhouse District. The applicant intends to construct new residential structures on the existing lots. The R-TH district would allow single-family or duplexes. Single-family detached dwellings require a minimum of 6,000 square feet of land area. Duplexes will require at least 7,500 square feet of area so a replat of lots may occur after zoning.
2. While this area may have some consistencies with the Business Flex placetype of the *Comprehensive Plan's Land Use & Development* chapter, this area also has characteristics of the Center City Neighborhood placetype. The *Land Use & Development* chapter states that typically, a one-to-two-block transition zone on either side of both placetype boundaries would be a practical zone to complete the transition from one placetype to another. Staff believes that the typology of the Center City Neighborhood placetype is as appropriate for these areas which have a mix of single-family residential and commercial/office uses. The Business Flex placetype would recommend uses like the contractor storage yards and buildings; however, the redevelopment of these areas are more likely to occur as residential uses. This would meet goals of the Comprehensive Plan to provide more housing options in the center city neighborhood areas.
3. This application is consistent with the Center City Neighborhood placetype which consists of a diverse range of single-family homes with varying architectural styles, setbacks, compact and shared spaces and parcel sizes. Center City neighborhoods historically had small scale neighborhood supporting retail services provided at key intersections, streetcar routes, and neighborhood centers. These building types and commercial uses were integrated into the neighborhood fabric.
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. The proposed rezoning area has existing single-family residential and many other properties along Rogers and Florida Street are currently being used as single-family residential.
6. The range of uses in the proposed R-TH district is compatible with the existing uses on other properties in the immediate vicinity. This will allow for additional residential uses to be established in a predominantly residential area.
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

DEVELOPMENT REVIEW STAFF REPORT

traffic safety in the vicinity. The applicant is proposing a less intense zoning district than what is existing.

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. Any existing single-family homes could remain as conforming uses, but new single-family homes or duplexes would not be allowed to be constructed in the general manufacturing district.
11. The proposed rezoning was reviewed by City departments and comments are contained in the staff report (above).
12. The applicant held a neighborhood meeting on July 18, 2024, regarding the rezoning request. A summary of the meeting is attached (Attachment 1).
13. 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.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Center City Neighborhood 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.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: GM to RTH
(existing zoning) (proposed zoning)
2. Meeting Date & Time: July 18th 4-6:30
3. Meeting Location: Schweitzer Brentwood Branch Library
4. Number of invitations that were sent: 197
5. How the mailing list was generated: Planning & Zoning Office
6. Number of neighbors in attendance (attach a sign-in sheet): 0
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).

N/A

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

D

I, Anedra Mosley (print name), attest that the neighborhood meeting was held on 07/18/2024 (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

Anedra Mosley
Printed name of person completing affidavit

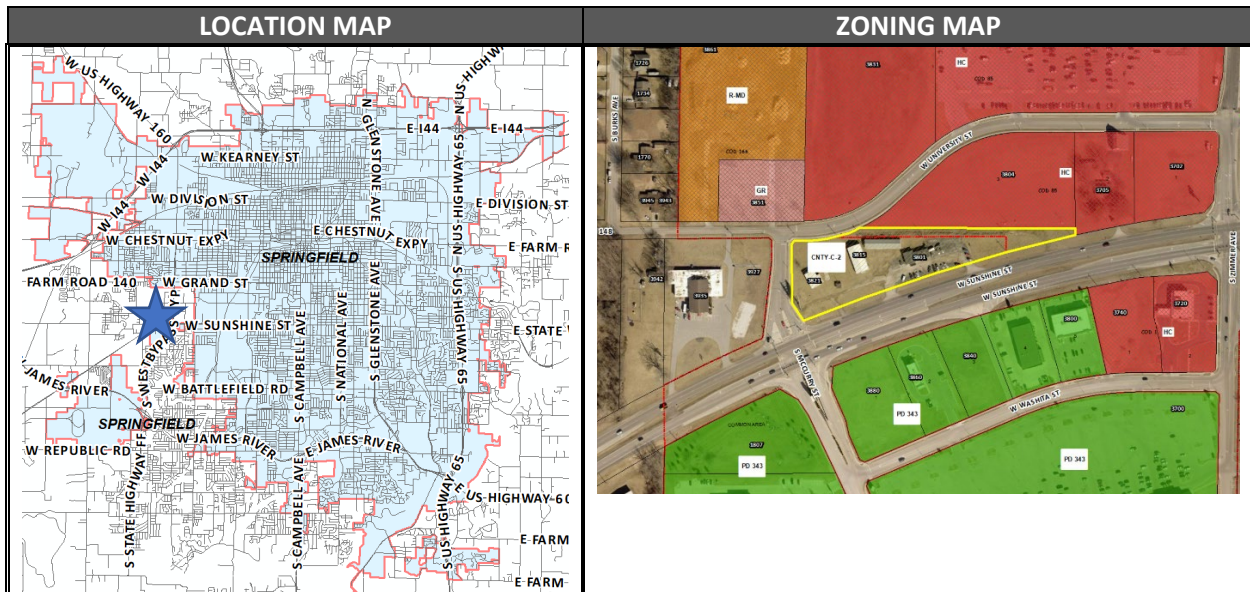
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-13-2024
Location:	3801 West Sunshine Street
Total Acres:	2.7 acres
Applicant:	McCurry Plaza, LLC
Existing Land Use:	Commercial, automotive sales use
Neighborhood Meeting:	July 18, 2024
Planning and Zoning Commission:	August 22, 2024
City Council:	September 23, 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-13-2024 (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 2.7 acres of property generally located at 3801 West Sunshine Street from County C-2, General Commercial District to HC, Highway Commercial District.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property is outside the City limits in unincorporated Greene County where it is currently zoned County C-2, General Commercial District. The property has recently been annexed by City Council.

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 HC DISTRICT
Use Limitations	(a) Streets through adjacent residential areas 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. (b) No motor vehicle repair or maintenance work shall take place outdoors within 150 feet of the boundary of any residential district. (c) All sales, display or outdoor storage areas that would be routinely disturbed because of the nature of the activity being conducted or because of vehicular traffic, except those areas of nurseries and garden centers where living plants are located, shall be paved or otherwise improved with an all-weather, dust-free surface.

DEVELOPMENT REVIEW STAFF REPORT

	(d) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (e) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (f) 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 HC District
Maximum Height	None.
Bulk Plane	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> None, except as required by section 36-453, supplemental open space and yard regulations, and the bufferyard requirements in subsection (8). 3. <i>Rear yards:</i> None, except as required by the bufferyard requirements in subsection (8).
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.

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	(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. (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 HC 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:

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 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:

DEVELOPMENT REVIEW STAFF REPORT

- 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.
- 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.

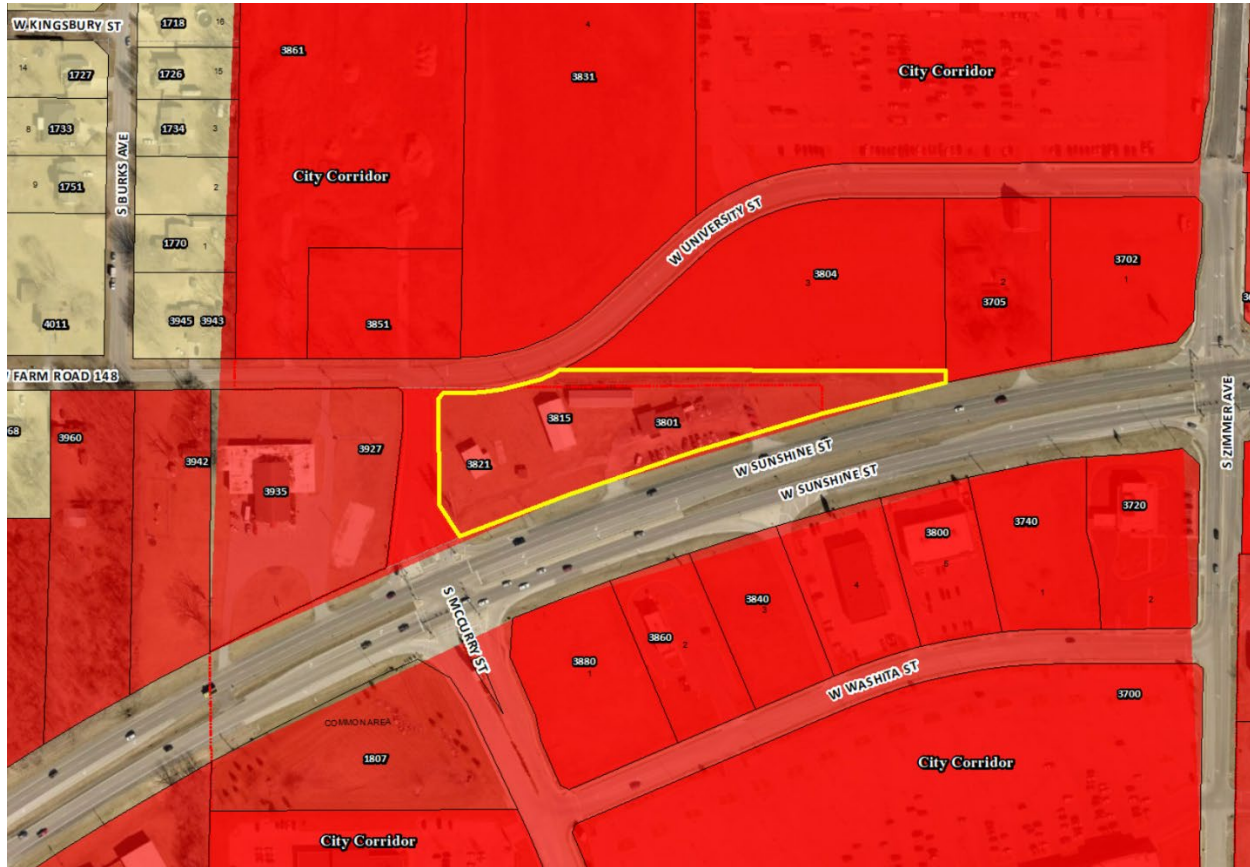
DEVELOPMENT REVIEW STAFF REPORT

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.

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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	Universities, Colleges & Vocational Schools	Government, Healthcare & 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	○	○	○	○	○	○	○	○	○	○	○	○	○	○

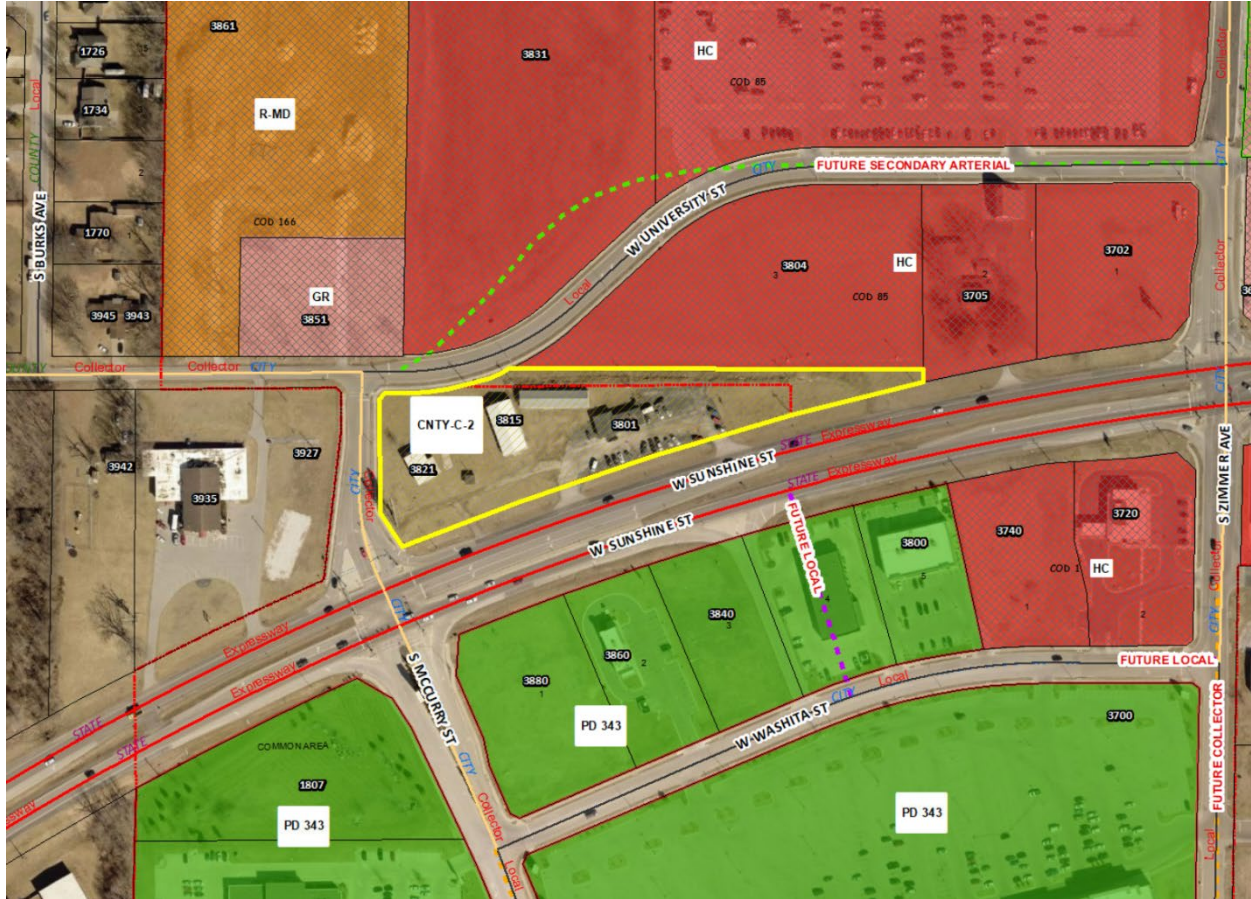
● **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype

○ **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

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MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	HC	PD 343	HC & PD	County R-1
LAND USE	Vacant/undeveloped	Restaurant & retail uses	Restaurant and retail uses	Church
PLACETYPES	City Corridor	City Corridor	City Corridor	City Corridor

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with the proposed rezoning.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

DEVELOPMENT REVIEW STAFF REPORT

No issues with the rezoning however the tract is not served by public sewer. Requires public improvement plans designed and constructed according to city standards.

FIRE DEPARTMENT:

No comments.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING 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. Sunshine Street	Expressway	State	65	80	29,680	No	No	No
Street 2	S. McCurry Avenue	Collector	City	30	30	NA	No	Yes	Yes
Street 3	W. University Street	Local	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 - 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 required at the time of development.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

The 2.7 acre site drains primarily to the west. No existing detention or water quality Stormwater Control Measures are present. The property is in the **Wilsons 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 **will not be allowed and detention is required**.

PW Stormwater supports annexation. 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.

DEVELOPMENT REVIEW STAFF REPORT

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. Detention for flood control is required on site.

WATER QUALITY REQUIREMENTS

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.

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

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 2.7 acres of property generally located at 3801 West Sunshine Street from County C-2, General Commercial District to HC, Highway Commercial District. The applicant intends to construct a new commercial 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 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.

DEVELOPMENT REVIEW STAFF REPORT

3. 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.
4. There are few changing conditions in the area affected that make the proposed rezoning necessary. The subject area is currently zoned County C-2, and many other properties are currently zoned HC and being used commercially along the Sunshine Street corridor.
5. The range of uses in the proposed HC district is compatible with the existing uses on other properties in the immediate vicinity. The existing County C-2, General Commercial District allowed for many of the same Highway Commercial uses which included retail sales of new and used automobiles.
6. 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.
7. 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. The applicant is proposing a similar zoning district to what is existing.
8. 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.
9. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied. The property would be allowed to have County C-2 uses, but it will fit within the City's Zoning Ordinance if rezoned to HC.
10. The proposed rezoning was reviewed by City departments and comments are contained in the staff report (above).
11. The applicant held a neighborhood meeting on July 18, 2024, regarding the rezoning request. A summary of the meeting is attached (Attachment 1).
12. 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.

STAFF RECOMMENDATION:

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:

DEVELOPMENT REVIEW STAFF REPORT

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.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: County C-2 to Highway Commercial
(existing zoning) (proposed zoning)
2. Meeting Date & Time: 07/02/24 3430 W. Farm Road 146,
3. Meeting Location: 1st Free Will Baptist Ozark, Heritage Campus Church Springfield, MO 65807
4. Number of invitations that were sent: 33
5. How the mailing list was generated: City
6. Number of neighbors in attendance (attach a sign-in sheet): 0
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).

NA

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

NA

I, Caleb Freeland (print name), attest that the neighborhood meeting was held on 07/02/24 (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

Caleb Freeland
Printed name of person completing affidavit

**PLANNING AND DEVELOPMENT DEPARTMENT
DEVELOPMENT REVIEW OFFICE
MEMORANDUM**

DATE: August 15, 2024

TO: Planning and Zoning Commission

FROM: Michael Sparlin
Senior Planner

SUBJECT: Z-16-2024

The applicant has request to postpone this rezoning to the next Planning and Zoning Commission meeting on September 12, 2024.

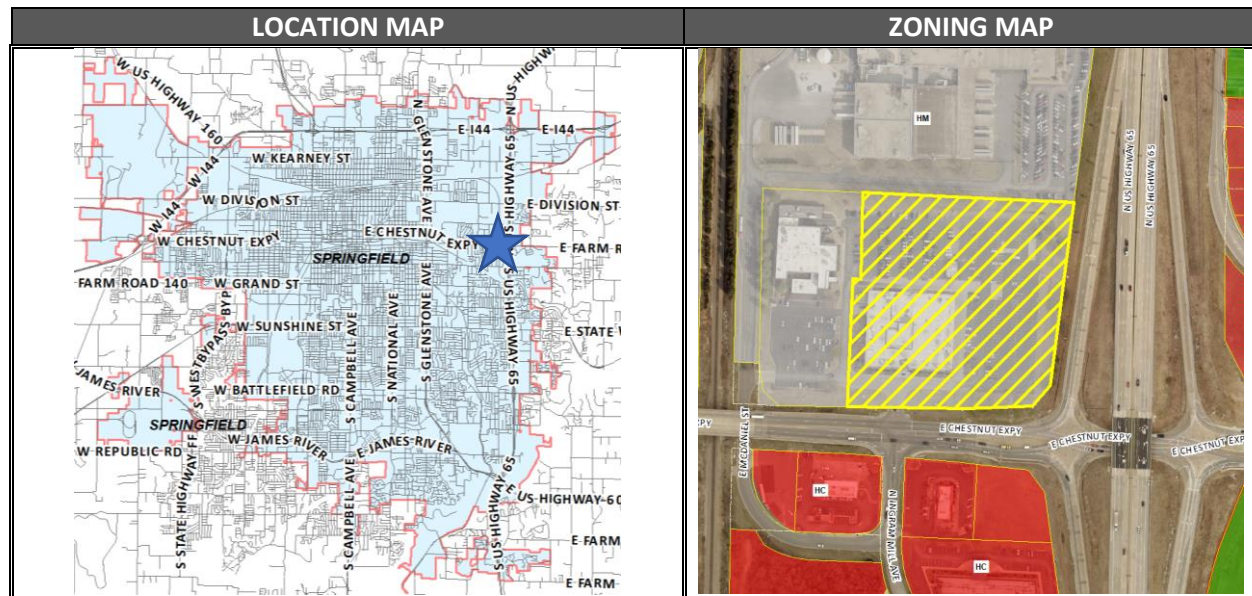
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-20-2024
Location:	3253 East Chestnut Expressway
Total Acres:	7.8 acres
Applicant:	Frisco Building LLC
Existing Land Use:	Office Use
Neighborhood Meeting:	July 18, 2024
Planning and Zoning Commission:	August 22, 2024
City Council:	September 23, 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-20-2024 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

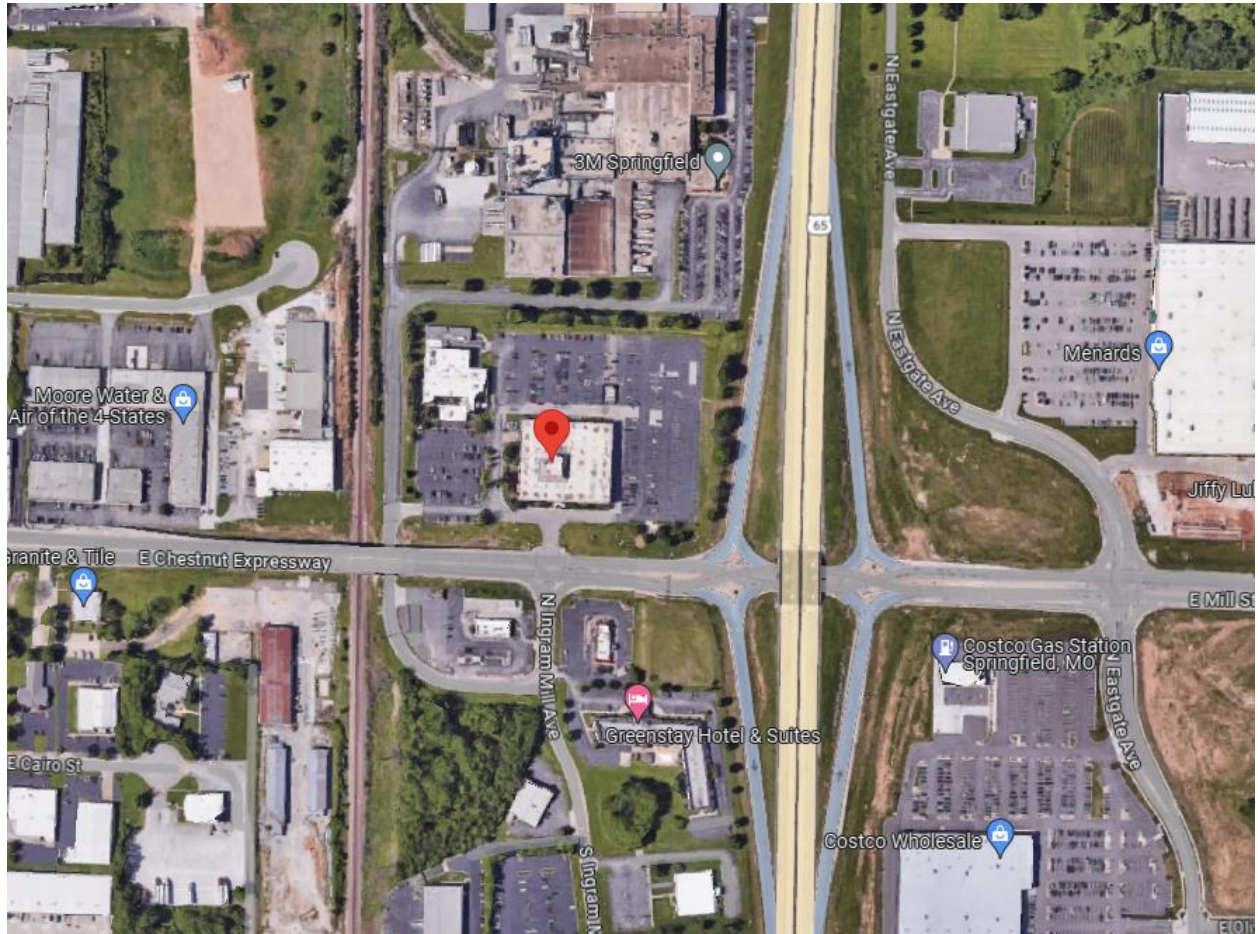
PROJECT SUMMARY:

Request to rezone approximately 7.8 acres generally located at 3253 East Chestnut Expressway from HM, Heavy Manufacturing to HC, Highway Commercial.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was zoned HM in the 1995 city-wide remapping.

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 HC
Use Limitations	(a) Streets through adjacent residential areas 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. (b) No motor vehicle repair or maintenance work shall take place outdoors within 150 feet of the boundary of any residential district. (c) All sales, display or outdoor storage areas that would be routinely disturbed because of the nature of the activity being conducted or because of vehicular traffic, except those areas of nurseries and garden centers where living plants are located, shall be paved or otherwise improved with an all-weather, dust-free surface. (d) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards.

DEVELOPMENT REVIEW STAFF REPORT

	(e) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (f) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22).
Maximum Structure Height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Minimum Open Space	Not less than 20 percent

COMPATIBILITY WITH COMPREHENSIVE PLAN:

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 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

DEVELOPMENT REVIEW STAFF REPORT

- 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

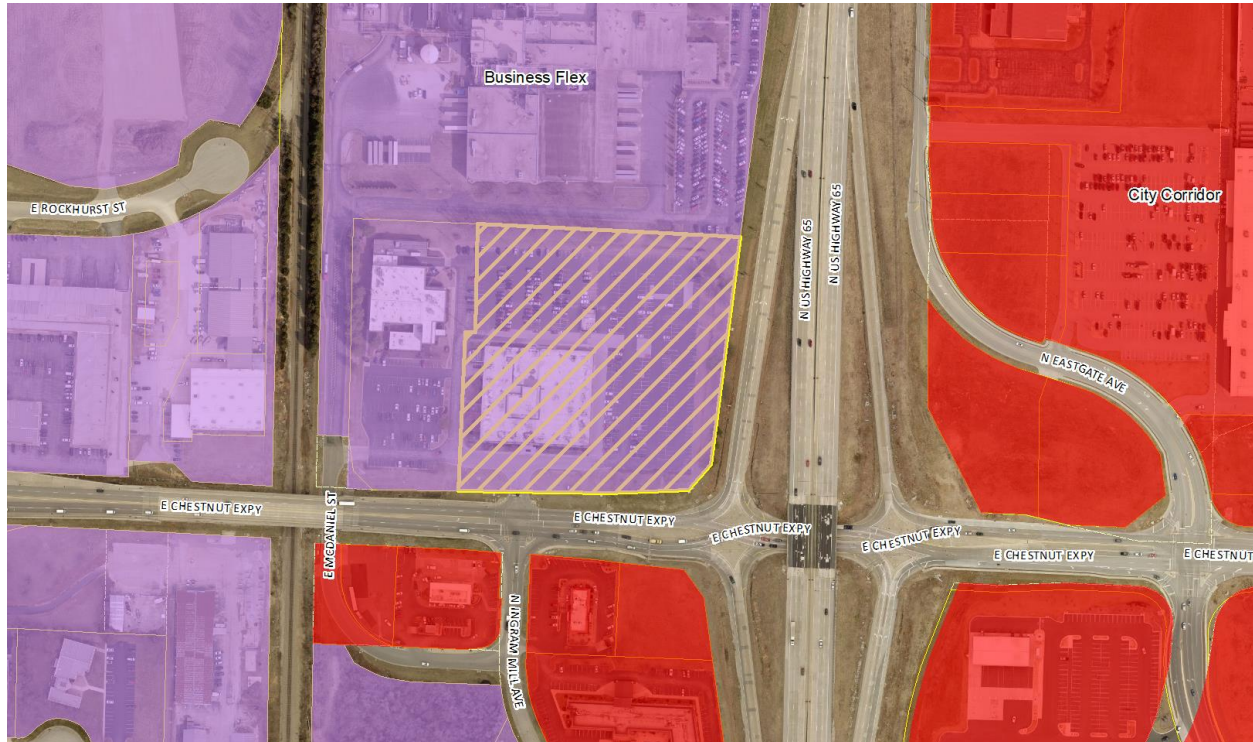
- Perimeter landscaping screens surface parking lots that accommodate the high number of employees, vehicles, delivery, and large truck traffic.
- Outside storage, auto oriented, or light industrial uses are screened from view from the right-of-way.
- Use of quality materials, construction methods, workmanship, 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.

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FUTURE PLACETYPE MAP:

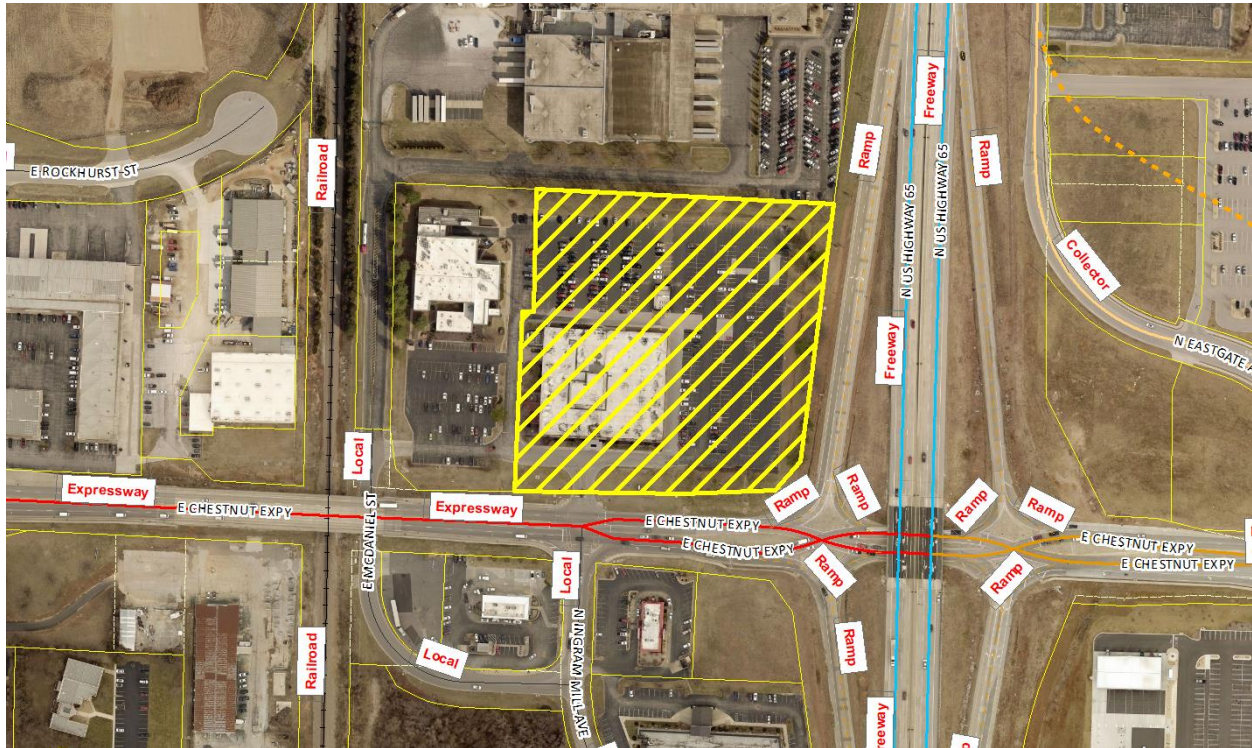


PLACETYPES	LAND USES														
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major Retail & Wholesale	Public & Private Schools & Places of Worship	Government, Colleges & Vocational Schools	Personal Services, Healthcare & Institutional Facilities	Light Industry	Warehousing & 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

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MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	HM	HC	Highway 65, HC	HM
LAND USE	Manufacturing use	Restaurant	Highway, Commercial uses	Office use
PLACETYPES	Business Flex	City Corridor	City Corridor	Business Flex

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT
DIVISION:

No issues. Tract has access to public sewer.

FIRE DEPARTMENT:

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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. Chestnut Expressway	Expressway	MoDOT	65	65+	33,887	No	No	No
Street 2	N. US Highway 65	Freeway	MoDOT	Var.	Var.	34,880	No	No	No

ACCESS - All new or modified driveway approaches shall comply with current MoDOT and 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 may be required at the time of development.

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 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 **will not be allowed and detention is required**.

PW Stormwater has no concerns for the proposed zoning change. 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 90% existing impervious area with an existing detention basin. Any redevelopment needs to maintain the detention volume and increase it if the impervious area is increased.

WATER QUALITY REQUIREMENTS

DEVELOPMENT REVIEW STAFF REPORT

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
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

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 7.8 acres generally located at 3253 East Chestnut Expressway from HM, Heavy Manufacturing to HC, Highway Commercial. The applicant is requesting to the HC district to establish commercial uses such as a restaurant that serves the general public. There are no longer any uses utilizing the HM, Heavy Manufacturing zoning.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as 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. The property is proposed to allow HC uses which would allow more commercial sales and services that is intended to complement the existing uses in the area.
3. This application is consistent with the Business Flex placetype that lists office, hospitality, retail sales and services as a supporting land use. Further, all other corners of the Chestnut Expressway and U.S. Highway 65 are zoning HC, Highway Commercial.

DEVELOPMENT REVIEW STAFF REPORT

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.
6. The range of uses in the proposed HC 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:

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.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

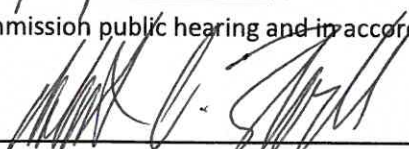
1. Request change to zoning from: Heavy Manufacturing (HM) to Highway Commercial (HC)
(existing zoning) (proposed zoning)
2. Meeting Date & Time: Thursday, July 18th 4pm - 6:30pm
3. Meeting Location: 1st Floor Conference Room/Frsico Building
4. Number of invitations that were sent: 56
5. How the mailing list was generated: By City Staff
6. Number of neighbors in attendance (attach a sign-in sheet): _____
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).

N/A

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

N/A

I, Bob Newell (print name), attest that the neighborhood meeting was held on 7/18/24 (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

Bob Newell
Printed name of person completing affidavit

Frisco Building Rezoning Neighborhood Meeting

Name	Company	Address	Email	Phone number
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
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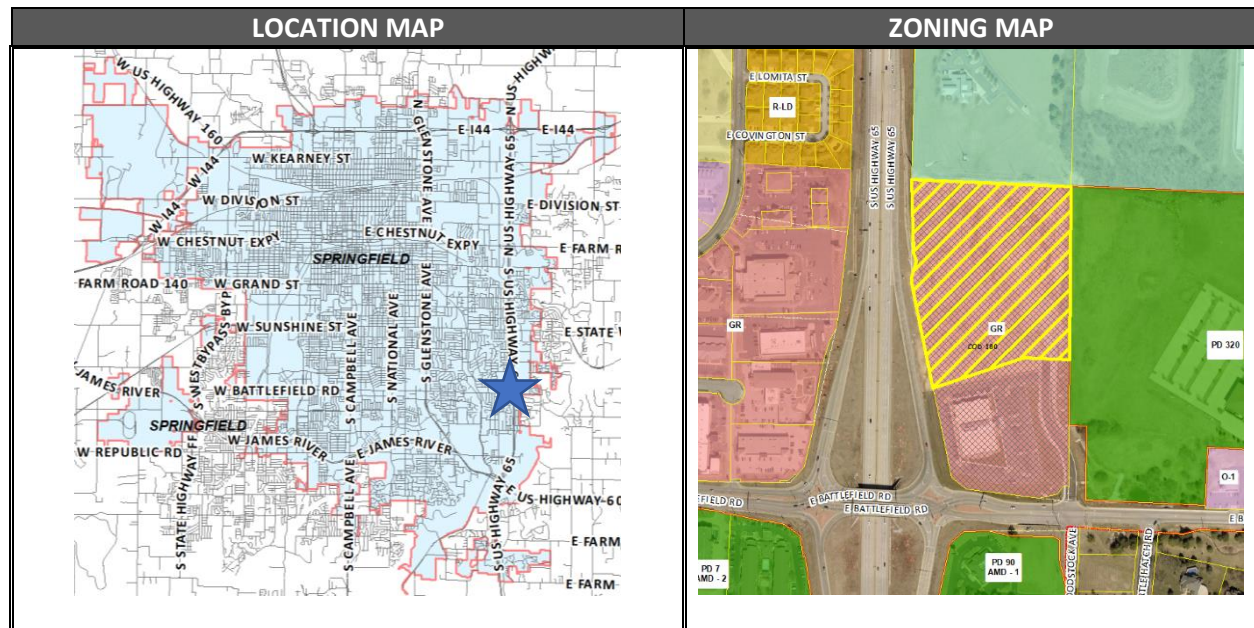
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-21-2024 with Conditional Overlay District No. 259
Location:	3525 East Battlefield Road
Total Acres:	11.5 acres
Applicant:	Lester E. Cox Medical Centers
Existing Land Use:	Undeveloped land
Neighborhood Meeting:	July 16, 2024
Planning and Zoning Commission:	August 22, 2024
City Council:	September 23, 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-21-2024 with Conditional Overlay District No. 259 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 11.5 acres generally located at 3525 East Battlefield Road from GR, General Retail with Conditional Overlay District No. 180 to GI, Government and Institutional Use District.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was zoned to R-SF in a community-wide rezoning to the current Zoning Ordinance regulations in March 1995 and was later rezoned to Planned Development No. 226 in March 1999 (G.O. 4874).

The subject property was zoned to its current GR zoning in January 2020.

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 GI
Use Limitations	(a) No landfill activities shall occur within 1,000 feet of a residential district. (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).

DEVELOPMENT REVIEW STAFF REPORT

Maximum Structure Height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Minimum Open Space	Not less than 20 percent

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the Institutional and Employment Center placetype.

The Institutional and Employment Center placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities. Student housing is also a common component. In the case of universities or colleges, along with mixed housing types located along the fringes and transitional areas, providing housing near major employers is important. Areas within this placetype act as centers of culture, education, and business development, while providing numerous employment opportunities for residents of Springfield and others from the region. As Institutional and Employment Centers provide vital jobs and services to the entire metro area, multimodal accessibility and public transit connectivity are key components of this placetype. Underutilized parcels are assembled and redeveloped into more intense supporting uses or higher density housing developments where appropriate, to increase activity within the center. Planning for Institutional and Employment Center placetype focuses on infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and streetscaping improvements, needed to enhance the character and connectivity of key corridors. As these centers of activity receive high volumes of visitors and commuters into the City, it is essential that the quality of development and visual appeal of the corridors remain attractive and representative of the City's desired image.

Primary Land Uses:

- Universities, colleges, and vocational schools
- Government, healthcare, and institutional facilities

Supporting Land Uses:

- Single-family detached
- Single-family attached
- Multi-family
- Parks, greenways, and open space
- Sports complexes and recreational facilities
- Office, hospitality, retail sales and service
- Maker, artisan, and innovations spaces
- Public and private schools and places of worship

Characteristics

DEVELOPMENT REVIEW STAFF REPORT

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.
- The pedestrian environment is enhanced with expanded sidewalks and pedestrian infrastructure, such as benches, pedestrian-scaled lighting, and street trees.
- 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.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

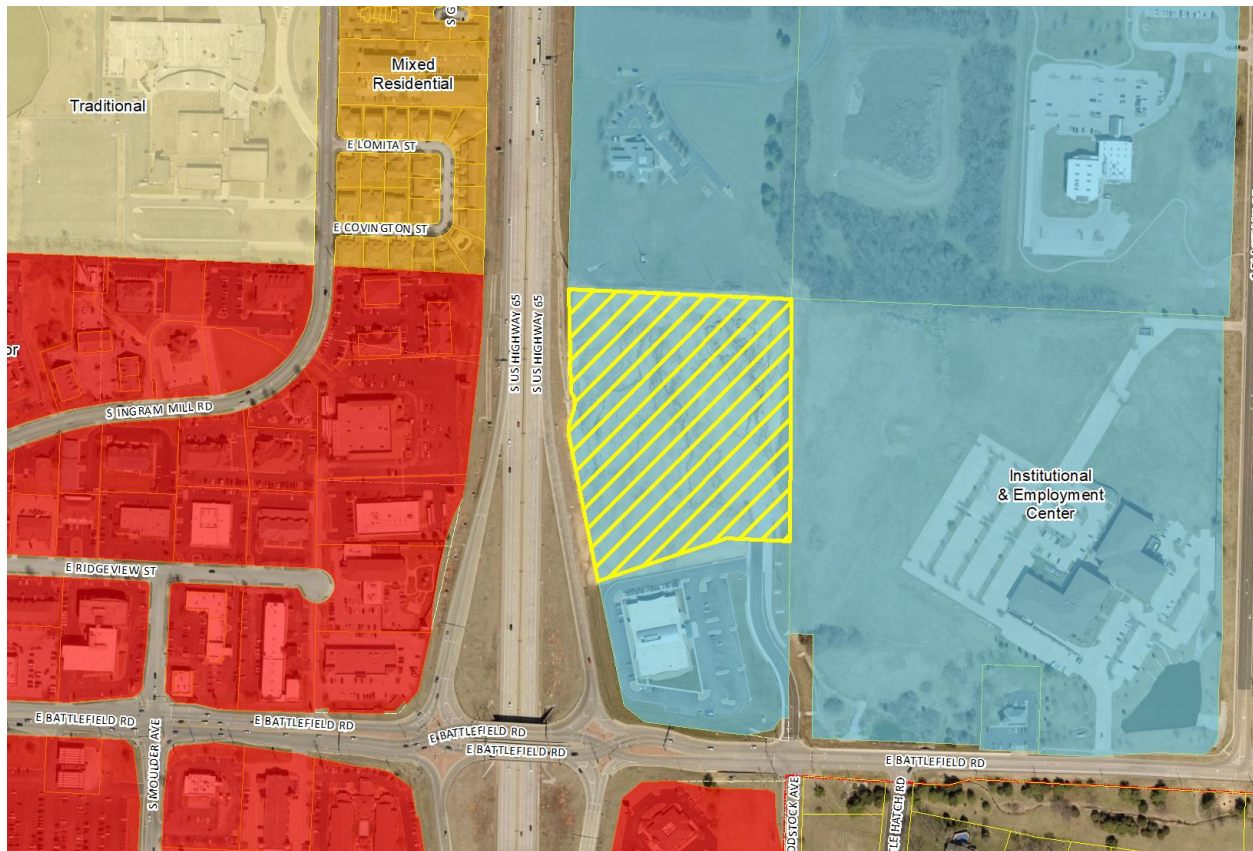
- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots provide safe access to business entrances.
- Character is enhanced by gateway features, landscaping, and branding elements, particularly within university, health care campuses, and innovation districts, to identify entry into campus areas.
- 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.
- Lighting, signage, landscaping, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting with a high degree of transparency using clear glass windows and doors 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.
- 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.

TRANSITIONS:

- Strong connections to local universities, innovation districts, and neighborhoods are established through branding and connectivity.
- More intense institutional and employment uses and supporting uses are sufficiently separated and buffered from lower intensity residential uses.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:

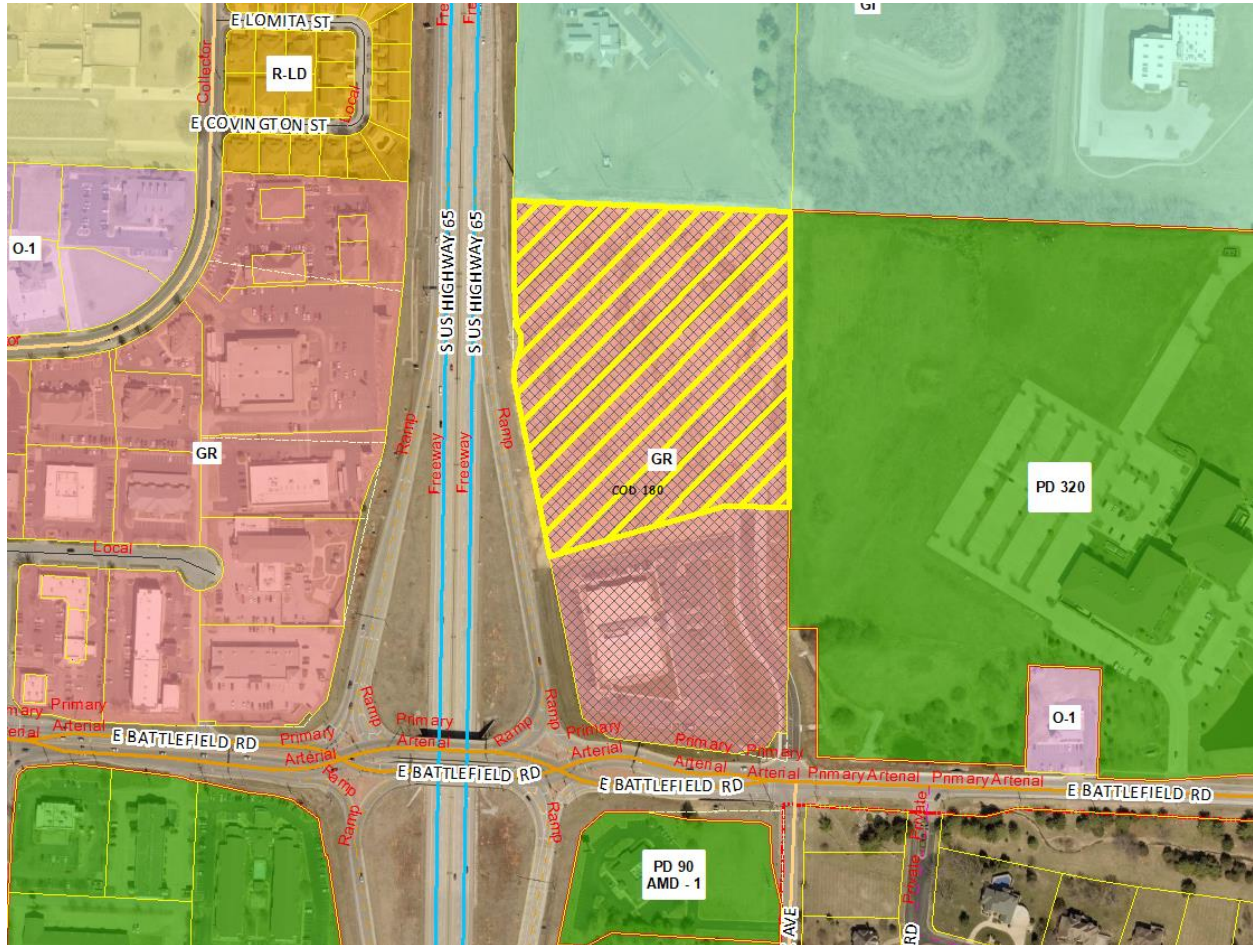


PLACETYPES	LAND USES															
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major, Arts and Innovation Spaces	Public & Private Schools & Places of Worship	Universities, Colleges & Vocational Schools	Government, Healthcare & Institutional Facilities	Personal Services, Outdoor Sales & Service	Light Industry	Warehousing & 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	GI	GR COD 180	PD 320	Hwy 65, GR
LAND USE	City Utilities office	Medical clinic	Office use	Highway 65, Commercial & office uses
PLACETYPES	Institutional & Employment	Institutional & Employment	Institutional & Employment	City Corridor

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

DEVELOPMENT REVIEW STAFF REPORT

No issues

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. Battlefield Road	Primary Arterial	City	50	50+	12,731	No	Yes	Yes
Street 2	S. Woodstock Avenue	Collector	Private	30	35	NA	No	Yes	Yes
Street 3	S. US Highway 65	Freeway	MoDOT	Var.	Var.	34,256	No	No	No

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification. No additional driveways will be allowed along Battlefield Road.

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 required at the time of development. The requirements of said study shall be incorporated in the site plan, PIP, or other permits as applicable. All public improvements required for the development must be constructed or escrowed prior to approval of the building permit or plat.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

The property is in the **James River** 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 **will not be allowed and detention is required.**

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

DEVELOPMENT REVIEW STAFF REPORT

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. No fee in lieu of detention application is allowed.
2. The site has an existing 20' wide drainage easement for a 60" diameter RCP culvert directing runoff from the US 65 Highway channel. No structures are allowed on top of this easement.

WATER QUALITY REQUIREMENTS

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
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

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 11.5 acres generally located at 3525 East Battlefield Road from GR, General Retail with Conditional Overlay District No. 180 to GI, Government and Institutional Use District with Conditional Overlay District No. 259. The applicant, Cox Health, is rezoning for future development of the subject property.

DEVELOPMENT REVIEW STAFF REPORT

2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities.
3. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as a primary use.
4. The subject property is located near one of Springfield's major intersections of Battlefield Road and U.S. Highway 65, classified as a primary arterial and freeway, respectively.
5. The proposed COD requires a traffic study at the time of development.
6. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
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 few changing conditions in the area affected that make the proposed rezoning necessary. Minor development of property within the vicinity has been occurring.
9. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the north is zoned GI and is owned by City Utilities.
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 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.
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:

DEVELOPMENT REVIEW STAFF REPORT

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center 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.

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ATTACHMENT 1

CONDITIONAL OVERLAY DISTRICT PROVISIONS NO. 259

The requirements of Section 36-401 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

Off-site improvements related directly to the intensity of development shall be required at the time of development. To determine the off-site improvements needed for the intensity of development, a traffic impact study (TIS) that is in a format acceptable to the City shall be submitted at the time of development. Development shall be approved only after the TIS is approved by the City Traffic Engineer, and only after the off-site improvements determined necessary by the TIS are incorporated into the approved site plan, public improvement plan, or other permits (as applicable). These off-site improvements shall be constructed at no cost to the City and in accordance with the requirements in Section 36-250 and applicable section of the Public Works Design Standards. All public improvements must be constructed and approved, or funds escrowed for such permits, prior to the issuance of any building permits.

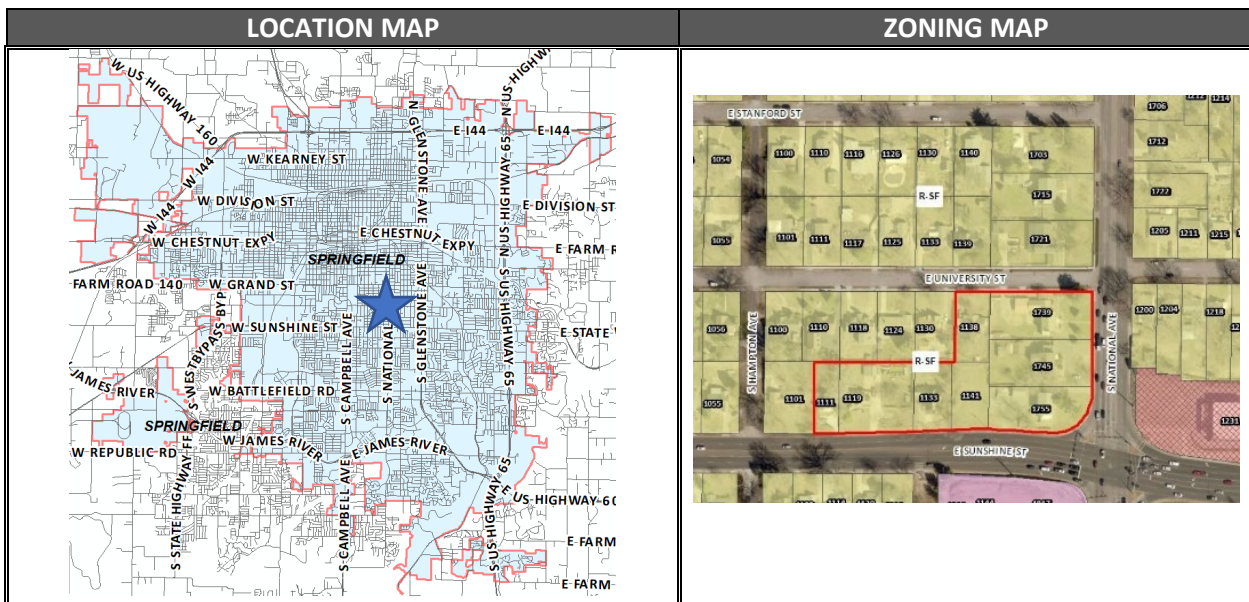
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-22-2024 with Conditional Overlay District No. 258
Location:	1739, 1745 and 1755 S. National Avenue and 1138 E. University Street and 1111, 1119, 1133 and 1141 E. Sunshine Street
Total Acres:	2.6 acres
Applicant:	BK&M, LLC
Existing Land Use:	Single-family residential and vacant lots
Neighborhood Meeting:	July 18, 2024
Planning and Zoning Commission:	August 22, 2024
City Council:	September 23, 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-22-2024 with Conditional Overlay District No. 258 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).

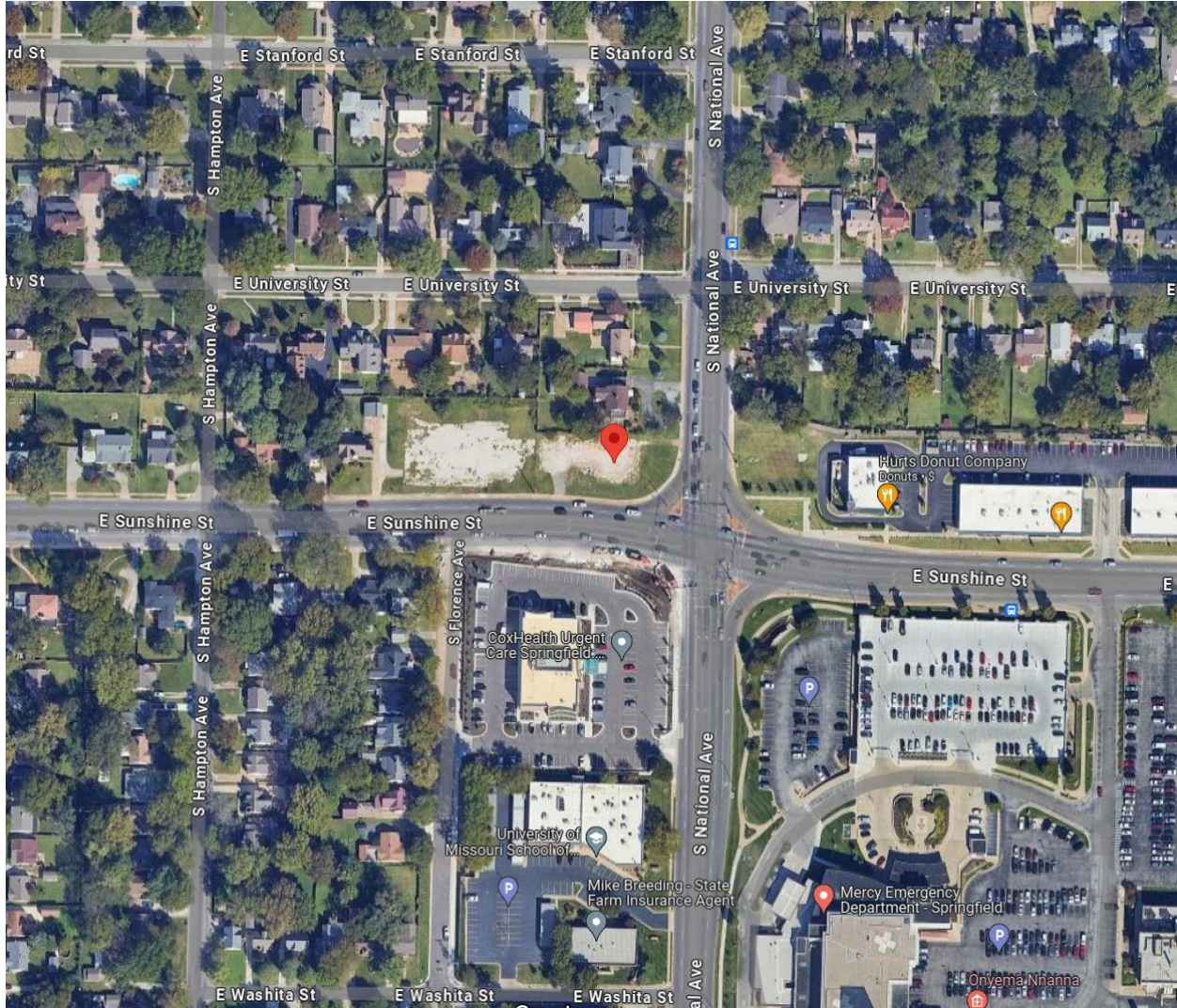
PROJECT SUMMARY:

Request to rezone approximately 2.6 acres of the subject property generally located at 1739, 1745 and 1755 S. National Avenue, 1138 E. University Street and 1111, 1119, 1133 and 1141 E. Sunshine Street from R-SF, Single-Family Residential District to GR, General Retail District and establishing a new Conditional Overlay District No. 258.

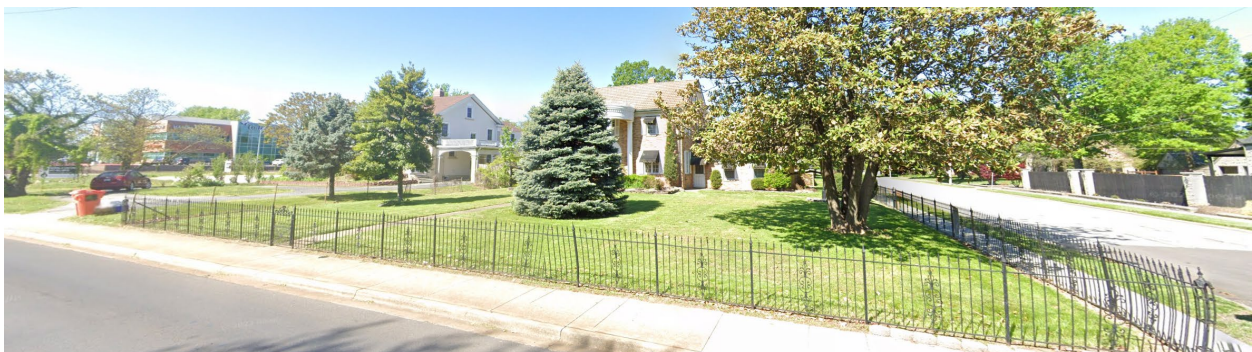


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GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



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PROPERTY HISTORY:

The subject property has been zoned R-SF, Single-Family Residential District since the Citywide remapping in 1995.

The original rezoning application for General Retail (GR) zoning with Conditional Overlay District (COD) was submitted in August of 2022. That application was withdrawn in October of 2022 because the applicant had acquired 3 lots to add to the rezoning so a new application for GR with COD was resubmitted and later postponed until April of 2023. On April 6, 2023, Planning and Zoning Commission recommended denial of the proposed rezoning to GR with COD No. 220. At the May 22, 2023, City Council meeting the applicant proposed changes to the Conditional Overlay District and City Council remanded the rezoning case back to Planning and Zoning Commission. The case was postponed until the Planning and Zoning Commission meeting on December 14, 2023, where it was recommended for denial. The rezoning case was withdrawn in January and the applicant applied for a Planned Development in February. The PD application was withdrawn in July and the latest GR with COD application was submitted.

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;

DEVELOPMENT REVIEW STAFF REPORT

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
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 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 chapter 2A, article X, 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.

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Maximum Structure Height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary 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. c. 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 an approved preliminary plat in accordance with the city's subdivision regulations. 2. <i>Side and rear yards:</i> None, except as required by section 36-453, supplemental open space and yard regulations, and the bufferyard requirements in subsection 36-421(8). However, in no event may a structure be erected closer to the centerline of an existing or planned street than as prescribed below, except as permitted by subsection 36-303(17)(b) and subsection 36-303(17)(d).
Minimum Open Space	Not less than 20 percent of the gross site area

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject properties as the Traditional neighborhood placetype; however, this is considered a transition area that is better suited as an Institutional & Employment placetype (see Staff Analysis and Recommendations). The Institutional and Employment Center placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities. Student housing is also a common component. In the case of universities or colleges, along with mixed housing types located along the fringes and transitional areas, providing housing near major employers is important. Areas within this placetype act as centers of culture, education, and business development, while providing numerous employment opportunities for residents of Springfield and others from the region. As Institutional and Employment Centers provide vital jobs and services to the entire metro area, multimodal accessibility and public transit connectivity are key components of this placetype. Underutilized parcels are assembled and redeveloped into more intense supporting uses or higher density housing developments where appropriate, to increase activity within the center.

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Planning for Institutional and Employment Center placetype focuses on infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and streetscaping improvements, needed to enhance the character and connectivity of key corridors. As these centers of activity receive high volumes of visitors and commuters into the City, it is essential that the quality of development and visual appeal of the corridors remain attractive and representative of the City's desired image.

LAND USES PRIMARY USES

- Universities, colleges, and vocational schools
- Government, healthcare, and institutional facilities

SUPPORTING USES

- Single-family detached
- Single-family attached
- Multi-family
- Parks, greenways, and open space
- Sports complexes and recreational facilities
- Office, hospitality, retail sales and service
- Maker, artisan and innovations spaces
- Public and private schools and places of worship

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 integrated 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 prioritized at key employment centers, institutions, and along major corridors with bus stops enhanced with shelters and live timetables.
- The pedestrian environment is enhanced with expanded sidewalks and pedestrian infrastructure, such as benches, pedestrian-scaled lighting, and street trees.
- 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.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY

- 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.

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- Pedestrian pathways within large parking lots provide safe access to business entrances.
- Character is enhanced by gateway features, landscaping, and branding elements, particularly within university, health care campuses, and innovation districts, to identify entry into campus areas.
- 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.
- Lighting, signage, landscaping, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting with a high degree of transparency using clear glass windows and doors 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.
- Design should discourage the placement of mechanical equipment along the adjacent streets or should be completely screened, along with trash receptacles, and recycling bins.

TRANSITIONS

- Strong connections to local universities, innovation districts, and neighborhoods are established through branding and connectivity.
- More intense institutional and employment uses and supporting uses are sufficiently separated and buffered from lower intensity residential uses.

PLACETYPE ASSIGNMENTS AND TRANSITIONS

Assignments

Placetype designations are based on a variety of factors but largely represent desired future land use patterns. Placetype assignments also reflect existing development patterns, take into consideration historical value, as well as the impact and relationship to the built and natural environment. The following conditions and land characteristics should be considered when changes or amendments are proposed to and within a placetype.

Primary use - The predominate historical use and development pattern of a geographic area that exists within the built and natural environment.

Proximity – The location with respect to significant landmarks and geographic places

Edges and boundaries – Natural boundaries and geographic edges, including major roadways, railways, waterways, parks, and geographical land features.

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Roadway classifications – Functional use and type of roadways on the edges or at crossroads

Regulatory – Existing zoning, permitted and conditional uses, historic designations, and redevelopment plans.

Forecasts – Anticipated major land use shifts, changes in use, or trends.

Other Considerations –

- Decreasing or increasing market demand for commercial or housing in non-traditional districts or corridors
- Greater focus on integrating diverse uses at the edges and areas of transition.
- Community expectations
- More walkable, livable integrated neighborhoods and districts
- Documented increases in nuisances, code violations, disinvestment, and other related trends
- More diversity in housing types, affordability, and availability
- Increased beautification, aesthetics, and identity
- Greater focus on preservation, adaptation, and reuse of existing homes and structures

Transitions

In every city, dissimilar land uses converge at some point. Transitioning within, between, and along the edges is one of the most critical elements to align as Placetypes are implemented, changed, or amended. Typically, a one-to-two-block transition zone on either side of both placetype boundaries would be a practical zone to complete the transition from one placetype to another.

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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	Universities, Colleges & Vocational Schools	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry	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

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DEPARTMENT COMMENTS:

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with proposed rezoning or COD. All subject properties have access to CU Electric/Gas/Water. Note that the requirement for underground utilities may impact electric/telecom services to neighboring properties.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No objection to the rezoning.

FIRE DEPARTMENT:

No issues with zoning.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING 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	S. National Avenue	Primary Arterial	City	50	40	31,910	No	Yes	Yes
Street 2	E. Sunshine Street	Primary Arterial	City	50	50	28,940	No	Yes	Yes
Street 3	E. University Street	Local	City	25	25	260	Yes	Yes	Yes
				Daily		AM Peak		PM Peak	
Existing Trips Generated (R-SF)				125		11		13	
*Proposed Trips Generated (GR w/COD)				1872		42		244	
Additional Trips Generated				1747		31		231	
*Proposed Trips Generated is based on the highest, most intense use permitted in the proposed rezoning, Conditional Overlav District, and traffic impact analysis.									

ACCESS - All new and existing driveway approaches shall comply with the accepted traffic study and planned development.

- National Avenue: No direct access is allowed to S. National Avenue from the development.

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- Sunshine Street: Access P1 will serve as a Right-in/Right-out/Left-In only access driveway, providing ingress and egress to the development.
- University Street: Access P2 will serve as a full access driveway, providing ingress and egress to the development.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There is one (1) bus stop near the property on S. National Avenue.

IMPROVEMENTS - A Traffic Impact Analysis (TIA) has been completed and accepted by the City. The improvements required based on the TIA are required to be submitted on Public Improvement Plans (PIP) and the improvements constructed, or funds escrowed prior to approval of a building permit. Required improvements include:

- a raised concrete median on National Avenue restricting access to University Street to Right-in/Right-out only on the west side of National Avenue and Right-in/Right-out/Left-in only on the east side of National Avenue.
- a raised concrete median on Sunshine Street restricting access to the development to Right-in/Right-out/Left-in only.
- traffic calming measures on University Street and/or Hampton Avenue, as approved by the Director of Public Works.
- the development should be completed in a manner, or right-of-way provided, to allow future construction of the southbound National Avenue to westbound Sunshine Street right turn lane.
- any change in use that creates an increase in total trip generation, as determined by the Director of Public Works, as presented in the accepted TIA of more than 500 trips daily and/or 50 trips in the peak hour will require a modified TIA.
- The requirements of said study shall be incorporated in the site plan, PIP, or other permits as applicable.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

The property is in the **Fassnight 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 **will not be allowed and detention is required**.

PW Stormwater only concerns with the property is based on the large amount of new impervious surface area draining to R-SF properties and the National Ave right-of-way (Primary Arterial). The PW-Stormwater concerns are addressed through the Flood Control and Water Quality Protection manual standards for Stormwater Control Measures and would not prevent a rezoning to a higher usage zoning. Please note that development of the property will be subject to the following conditions at the time of development:

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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, must meet current detention requirements per Chapter 3 Sec. 2.3.3.

a. Detention of stormwater runoff is required. A fee in lieu of detention for this development will not be permitted. The proposed job description and future site plan has eight properties combining into one lot. The combined lot and future development will add 1.23 acres of impervious area (see table below).

Estimated Impervious Area from GIS

Total Combined Area	2.6 acres
Existing Impervious Area	0.85 acres
Proposed Impervious Area	2.08 acres
New Impervious Area	1.23 acres

b. The current property has two drainage areas draining West and East/Northeast with the high point at 1119 E Sunshine St. The West drainage area is 0.3 acres and drains to 1111 E Sunshine St and 1110/1118 E University St. The East drainage area is 2.3 acres and drains to S National Ave along with part of E Sunshine St. The proposed site plan does not show elevations but is capable of being graded to change the drainage patterns to all 2.6 acres draining to the east.

c. PW-Stormwater would recommend the onsite detention connect to the 48"x30" Box Culvert running North along the East side of S National Ave. The development can possibly connect to the street curb inlet box on S National Ave by 1721 E University St. The area inlet is connected the Box Culvert through an 18-inch diameter RCP.

d. The Exhibit 2 Site Plan is describing an underground detention in the North section.

2. Any Stormwater infrastructure serving more than one property needs to be submitted on public improvement plans. City Code 98-14 requires all PIP work completed prior to issuance of the building permit or Final Plat. PIP must be approved and Completed or Escrowed through the Bond or Security.

WATER QUALITY REQUIREMENTS

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.

a. Water Quality is required for the project with over 1 acre disturbed and over 1 acre of new impervious area. For the approximately 0.85 acres of area that can qualify as redevelopment the Rainfall Factor, $P=0.5$ inches can be used in the volume calculations.

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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

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 2.6 acres of the subject property generally located at 1739, 1745 and 1755 S. National Avenue, 1138 E. University Street and 1111, 1119, 1133 and 1141 E. Sunshine Street from R-SF, Single-Family Residential District to GR, General Retail District and establishing a new Conditional Overlay District No. 258.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Traditional Neighborhood placetype. While there are some characteristics of a Traditional Neighborhood placetype based upon historic and existing housing patterns along Sunshine and National corridors, staff recognizes there are other factors that would lend these properties to the Institutional & Employment placetype. These properties are on the edge of the Traditional Neighborhood placetype adjacent to Sunshine Street and National Avenue which are classified as primary arterial roadway on the City's Major Thoroughfare Plan. The intersection of Sunshine & National is a major intersection in the city with an enormous amount of traffic that significantly effects access. The other three corners of this major intersection of the city are designated as Institutional & Employment Placetypes with existing businesses and services that serve the Mercy hospital and medical clinics and offices in the area.
3. The *Land Use & Development* chapter of the Plan states that underutilized parcels are assembled and redeveloped into more intense supporting uses or higher density housing developments where appropriate, to increase activity within the employment center. The proposed General Retail District with the Conditional Overlay District is consistent with the

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intent and objectives of the Institutional & Employment placetype in this location. However, it also states that more intense institutional and employment uses and supporting uses are sufficiently separated and buffered from lower intensity residential uses. The proposed COD is meant to provide that appropriate buffering from the single-family residential uses.

4. The proposed General Retail District with COD has similar and, in some cases, more restrictive conditions of development than the northeast corner of Sunshine and National which rezoned and redeveloped starting in 2016.
5. The applicant is proposing to rezone to the GR, General Retail District with a Conditional Overlay District (COD). The conditional overlay district is a floating zone that allows the applicant to voluntarily limit uses to be established in accordance with specific standards and conditions. The applicant has chosen to restrict the ability to establish certain commercial land uses that could be considered more noxious than other land uses allowable in the district. Any office or commercial uses allowed in the GR district could be developed independently unless otherwise prohibited in the Conditional Overlay District; therefore, there is no guarantee that the development will be one particular use.
6. The proposed Conditional Overlay District requirements prohibit many objectionable uses that could be incompatible with the neighborhood and will limit traffic volumes; however, the *Growth Management and Land Use Plan* of the *Comprehensive Plan* states it is important to ensure that new land uses are not detrimental to residential areas and to recognize the vulnerability of residential areas to certain adverse impacts. This objective does not mean that non-residential land uses are automatically inappropriate in residential areas; it means that design and location criteria must consider the existing residential areas. The applicant has prohibited eating and drinking establishments with drive-in, pickup window or drive-thru facilities which can be a high- volume traffic generator. Other potentially objectionable uses such as retail sales of adult novelties, standalone vape shops, stores that primarily sell package liquor, and outdoor athletic courts are also prohibited amongst others as listed in the COD (Attachment 1). The compatibility with neighboring residential land uses is enhanced through the elimination of these land uses.
7. The Use Limitations restrict businesses operating within the proposed rezoning district shall be limited to business hours of 6:00 a.m. to 11:00 p.m. on Sunday, Monday, Tuesday, and Wednesday and 6:00 a.m. to 12:00 a.m. (midnight) on Thursday, Friday, and Saturday. No business activity is allowed on the premises outside of these times. This limitation shall not apply to hotels.
8. The applicant has added design requirements to the COD that are based on the existing code requirements "Revised Multi-Family Location and Design Guidelines" that will be applied to any development of the site. The site will have requirements for pedestrian amenities, orientation of buildings to the street, avoiding blank walls on buildings along all street frontages, blending the building scale and setback with existing developments, street facing walls must be articulated and providing additional bicycle parking that will encourage pedestrian activity. The applicant will be required to provide pedestrian and bicycle connections to adjoining public sidewalks that will provide a good circulation system. The site will be designed to respect the natural environment by incorporating functional

DEVELOPMENT REVIEW STAFF REPORT

amenities in the open space, requiring additional trees with larger caliper to replace existing trees that are removed and requiring tree protection for trees being preserved onsite.

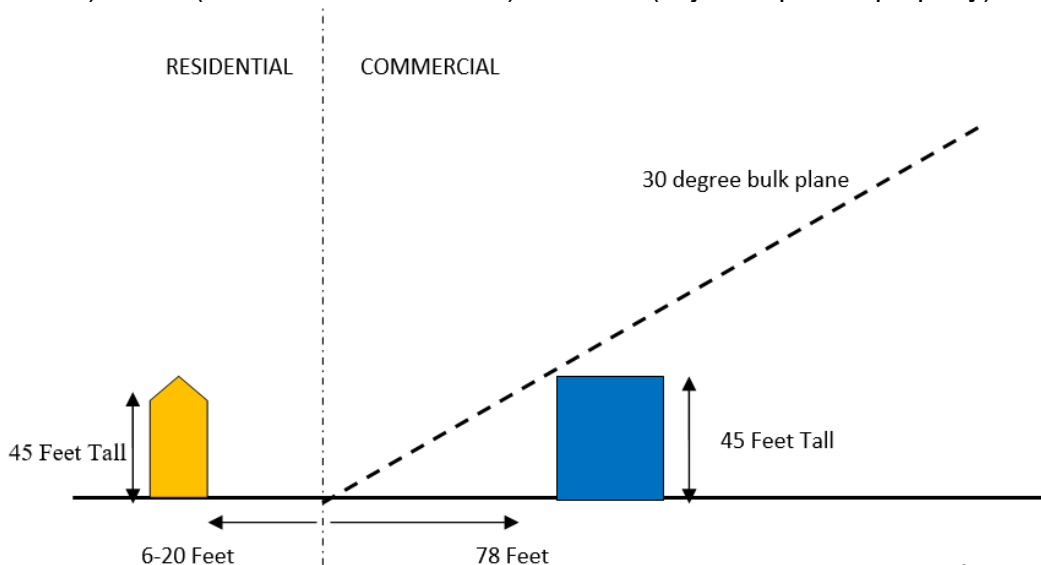
9. The building facades shall be designed to have a similar level of quality and architectural finish on all sides of the buildings visible to the public. This shall be accomplished by integrating architectural variations and treatments such as windows and other decorative features into all sides of a building design.
10. The COD limits building materials and colors to those that will have low reflectance. High-intensity, metallic or fluorescent colors will be prohibited. Façades shall incorporate no less than 60 percent brick, stone, stucco or craftsman style cementitious board or wood into the design. Stone veneer can be engineered stone or natural cut stone. No building shall have more than 50 percent exterior glazing on a frontage facing Sunshine Street or National Avenue and the first floor of any building facade facing a public right-of-way shall include transparent, clear glass windows and/or doors arranged so that the uses inside are visible from and/or accessible to the street. Window and/or doors with reflective or tinted glass that impede views into a building shall be prohibited. If roofs are visible to the public, whether viewed from the public right-of-way or adjacent property, they shall be comprised of architectural asphalt shingle roofing. These design elements will enhance compatibility with neighboring residential structures and are supportive of urban design that emphasizes pedestrian oriented buildings and traditional urban character as recommended by the Comprehensive Plan.
11. The development of the property will require a bufferyard along the west and north property lines immediately adjacent to the R-SF, Single-Family Residential zoning district. The normal bufferyard required between GR and R-SF would be a bufferyard "Type F" at least (20) twenty feet wide. For each one hundred (100) linear feet of bufferyard, there must be three (3) canopy trees, three (3) understory trees, four (4) evergreen tree and twenty (20) shrubs. A six-foot-tall solid wood fence is also required as part of this bufferyard. A bufferyard type S2 is required along the north side of the property that is across from University Street. This bufferyard is a minimum of 15 feet in depth with plantings. A structure (i.e. fence, wall, berm or hedge row) is not required as part of this bufferyard S2.
12. The applicant is voluntarily proposing to install more mature landscaping than is currently required by code or an 8-foot-tall masonry wall and has eliminated the ability to administratively reduce the proposed bufferyard widths below the code required minimum standards. The increased height and bulk of the landscape material will assist with providing an enhanced landscape buffer between the site and the surrounding residential development, thus increasing compatibility between the differing land uses.
13. As part of the COD, the applicant is proposing two bufferyard options. An 8-foot masonry wall (with bufferyard type F plantings) or a minimum total of 60 non-deciduous evergreen trees to be planted in the bufferyard areas adjacent to the R-SF and along University Street. It also stipulates that each tree is to be a minimum of approximately 12 feet tall when planted. This can be a part of the evergreen tree bufferyard requirements; however, anything over and above the standard bufferyard landscaping must be planted in addition to

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the bufferyard area. It also states that these additional trees and landscaping shall not interfere with sight distance or any other city code requirements.

14. The proposed COD will restrict the structure height to 45 feet above finished grade which is the same height requirements as the adjacent R-SF District. This reduces the potential height of any structures to two to three stories. The 30-degree bulk plane will still apply, but in the areas where the bulk plane doesn't limit the height below 45 feet, then this restriction will come into effect. The applicant must meet the bulk plane requirements for the proposed GR zoning district.

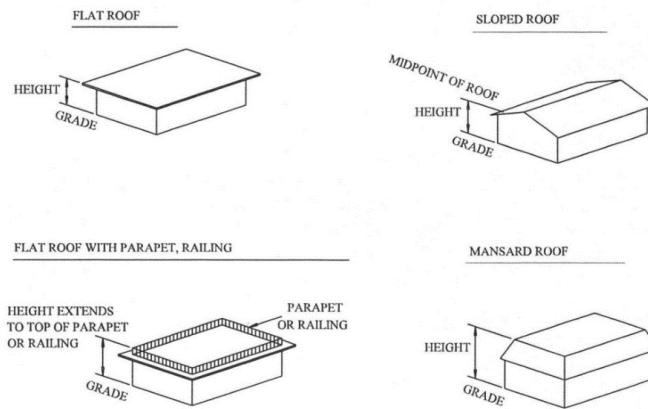
The bulk plane is a theoretical plane beginning at a district boundary (in this case) and rising over a slope determined by an acute angle measured up from the horizontal. The bulk plane defines the relationship of the height of a structure and the structure's setback from the district boundary. The Zoning Ordinance requires a **30-degree bulk plane** for the height of structures in a GR District measured from the R-SF District boundary line. **This means that for every one (1) foot of structure height, the building must be set back 1.73 feet from the district boundary line (example below).** This requirement would limit the height of the structure from the R-SF district boundaries to the north (across University Street), northwest (adjacent private property), east (across National Avenue), south (across Sunshine Street) and west (adjacent private property).



The applicant is proposing to limit the height of the structure to 45 feet with the same maximum height language as the R-SF District. The definition of height is the vertical distance of a structure measured from the average established grade at the street lot line or from the average natural ground level, if higher; or if no street grade has been established to the highest point of the roof's surface if a flat surface; to the deck line of mansard roofs; and to the mean height level between eaves and ridge for hip or gable roofs. In measuring the height of a building, the following structures shall be excluded: chimneys, cooling towers, telecommunication towers, ornamental cupolas, domes, or spires, elevator bulk heads, penthouses, tanks, water towers, and parapet walls not exceeding four feet in height.

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Figure 2-5



This height limitation of 45 feet would not start limiting the structure until 78 feet from any R-SF district boundary into the site if the site was completely flat. The site increases approximately 10 feet in grade from University Street to Sunshine Street (from northeast to southwest) with the highest points at the southwest portion of the property along Sunshine Street.

15. The exterior lighting and signage requirements of the COD will limit the height of lighting sources to control glare and light spillover, and signage will be required to be compatible with the style of the building.
16. The Additional Requirements in section M. of the COD includes requirements for lot combination that will require additional right-of-way to meet current standards, access restrictions and site plan review.
17. 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.
18. There are changing conditions in the area affected that make the proposed rezoning necessary. The intersection of Sunshine and National has some of the highest traffic volumes in the city.
19. The range of uses in the proposed GR district with COD are compatible with the uses permitted on other property in the immediate vicinity to the east and south of the intersection. Non-residential uses exist at all other corners of this major intersection. There is an existing retail shopping center at the northeast corner, the Mercy hospital campus at the southeast, and a new Cox hospital clinic at the southwest corner. These properties are on the edge of Placetypes and in a transition area of the Institutional & Employment placetype. The General Retail District allows for uses that provide community-wide personal and business services, shopping centers and specialty shops. This district is intended to be located along or at the intersection of two or more arterial or higher classification streets.

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20. 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. City Utilities state that all subject properties have access to CU Electric/Gas/Water.
21. The impact of the proposed uses is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity. A Traffic Impact Analysis (TIA) has been completed and accepted by the city. The improvements required based on the TIA are required to be submitted on Public Improvement Plans (PIP) and the improvements constructed, or funds escrowed prior to approval of a building permit. Required improvements include a raised concrete median on National Avenue restricting access to University Street to Right-in/Right-out only on the west side of National Avenue and Right-in/Right-out/Left-in only on the east side of National Avenue.; a raised concrete median on Sunshine Street restricting access to the development to Right-in/ Right-out/Left-in only; traffic calming measures on University Street and/or Hampton Avenue; the development should be completed in a manner, or right-of-way provided, to allow future construction of the southbound National Avenue to westbound Sunshine Street turn lane; and any change in use that creates an increase in total trip generation, as determined by the Director of Public Works, as presented in the final accepted TIA of more than 500 trips daily and/or 50 trips in the peak hour will require a modified TIA. The requirements of said study shall be incorporated in the site plan, PIP, or other permits as applicable.
22. The following required traffic calming measures are to be installed, as approved by the City Traffic Engineer, and included in the Public Improvement Plans:
- Landscaped island on East University Street west of the proposed access to the development preventing traffic from heading west on East University Street beyond the development.
 - Midblock speed cushions on East University Street between Hampton and the development and between S Hampton Ave and S Kings Avenue.
 - Midblock speed cushions on S Hampton Avenue between E Sunshine Street and E University Street and between E University Street and E Stanford Street.
 - Midblock speed cushion on E Stanford Street between S National Avenue and S Hampton Street.
23. The required dedication of additional right-of-way along National Avenue will facilitate the city's ability to construct a southbound to westbound right turn lane on National Avenue. The addition of this right turn lane on National Avenue will improve the overall level of service and traffic flow of the Sunshine St and National Avenue signalized intersection.
24. City Code requires access on National Avenue to be a minimum of 400-feet from the nearest right-of-way line of E. Sunshine Street and access on E. Sunshine Street to be a minimum of 300-feet from the nearest right-of-way line of S. National Avenue. There is not enough property frontage to meet these requirements along S. National Avenue, therefore access will not be allowed on S. National Avenue. Currently, City Code requires the proposed access from E. University Street to be a minimum of 110-feet from the nearest right-of-way line of S. National Avenue. Access to E. University Street can meet this

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requirement. A Traffic Impact Study has been conducted and right-of-way and traffic improvements will be required to ensure the development is consistent with access management design standards and City Code.

25. 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. There is no error being corrected with this application.
26. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied. The multiple properties are zoned R-SF and could be developed as such.
27. The proposed rezoning was reviewed by City departments and comments are contained in the staff report (above).
28. Water quality measures and detention of stormwater runoff is required. A fee in lieu of detention for this development will not be permitted. The proposed development has 8 properties combining into one lot. The combined lots and future development will add approximately 1.23 acres of impervious area.
29. Private covenants or restrictions on private property are a civil matter. The City does not consider or enforce such matters as their legal status must be determined by a court.
30. The applicant held a neighborhood meeting on July 18, 2024, regarding the rezoning request. A summary of the meeting is attached (Attachment 2).
31. 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.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment 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

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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. 258**

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

A. USES PERMITTED

1. Accessory uses as permitted by section 36-450, accessory structures and uses.
2. Art Galleries, libraries, and museums.
3. Bars, as long as the bar use is not the primary use of the property. Bar uses shall be accessory to other permitted uses.
4. Churches and other places of worship, including parish houses and Sunday schools but excluding overnight shelters.
5. Commercial gardens and/or farmers markets with retail and/or wholesale sales on-site.
6. Community gardens without retail or wholesale sales in accordance with the performance standards of section 36-470, community gardens.
7. Day care centers in accordance with chapter 36, article XI, Springfield City Code.
8. Eating and drinking establishments use group. Excluding the uses listed in section E.
9. Entertainment-oriented use group, excluding outdoor athletic courts.
10. General office use group.
11. Medical office use group.
12. Residential uses provided such uses are located above the first floor or behind nonresidential uses so as to create a continuous nonresidential façade, on the first-floor level. When a lot has multiple street frontages, first-floor non-residential uses will be required on the street with the highest classification. All other street frontages may contain residential uses.
13. Personal service use group.
14. Retail sales use group.
15. Schools or development centers for persons with handicaps or development disabilities
16. Schools, business.
17. Short term rental type 3 in accordance with 36-473, and subject to conditions in subsection (2)(b) or (y) if applicable.
18. Single-family residential dwellings as permitted in Section 36-380 of the Zoning Ordinance.
19. Temporary lodges use group.
20. Temporary uses, as permitted by section 36-452, temporary uses.
21. Temporary vendors as permitted under subsection 36-452(3)(b)2.
22. 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 any 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.

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B. USES PROHIBITED

1. Automotive washing businesses.
2. Bed and breakfast
3. Catering business
4. Commercial amusement, including bowling alleys, dance halls, video game arcades, billiard parlors, roller skating and ice-skating arenas, motion picture theatres, and drive-in theatres. This limitation does not apply to indoor athletic courts.
5. Commercial off-street parking lots and structures.
6. Comprehensive marijuana-infused products manufacturing type-2 post extraction facility.
7. Convenience stores with gas pumps.
8. Day care centers in accordance with chapter 36
9. Eating and drinking establishments with drive-ins, pickup windows, or drive-thru facilities.
10. Flea Markets entirely within closed buildings.
11. Food trucks.
12. Funeral homes and mortuaries.
13. Household resource recovery collection centers, screened from all residential districts and public rights-of-way in conformance with section 36-480, screening and fencing.
14. Massage parlors or any adult motion picture theatre, adult store, or cabaret, as defined in section 36-321, definitions.
15. Medical, comprehensive or microbusiness marijuana dispensary facility and Medical Marijuana-infused products manufacturing type-2 post-extraction facility.
16. Pawn shops.
17. Payday loans or payday lending services or other activities related to credit intermediation.
18. Photo processing with drive-through facilities.
19. Police and fire stations.
20. Private clubs and lodges.
21. Public and private parks, outdoor playgrounds, and golf courses, including miniature golf courses and driving ranges.
22. Public service and public utility uses.
23. Satellite rental car offices limited to administrative functions related to the rental car business, drop off and pick up of rental cars, and on-site parking for not more than fifteen (15) rental cars and vans.
24. Seasonal outdoor sales and related storage as permitted by section 36-452, temporary uses.
25. Self-service laundromats.
26. Self-service storage facilities.
27. Recording studios.
28. Retail sales relating to adult bookstores, adult novelty shops, or any adult motion picture theatre, adult store, or cabaret as defined in section 36-321, definitions.
29. Retail stores where more than sixty percent (60%) of gross revenue is derived from package liquor sales.
30. Taverns or nightclubs.
31. Taxidermists.
32. Television and radio stations.

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33. Tier I, III, IV, and V wireless facilities.
34. Towers other than wireless facilities, less than 100 feet in height and related facilities provided telecommunication towers comply with section 36-466, telecommunication tower.
35. Vape shops (standalone).
36. Water reservoirs, water stand pipes, and elevated and ground water storage tanks.

C. USE LIMITATIONS

1. Businesses operating within the proposed rezoning district shall be limited to business hours of:
 - a. 6:00 a.m. to 11:00 p.m. on Sunday, Monday, Tuesday, and Wednesday
 - b. 6:00 a.m. to 12:00 a.m. (midnight) on Thursday, Friday, and Saturday.
 - c. No business activity is allowed on the premises outside of these times. This limitation shall not apply to hotels.
2. All outdoor automobile parking areas used for the purpose of retail or wholesale storage or sale of motorized or commercial vehicles shall be prohibited.
3. No outdoor storage.
4. No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code.

D. INTENSITY OF DEVELOPMENT

Development shall adhere to the following standards.

- a. Maximum multi-family residential density of 29 dwelling units per acres if all design requirements of the Multi-family Location and Design Guideline are met.

E. BULK, AREA AND HEIGHT REQUIREMENTS

Development shall adhere to the following standards.

- a. Maximum structure height: 45 feet above finished grade.
- b. All structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.

F. DESIGN REQUIREMENTS

1. Building development in the proposed rezoning district shall be based on existing references

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within the context of the adjacent neighboring community to create harmony between this site and the neighboring community.

2. The site shall be designed to encourage pedestrian activity and shall:
 - a. Provide pedestrian amenities such as pedestrian scale lighting and street furniture to enhance the pedestrian environment.
 - b. Orient buildings to the street or public/common open space and provide pedestrian access to the street;
 - c. Blend the building scale and set back with existing developments along National and Sunshine that are consistent with these guidelines. Street facing walls that are greater than 50' in length must be articulated at least each 25 feet with bays, projections, or recesses. Articulation means a difference in vertical planes of the building of at least 18 inches or more; and
 - d. Provide bicycle parking equal to five percent of required vehicle parking spaces or ten spaces, whichever is less.
3. The site shall be designed to provide a good circulation system and shall:
 - a. Provide pedestrian and bicycle connections to adjoining public sidewalks; and
 - b. Provide connectivity by including direct vehicular, pedestrian and bicycle connections between abutting or adjacent developments.
4. The site shall be designed to respect the natural environment and shall:
 - a. Incorporate functional amenities in the open space and recreational areas such as outdoor seating areas.
 - b. A tree study performed on the site identified five trees that should be preserved if possible. Due to redevelopment of the site, it is only practicable to preserve one tree, the Magnolia tree located in the northeast corner of the property. The Magnolia tree should be preserved to the extent reasonably possible; and
 - c. The remaining four trees being removed must be replaced with a tree of at least two inches (2") in diameter. Trees meeting the landscape requirements in the zoning ordinance may be counted toward this requirement.
5. The building facades shall be designed with the following requirements:
 - a. All sides of buildings visible to the public, whether viewed from the public right-of-way or a nearby property, shall display a similar level of quality and architectural finish. This shall be accomplished by integrating architectural variations and treatments such as windows and other decorative features into all sides of a building design.
 - b. Building materials and colors.
 - (1) Facade colors shall have low reflectance. High-intensity, metallic, or fluorescent colors are prohibited.
 - (2) Façade shall incorporate no less than 60% brick, stone, stucco, or craftsman style

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cementitious board or wood into the design. Stone veneer can be engineered stone or natural cut stone.

(3) Façade shall not have more than three materials or changes in color, excluding glass. Metal, Vinyl, or plastic siding is prohibited.

(4) No building(s) shall have more than fifty percent (50%) exterior glazing on any frontage facing Sunshine Street or National Avenue.

(5) The ground level of nonresidential or mixed-use buildings must offer pedestrian interest along sidewalks and pedestrian paths through the placement of window and doors. Therefore, the first floor of any building façade facing a public right-of-way shall include transparent, clear glass windows and/or doors arranged so that the uses inside are visible from and/or accessible to the street. Window and/or doors with reflective or tinted glass that impede views into a building shall be prohibited.

(6) If roofs are visible to the public, whether viewed from the public right-of-way or adjacent property, they shall be comprised of architectural asphalt shingle roofing.

c. Service and Loading Areas. Off-street loading shall be regulated in accordance with Sections 36-456 and 36-483 of the Springfield Municipal Code of Ordinances. The following requirements are supplementary.

(1) All service and loading areas shall be in the side or rear yard of buildings.

(2) Service and loading areas shall be designed so that the entire service and loading operations are conducted on the building site. The visibility of service and loading from public streets shall be minimized.

G. OPEN SPACE, LANDSCAPING & SCREENING

The landscaping and screening provisions are intended to improve the physical appearance of the District; to improve the environmental performance by contributing to the abatement of heat, glare and noise, and by promoting natural percolation of storm water and improvement of air quality; to buffer potentially incompatible land uses from one another; and to conserve the value of adjoining property and neighborhoods.

1. Open Space Requirements

a. 20% Minimum open space

(1) Pervious pavement will not be allowed to count towards open space requirements.

b. 80% Maximum impervious area.

2. Bufferyards and Screening

a. 20-foot-wide buffer yard adjacent to R-SF zoning consisting of:

(1) An 8-foot-tall stone (natural or engineered), brick, or concrete wall; or

(2) An 6-foot-tall wood privacy fence and non-deciduous evergreen trees planted in the buffer yard at 8 feet on center. Each tree shall be a minimum of approximately 12 feet tall when planted and maintained in the bufferyard. An irrigation system will be installed as well to ensure maintenance, life and growth. Trees and landscaping shall

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- not interfere with sight distance or other city code requirements;
 - b. 15-foot-wide Standard City S2 Buffer along E University Street;
 - c. A minimum 4-foot-tall wall, measured from the finished grade of the north edge of the parking lot adjacent to E University Street, shall be installed for the length of the parking lot where headlights from parking vehicles would face north.
 - d. Required bufferyards on a lot or tract shall be installed when the lot or tract is developed;
 - e. Required bufferyards in common areas shall be installed when any development occurs in the proposed rezoning district unless the installation is specifically delayed by the requirements.
3. Vehicular use area open space
- a. Perimeter Landscaping. The requirements and standards of Section 36-482(9) of the Springfield Zoning Ordinance, in effect at the time of development shall apply.
 - b. Interior Landscaping. The requirements and standards of *Section 36-482(9) of the Springfield Zoning Ordinance*, in effect at the time of development shall apply.
4. Open space landscaping
- a. Landscaping plantings. In all open space areas required by this District the following landscaping shall be planted and maintained for each five-hundred (500) square feet of such open space area. Existing trees approved for preservation shall be counted toward satisfaction of this provision.
 - (1) One (1) canopy tree or (2) understory, ornamental or evergreen trees.
 - (2) Six (6) shrubs.
 - b. Landscaping standards
 - (1) Tree species, sizes and spacing shall be approved consistent with the City of Springfield's *Arboricultural Design Guidelines* on file with the Planning and Development Director.
 - (2) Tree preservation shall be per Section I (5) (b-c) of the Planned Development Language.
 - (3) Maintenance of required landscaping. Upon installation or preservation of required landscape materials, appropriate measures shall be taken to ensure their continued health and maintenance. Required materials that do not remain healthy shall be replaced consistent with this article.

H. EXTERIOR LIGHTING

1. All outdoor lighting fixtures shall either have a fixture cutoff classification of “full cutoff” or be fully shielded, unless otherwise expressly permitted.
2. All outdoor lighting utilizing a light-emitting diode (LED) fixture shall meet the following standards:
 - a. Color rendering. Outdoor LED fixtures shall be rated a minimum color rendering index (CRI) value of 70 or higher.
 - b. Color temperature. Outdoor LED fixtures shall have a correlated color temperature

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between 4,000- and 5,000-degrees Kelvin.

3. Maximum height of lighting poles shall not exceed 20 feet in height.

I. NOISE

The requirements and standards of *Section 36-485 of the Springfield Zoning Ordinance*, in effect at the time of development shall apply; and

Buildings and outdoor use areas such as patios should be placed and oriented in a manner that minimizes noise exposure to the adjoining residential properties. Speakers and noise emitting devices should be directed toward Sunshine Street and National Avenue.

J. ACCESS TO PUBLIC THOROUGHFARES

1. Access to the public street system shall be governed by the Traffic Impact Assessment which has to be approved by the City of Springfield Public Works Director.
 - a. Access P1 (Sunshine Street): Shall construct a raised concrete median on Sunshine Street to restrict access to Right-in/Right-out/Left-in only.
 - b. Access P2 (University Street): Full access driveway.
 - c. University Street at National Avenue: Shall Construct a raised concrete median on National Avenue to restrict access to Right-in/Right-out only on the west side of National Avenue and Right-in/Right-out/Left-in only on the east side of National Avenue.
 - d. University Street and/or Hampton Avenue: Shall install traffic calming measures, as approved by the City Traffic Engineer, and include them in the PIP.
 - e. The development should be completed in a manner, or right-of-way provided, to allow future construction of the southbound National Avenue to westbound Sunshine Street turn lane.
 - f. A 5' permanent sidewalk easement along National Avenue may be required by the City of Springfield.
2. An internal pedestrian system connecting the front doors of each building with one another, and the sidewalks located along Sunshine Street and National Avenue shall be constructed as part of the development.
3. The existing driveway approaches on Sunshine Street and National Avenue in the proposed rezoning district shall be reduced so that there is no driveway or approach on National Avenue and no more than one driveway approach on Sunshine Street for ingress/egress to the subject properties.

K. SIGNS

1. Signs located on any building façade are required to be compatible with the style of the building in terms of location, scale, color, and lettering.
2. Signs that are visible from the public right-of-way inside of a window or door are prohibited.

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3. All other signage requirements and standards will meet *Section 36-454* of the *Springfield Zoning Ordinance*, in effect at the time of development shall apply.

L. REQUIRED IMPROVEMENTS

1. Public improvements to be completed. Public and private improvements necessary to adequately accommodate the intensity of development proposed in this District shall be constructed prior to or concurrently with the development of the property. If the development of the property is phased, the construction of the improvements may also be phased provided there is a logical relationship between each phase of the development and the construction of the required improvements. Prior to building permits being issued to the applicant, or subsequent owners shall:
 - a. construct the required improvements; or
 - b. provide assurances satisfactory to the Director of Public Works guaranteeing that all required improvements will be constructed in accordance with the "Design Standards for Public Improvements" of the Public Works Department shall be provided to the City.
2. Certificate of occupancy. No certificate of occupancy shall be issued for any structure within this District, or phase of the development, unless:
 - a. the required improvements are completed prior to occupancy of the structures; or
 - b. the Director of Public Works has determined that:
 - (1) any incomplete required improvements have little or no effect on the occupancy of the facility; or
 - (2) conditions beyond the control of the contractor, *i.e.*, strikes, weather, etc., have delayed the completion of the improvements.

If one of these conditions occurs, the Director of Building Development Services may permit occupancy under conditions satisfactory to the Director of Public Works that the required improvements will be completed as required by this ordinance within a reasonable time.

3. Required improvements. Improvements necessary to adequately accommodate the intensity of development in this District include the following.
 - a. Street improvements.
 - (1) Shall construct a raised concrete median on Sunshine Street to restrict access to Right-in/Right-out/Left-in only.
 - (2) Shall Construct a raised concrete median on National Avenue to restrict access to Right-in/Right-out only on the west side of National Avenue and Right-in/Right-out/Left-in only on the east side of National Avenue.
 - (3) Shall install traffic calming measures, as approved by the City Traffic Engineer, and include them in the Public Improvement Plans.
 - a. Landscaped island on East University Street west of the proposed access to the development preventing traffic from heading west on East University Street beyond the development.
 - b. Midblock speed cushions on East University Street between Hampton and the

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- development and between S Hampton Ave and S Kings Avenue.
 - c. Midblock speed cushions on S Hampton Avenue between E Sunshine Street and E University Street and between E University Street and E Stanford Street.
 - d. Midblock speed cushion on E Stanford Street between S National Avenue and S Hampton Street.
 - b. Sanitary sewer facilities.
 - (1) It is recommended that public sewer be extended onto the site to better serve the development.
 - c. Storm water management facilities.
 - (1) On-site detention and water quality will be required for the site.
4. Improvement Standards.
- Improvements shall conform to the following standards.
- a. All utilities and utility connections shall be located underground, including, but not limited to, electrical and telephone cables, security and other telecommunication systems and wires. Transformers, meters of any type (including electric, gas or other meters), or other apparatus shall be adequately screened and landscaped.
- M. ADDITIONAL REQUIREMENTS**
- 1. A lot combination of all subject properties in accordance with all applicable subdivision regulations;
 - 2. Vehicular access shall be limited to Sunshine Street and University Street and approved by the director of Public Works. The Existing driveways on National Avenue and Sunshine Street shall be removed so that there is no driveway approach on National Avenue and no more than one driveway or approach on Sunshine Street for ingress/egress to the proposed rezoning district. Access on Sunshine Street shall be restricted to right-in/right-out/left-in only as approved by the Director of Public Works; and
 - 3. A final site plan, showing conformance with the requirements of this COD, shall be submitted to the Planning and Development Department or review and approval by the Administrative Review committee prior to the issuance of permits for the construction of permanent improvements within the proposed rezoning district.

Attachment 2

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: R-SF to GR w/ COD
(existing zoning) (proposed zoning)
2. Meeting Date & Time: July 18th 2024 - 4:00 to 6:30 PM
3. Meeting Location: Springfield Art Museum - 1111 E Brookside Dr Springfield MO 65807
4. Number of invitations that were sent: 156
5. How the mailing list was generated: City of Springfield provided
6. Number of neighbors in attendance (attach a sign-in sheet): 55
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).

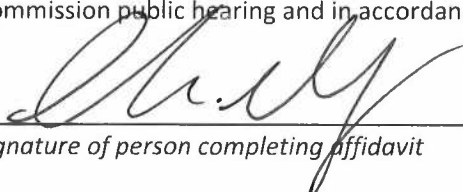
Traffic
Noise
Landscaping
Uses
Light
Architectural

See attached Summary list

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

No written comments

I, Chris Wynn (print name), attest that the neighborhood meeting was held on 7-18-24 (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

Chris Wynn
Printed name of person completing affidavit

Neighborhood Concerns summary / Response

Traffic Concerns – Major concern with new cut through traffic. Developers will install traffic calming measures including speed cushions and a landscape island preventing traffic from heading west on University. Also, as part of the development the City will get ROW for new southbound left turn lane on National which will help traffic on National and reduce existing cut through traffic.

Noise - Building to be orientated toward intersection of National and Sunshine. Additionally, trash pickup occurs during business hours.

Uses – Neighborhood requested that daycares and food trucks be added to the prohibited uses. This has been added. Additionally, they asked that multi-family be added to the prohibited list. However, the developer is not in favor of adding this.

Architectural (flat roofs) – It was requested that flat and/or low sloped roofs be prohibited. This language was not added to the COD. Previous renderings for the site did not include flat or low sloped roofs.

Landscaping – Some neighbors raised concerns with the proposed row of Green Giant trees. Others liked the idea. They stated they were susceptible to disease and drought. The COD calls out that the trees shall be maintained, and irrigation provided so we feel this concern is already addressed. Additionally, the developer met with the neighborhood and came up with an alternative which is a 8' tall stone wall. Both options are included in the COD and the decisions of which to use will be left to the developer.

Light – One neighbor asked to have the development meet dark sky requirements. This is already included in the COD language.

Please Sign-In

Welcome !



18-Jul-24
4:00 - 6:30 PM

National & Sunshine Neighborhood Meeting
Thank you for coming. Please leave your name and contact information.

	NAME	ADDRESS	EMAIL	PHONE
1	Jack McGee	media	jmcgee@sfgate.com	4177295229
2	Don Dunbar	932 E. Kingsbury	diver84@yahoo.com	4177555706
3	Cindy Helfer	1215 E. University	Cindy my friend@yahoo	417-209-3167
4	Tracy McKay	952 E. Kingsbury	TRZSARB@GMAIL.COM	
5	Trish McKay	1505 S. CLAY AVE	McKayt@verizon.net	
6	Barb Hughes	951 E PortHaul St.	cyclonegate@yahoo.com	417-861-1783
7	Annette West	1515 S. Kings Ave		417.830.4362
8	Jackie Moore	925 E. Stanford St	jackie@glmooretire.com	417 840 5193
9	Kathy Pulley	826 E Kingsbury	kathypulley@missouri-state.edu	
10	Kevin R. Evans	953 E. University Dr	stratigraphix@gmail.com	417-459-0691
11	Cynthia Bylander	1005 E. Kingsbury St	cbylander36@gmail.com	417-496-4042
12	Norma Capecci	900 E Kingsbury		417 883 3379
13	DARRON HEMANN	1039 E UNIVERSITY	DARRON.HEMANN@wellfargo.com	417-496-5167
14	Greg Lawson	1024 E. Stanford St.	Boo Zoo 4321@sbcglobal.net	918-899-5080
15	Wise Dixon	1118 E University		417 827 8208
16	Nicole Massey	1041 E. Stanford	n-massey415@yahoo.com	573-489-9338
17	Gabby & Michael Lampe	702 E. Stanford St	GabbyBodet@gmail.com	4174961212
18	ROWENA PAROBATZ	1127 E STANFORD ST		510 926 0078
19	Match Munkatun	959 E. Kingsbury		417-725-2691 x150
20	Lisa Munkatun	11	lisa.munkatun@yahoo.com	

21	Renee Fogle	1125 E Kingsbury	anfogle@aol.com	417-882-2622
22	Nancy Cooper	635 E University	nancyjcooper@outlook.com	417-459-8830
23	JEANETTE ROSE	1125 E University		
24	Nancy Karasik	947 E Portland	Nancy.Karasik@gmail.com	
25	Kirk Karasik	" "	" "	" "
26	Karla Carroll	815 E Portland	Karla.gcarroll@google.com	417-368-8015
27	Doug Carroll	" "	doug.c@msu.edu	" "
28	Nancy Williams	953 E Linwood Dr	whimsicalwms@gmail.com	
29	Evelyn Mangen	818 E. Portland	emangen@culpmangen.com	818-811x
30	Maggie Castrey	1006 E Linwood Dr -07	maggie@maggiecastrey.com	
31	Anne Griffith	1512 S Kings	aggwta@gmail.com	
32	Sherry Wirth	1035 E PORTLAND	SWIRTH98@AOL.COM	
33	Peta Wirth	1043 E, PORTLAND		
34	Julia Fuller	945 E. University		
35	Geri Miller	1025 E. Linwood Gr.	gerimiller@gmail.com	417-839-7234
36	Mike Miller	" "	" "	" "
37	Peggy Wise.			
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46	Dane Carroll	1657 S. Kimbrough	DaneCarroll@MissouriState.edu	459-8362
47	SEAMUS MCKENZIE	1127 E. STANFORD ST	smckenzie@missouri-state.edu	417-426-5404
48	Jason Ray	1136 E. Kingsbury	jasonray@missouri-state.edu	
49	Lois Shufeldt	1008 E. Kingsbury	lmshufeldt@aol.com	417-619-7115
50	Gayla Gary	1653 S. National	gayla@wrcary.com	417-866-7484
51	Donna Carey	930 E. Kingsbury	donnecarey@gmail.com	417-881-1161
52	Dixie Sleight	1124 E. University		417-881-3518
53	Barbara S. Robinson	1010 E. University St	Barbara S. Robinson	417-225-2522
54	ASHTON LEWIS	1032 E. UNIVERSITY ST	Ashton LEWIS	417-830-2337
55	MIKE O'BRIEN	1031 E. UNIVERSITY ST.	Mike O'Brien	417-887-0373
56	RINA EDGE	1030 E STANFORD ST	rina@edgeimmigrationlaw.com	4175008472
57	Rick Walker	1124 E. Linwood Terrace		
58	Holly Acharya	972 E. Linwood Dr	har545s@gmail.com	
59	Sreekanth Acharya	972 E. Linwood Dr	sreekanth.ach@gmail.com	
60	Ray Green	1055 E Kingsburg	Ray - byars - green	417-881-5068
61	Walter Green	" " " " "	" " " " "	" " " " "
62	STEPHANIE SHADNICK	1101 E STANFORD ST	SSHADNICK@GMAIL.COM	417-343-9222
63	LISA Munkatchy	959 E. Kingsburg St.	Lmunkatchy@yahoo.com	417-429-7297
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Attachment 3

From: [Greg Lawson](#)
To: Zoning@springfieldmo.gov
Subject: B, K, & M's proposed development at Sunshine St. & National Ave. Springfield, MO 07-11-2024
Date: Thursday, July 11, 2024 11:56:25 AM

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07-11-2024

Planning and Zoning Commision
Springfield, MO

Good day,

My name is Gregory Lawson, I live at 1024 E. Stanford Street and my wife and I own our home.

I am completely against the rezoning of B,K, & M's property at Sunshine Street and National Ave.

I have attended all of the meetings concerning this issue and I am convinced that it is a wrong decision to rezone it.

My wife and I bought our property thinking that it wouldn't be harmed by an entity like BKM because of the zoning requirements of our neighborhood.

I have no faith in anything that BKM does or says, as I have found them to be unreliable, unfaithful, condescending, and dishonest.

I feel that anything that they would be allowed to build would be poorly built and poorly managed.

I remember at the meeting at the Double Tree Hotel, they told the 145 in attendance that the development that they were proposing was going to be what we all wanted, we just didn't know it.

I know what I want and I don't want anything to do with B,K, & M.

Sincerely,

Gregory Lawson
1024 E. Stanford St.
Springfield, MO 65807
417-849-5086

From: [Matthew Calihman](#)
To: Zoning@springfieldmo.gov; [Council](#)
Subject: resident opposed to rezoning the corner Sunshine and National
Date: Thursday, July 11, 2024 3:23:20 PM

Dear City Council and Planning and Zoning Commission:

I am a resident of University Heights, and I am writing to urge you to reject the proposal to rezone the corner of Sunshine and National.

That corner is part of a stable, safe, clean middle-class neighborhood of single-family historic residences. Almost without exception, these homes are very well maintained and add a lot of value to the city. And the residents of University Heights love it as it is. The neighborhood would be the envy of many other municipalities, and the Springfield city government ought to do everything in its power to preserve University Heights as it is. The city does not have many such neighborhoods.

A redevelopment project of the sort being proposed would do great harm to the University Heights.

Thank you for your consideration.

Sincerely,
Matthew Calihman
1533 S. Clay Ave., Springfield, MO 65807

From: boyer50@mediacombb.net
To: Zoning@springfieldmo.gov
Subject: Rezoning of 2.60 acres located at the northwest corner of Sunshine and National: Comment Card
Date: Friday, July 12, 2024 11:27:30 AM

Date: July 12, 2024

Telephone: (417) 887-4811

Your Name: Mark G. Boyer

Your Address: 1140 E. Stanford St., Springfield, MO 65807

Project Address: 1755 S. National Ave., Northwest Corner of Sunshine and National

Comments:

I wish to comment on the Christopher Wynn, PE--CJW Transportation Consultants, LLC proposal to change the zoning of 2.60 acres on the northwest corner of Sunshine and National in the University Heights Neighborhood.

Whatever is located there will add to the number of additional cars passing through the University Heights Neighborhood; already, there are many cars cutting through the neighborhood to avoid the light at Sunshine and National. And those who do that speed through the neighborhood streets with no police around to give tickets! Any business on the corner of Sunshine and National would only increase the traffic on and through neighborhood streets.

A neighborhood is where people live, not where businesses are located. Businesses are located in business districts. Neighborhoods should be kept neighborhoods. Business space is available on the northeast corner of National and Sunshine, and that business strip has been open for several years already. It is very difficult to get to those businesses and very difficult to get out of those businesses, and the same bottle neck will be created if businesses are allowed to occupy the northwest corner of Sunshine and National.

University Heights Neighborhood contains some of the oldest houses in Springfield. I live in one built in 1918 before the neighborhood was founded in 1925. While in principle I am not opposed to the development of businesses, I am opposed to the destruction of old neighborhoods. Once it begins, there is no end to how much will be lost block by block. Part of a city's grandeur is appreciating and preserving its heritage in old buildings. There is an integrity to an old building that needs to be preserved. In University Heights there are no cookie cutter houses; every home is different and needs to be preserved.

Property values throughout the neighborhood will drop if businesses begin to be added; no one wants to live next to or near a business; no one will want to buy a house next to or near a business; there is enough noise on National and Sunshine without adding more traffic. People who live in University Heights Neighborhood do not want a business in their neighborhood. They have expressed this several times in the past and several times more recently. How loud do they need to shout before they are heard by the people they elected to hear and serve them? Is the Planning and Zoning Commission going to listen to them? They have lived in the neighborhood long before someone wanted to build a business there. Would YOU want a business removing houses and increasing traffic and noise going into your neighborhood?

Please do not rezone the northwest corner of Sunshine and National for business purposes. Please do not grant any more requests to have homes demolished in the University Heights Neighborhood. Please keep the neighborhood intact.

From: [Jeff VanDenBerg](#)
To: Zoning@springfieldmo.gov
Subject: Opposition to BK&D rezoning request for University Heights
Date: Monday, July 15, 2024 7:18:03 PM

This is the first time you received an email from this sender (vandenberg.jeffreya@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Secured by Check Point

Dear Planning and Zoning Committee,

I am writing to urge that P&Z deny the request to rezone residential properties in University Heights to commercial. I am a resident of University Heights, and my opposition to rezoning these properties is both out of concern for its impact on my neighborhood and for city-wide quality of place reasons.

Rezoning these homes does not follow the city's existing comprehensive plan or Forward SGF. In these plans, University Heights is designated as Single Family Residential and classified as a "Residential Neighborhood-Traditional." There are no changing conditions that make rezoning necessary. University Heights is a flourishing historic residential neighborhood, one of the few left in Springfield, and property values are among the highest in the city. It is essential that we protect this neighborhood from commercial encroachment.

The likely negative impacts of commercial development include increased traffic and safety hazards, especially on University Street, increased crime with commercial development, and declining property values for residences in the neighborhood.

Furthermore, City Council has recently authorized a comprehensive corridor study for Sunshine Street that would include this stretch near the intersection of National. It would be quite premature (and irreversible) to approve a rezoning request ahead of this study.

Thank you for your service to our community,

Jeff VanDenBerg
801 E. Kingsbury St.
Springfield 65807

From: [Lisa Dixon](#)
To: Zoning@springfieldmo.gov
Subject: 1755 S National Ave. Springfield, MO 65807
Date: Monday, July 22, 2024 7:27:50 PM

We are writing to comment on the proposed rezoning of the 2.60 acres at the corner of National and Sunshine Streets. We oppose the rezoning from (R-SF) to (GR). We do not think this will improve anything for our neighborhood and will be extremely detrimental. Traffic is already a problem and any increase in traffic around and directly in our neighborhood will result in loss of walk ability, biking, and beauty. The increased traffic will increase noise, lower property values, and destroy the historic homes that have been in this city for 100 years. We live on University Street behind the proposed development, so this directly affects us. When we talk to friends and acquaintances, they all want to know what is going on and they ALL agree with us that the development is wrong for the neighborhood and the city. They ALL are sad that the white house on the corner has already been torn down and that our neighborhood will be so negatively impacted by any future commercial development.

S Hampton, S Kings, S Dollison, and S Holland have NO homes facing them on either side and only S Holland has a sidewalk on one side. They are alleys in our neighborhood, not true streets. They cannot accommodate 2 large vehicles going opposite directions. They cannot be widened because they lead directly into homes' yards and driveways. Any increased traffic through the neighborhood would overwhelm these alleys and lead to frustration for drivers and neighbors and would ultimately lead to accidents. People from all over the city regularly walk through our neighborhood and use these alleys to walk on. Increased traffic from the development would make this impossible and impact the entire city.

Please consider the current homeowners of University Heights, who keep their homes and properties beautiful. It is not worth destroying our neighborhood so that one developer can build something the entire city doesn't want or need.

Rodney and Lisa Dixon
1118 E University Street
Springfield, MO 65807
417 827 8208

DEVELOPMENT REVIEW NOTICE/COMMENT CARD

Enclosed you have received a notice of a "Neighborhood Meeting" submitted by the applicant to discuss a change in land use or zoning in your neighborhood. For all development applications involving an advertised public hearing, City Council requires developers to hold a neighborhood meeting and invite the property owners within 500 feet of the property and to the officers of neighborhood association on file with the Department.

A "Neighborhood Meeting" is held early enough to provide adequate time for the developer to negotiate with the neighborhood in order to resolve any issues and provide any proposed changes to City staff to evaluate and include in City staff reports.

If the developer submits an application for a change in land use or zoning, the property will be posted and there will be public notifications in the newspaper and notification by mail to the property owners within 185 feet of the project.

The Land Use or Zoning Change Process:

1. Application
2. Neighborhood Meeting (500 feet notification from subject property)
3. Planning and Zoning Commission Public Hearing (185 feet notification from subject property)
4. 1st City Council Public Hearing (185 feet notification from subject property)
5. 2nd City Council Meeting to decide either to approve or to deny the change in land use or zoning

City staff is available to meet with you or your neighborhood association representative(s) to discuss the proposed change in land use or zoning and answer questions at 417-864-1611.

Staff submits a report with a recommendation one week prior to the date of the public hearing at the Planning and Zoning Commission. You can provide comments on the attached "Comment Card" by mail or by email at zoning@springfieldmo.gov. Please include your name, address and telephone number as well as the address of the project in your correspondence.

Bob Hosmer, AICP Planning Manager
City of Springfield Development Review Office
840 Boonville Avenue
Springfield, Missouri 65801

Comment Card: Mail comments to the address above or email comments to zoning@springfieldmo.gov

DATE:	10 JULY - 24	Telephone No.	417-839-1584
YOUR NAME:	ALAN DE BRUL		
YOUR ADDRESS:	1126 E. SUNSHINE ST. SPRINGFIELD, MO 65807		
PROJECT ADDRESS:	1755 S. NATIONAL SPRINGFIELD, MO 65807		
COMMENTS:	THIS PROJECT WILL INCREASE TRAFFIC - A PREVIOUS PROJECT TO CONVERT A LARGE HOUSE TO A 4-PLX, AT THIS SAME LOCATION WAS TURNED DOWN FOR TRAFFIC ISSUES. IT WILL EXAGGERATE THE FLOODING IN THIS AREA - THE CITY'S EXISTING PLANS CALL FOR THIS AREA TO BE RESIDENTIAL. THIS WILL ATTRACT A CRIMINAL ELEMENT AND DECREASE PROPERTY VALUES. IT WILL CAUSE EVENTUAL ELIMINATION OF THE RESIDENTIAL NEIGHBORHOOD -		

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

DEVELOPMENT REVIEW NOTICE/COMMENT CARD

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Bob Hosmer, AICP Planning Manager
City of Springfield Development Review Office
840 Boonville Avenue
Springfield, Missouri 65801

Comment Card: Mail comments to the address above or email comments to zoning@springfieldmo.gov

DATE:	10 JULY - 24	Telephone No.	417. 839-1584
YOUR NAME:	ALAN DU BRUL		
YOUR ADDRESS:	1126 E. SUNSHINE ST. SPRINGFIELD, MO 65807		
PROJECT ADDRESS:	1755 S. NATIONAL SPRINGFIELD, MO 65807		
COMMENTS:	THIS PROJECT WILL INCREASE TRAFFIC - A PREVIOUS PROJECT TO CONVERT A LARGE HOUSE TO A 4-PLEX, AT THIS SAME LOCATION WAS TURNED DOWN FOR TRAFFIC ISSUES. IT WILL EXAGGERATE THE FLOODING IN THIS AREA - THE CITY'S EXISTING PLANS CALL FOR THIS AREA TO BE RESIDENTIAL. THIS WILL ATTRACT A CRIMINAL ELEMENT AND DECREASE PROPERTY VALUES - IT WILL CAUSE EVENTUAL ELIMINATION OF THE RESIDENTIAL NEIGHBORHOOD -		

7/20/24

To

PLANNING & ZONING COMMISSION,

SPFLD, MO

DEAR SIRs:

My wife and I have lived at 1455 So CLAY AVE, JUST NORTH OF THE UNIVERSITY HEIGHTS AREA FOR THE PAST 42 YEARS.

IT IS OUR REQUEST THAT YOU LEAVE THE UNIVERSITY HEIGHTS ZONING AS IT NOW IS. "RESIDENTIAL NEIGHBORHOOD (R-SF)".

NO CHANGES HAVE OCCURED THAT WOULD REQUIRE REZONING, PROPERTY VALUES ARE HIGH AND WILL STAY THAT WAY WITH THE ZONING REMAINING AS IT NOW IS.

INCREASED TRAFFIC, LOWER PROPERTY VALUES, CHANCES OF FLOODING, AND A HIGHER CRIME RATE~~S~~ COULD OCCUR AS A RESULT OF THE PROPOSED ZONING CHANGES. PLEASE LEAVE THE ZONING "AS IS".

THANK YOU FOR YOUR CONSIDERATION

Sincerely

James D. Rehen
Wilma Rehen

Planning and Zoning Commission
840 N Boonville, 1st Floor
Springfield, MO 65802

We are writing in opposition to the rezoning of the properties at the northwest corner of National and Sunshine. Re-zoning this area does not follow Springfield's existing Comprehensive Plan or the now ratified Forward SGF. These plans designate all of University Heights as Single Family Residential. There are no changing conditions that make re-zoning necessary. The goal of Forward SGF is improving "quality of place". Currently the University Heights neighborhood has that "quality". We have a variety of well-maintained homes in a livable, walkable, center city neighborhood. The rezoning and commercial development of the National/Sunshine corner will change that for the worse. University Heights is enjoying the highest property values in its history and the vast majority of residents do not support commercial development. University Heights has always been residential and has never had commercial development within its borders.

The proposed entrance from University Street to the commercial development will greatly increase the traffic on University, which is a quiet, interior residential street. We oppose any commercial development in the University Heights neighborhood, but adding an entrance to a quiet neighborhood street is the most egregious concern. The developer (BK&M) has held several meetings and claims that the "City" will not allow him to put a property entrance on National and will only allow one entrance on Sunshine. The developer says that he is required to put an entrance on University Street. We do not believe that he is being truthful. There are similar commercial developments at similar intersections in the city that have multiple entrances in both directions. We oppose any commercial development in University Heights, but if there must be a commercial development on the property, please require that entrances be from National and Sunshine and do not allow an entrance on University Street.

In the following four pages we have compared the intersection at National and Sunshine to the three closest busy intersections in the city, including Sunshine and Campbell, Sunshine and Glenstone, and National and Battlefield. These are all busy intersections that carry approximately the same amount of traffic as the intersection in question (National and Sunshine). We have shown that for a development the size of the proposed (BK&M) development there is space for one entrance off National into the property and multiple entrances off Sunshine. There is no need to have an entrance from University Street into the proposed development, and there will be much less impact to the neighborhood if the entrances are from National and/or Sunshine. Please see pages 2-5 for the analysis.

In summary, we oppose the commercial development at National and Sunshine. The City's existing Comprehensive Plan and the now ratified Forward SGF show University Heights to be a residential neighborhood. The City should follow through with the planning and not allow commercial development in University Heights.

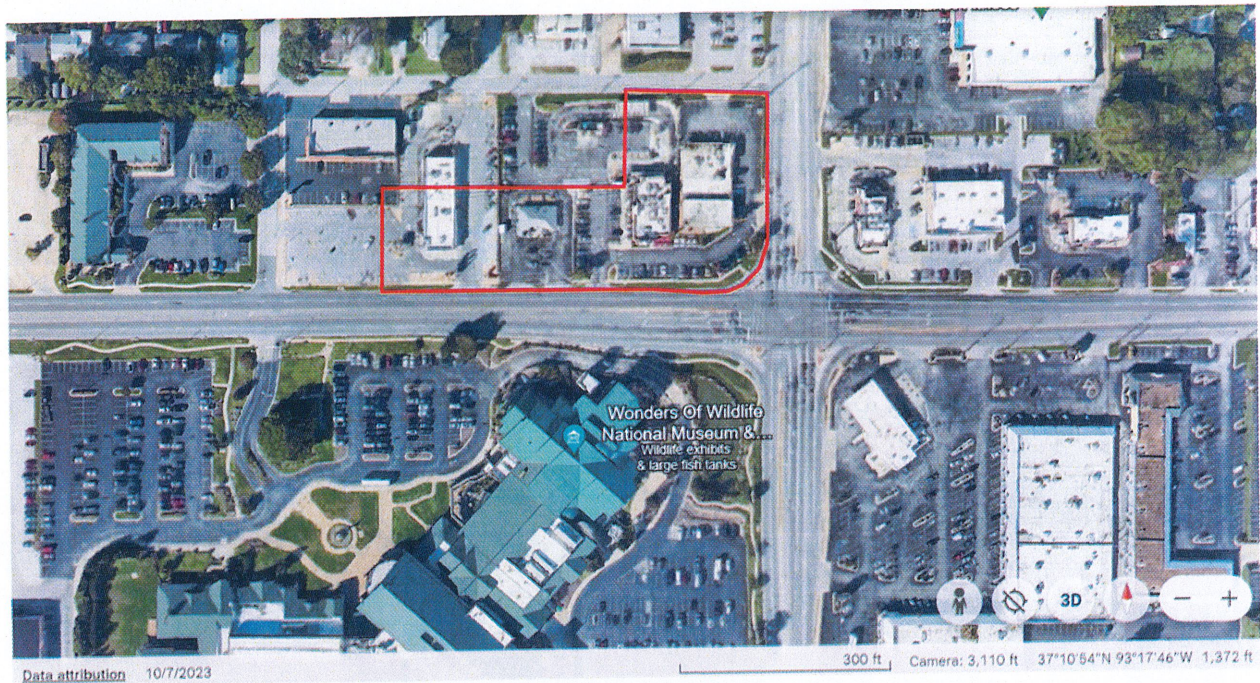
Sincerely,

Doug & Karla Carroll
815 E Portland



National and Sunshine

The figure above shows the intersection of National and Sunshine. The proposed development is outlined in red. The figure is from Google Earth and there is a scale at the bottom. The same scale was used for all figures in this document. Please notice that there is a commercial development on the southwest corner of the street that has an entrance from National located about 250 ft from the intersection. It would be possible to put an entrance into the proposed development from National that is about the same distance from the intersection. The business on the southwest corner also has an entrance from Sunshine Street about 300 ft from the intersection. There is plenty of space to put two entrances into the proposed development from Sunshine Street.



Campbell and Sunshine

The figure above shows the intersection of Campbell and Sunshine streets. The red outline is the size and shape of the BK&M proposed development at National and Sunshine. Please notice that there are 4 business entrances from Sunshine Street, and one business entrance from Campbell that would fit into the proposed development. This intersection is similar to National and Sunshine, so if there is space to have 5 business entrances at this intersection, then there should be plenty of space to have 5 business entrances to the proposed BK&M development for National and Sunshine.

Also please look at the northeast corner of the intersection. There are 4 business entrances from Sunshine and one from Campbell on this corner in a space the same size as the proposed BK&M development. If you examine the southeast corner, there are 3 business entrances from Sunshine and one from Campbell in a space the size of the BK&M development. The intersection of Campbell and Sunshine is comparable in size and traffic to National and Sunshine. If we can put all of these business entrances at this intersection, then we should be able to provide the necessary business entrances to the proposed BK&M development from National and Sunshine. It is not necessary to put an entrance from University Street.



Glenstone and Sunshine

The figure above shows the intersection of Glenstone and Sunshine. The red outline is the size and shape of the proposed development at National and Sunshine. Please notice that there are 4 business entrances from Sunshine Street that would fit into the proposed development. There is an entrance from Glenstone into the business that would partially fit into the proposed development. This intersection is similar to National and Sunshine, so if there is space to have 4 business entrances from Sunshine Street at this intersection, then there should be plenty of space to have 4 business entrances to the proposed BK&M development from Sunshine street. The entrance from Glenstone into the business is on the edge of the footprint for the proposed BK&M development, but it is close.

The intersection of Glenstone and Sunshine is comparable in size and traffic to National and Sunshine. If we can put all these business entrances at this intersection, then we should be able to provide the necessary business entrances to the proposed BK&M development from National and Sunshine streets. It is not necessary to put an entrance from University Street.



National and Battlefield

The figure above shows the intersection of National and Battlefield. The red outline is the size and shape of the proposed development at National and Sunshine. Please notice that there are 3 business entrances from Battlefield, and 3 business entrances from National that would fit into the proposed development. This intersection is similar to National and Sunshine, so if there is space to have 6 business entrances at this intersection, then there should be plenty of space to have 6 business entrances to the proposed BK&M development for National and Sunshine.

Please notice that on the northeast corner there is one business entrance from National and 3 business entrances from Battlefield that would fit into the footprint of the proposed development. On the southeast corner there are 4 business entrances from Battlefield that would fit into the proposed development footprint. On the southwest corner there is one business entrance from National that would fit into the proposed development footprint. If we can put all these business entrances at this intersection, then we should be able to provide the necessary business entrances to the proposed BK&M development from National and Sunshine streets. It is not necessary to put an entrance from University Street.

From: [Kevin Ray Evans](#)
To: Zoning@springfieldmo.gov
Subject: Forward SGF guidelines and proposed rezoning of Sunshine and National
Date: Wednesday, July 31, 2024 8:30:54 AM
Importance: High

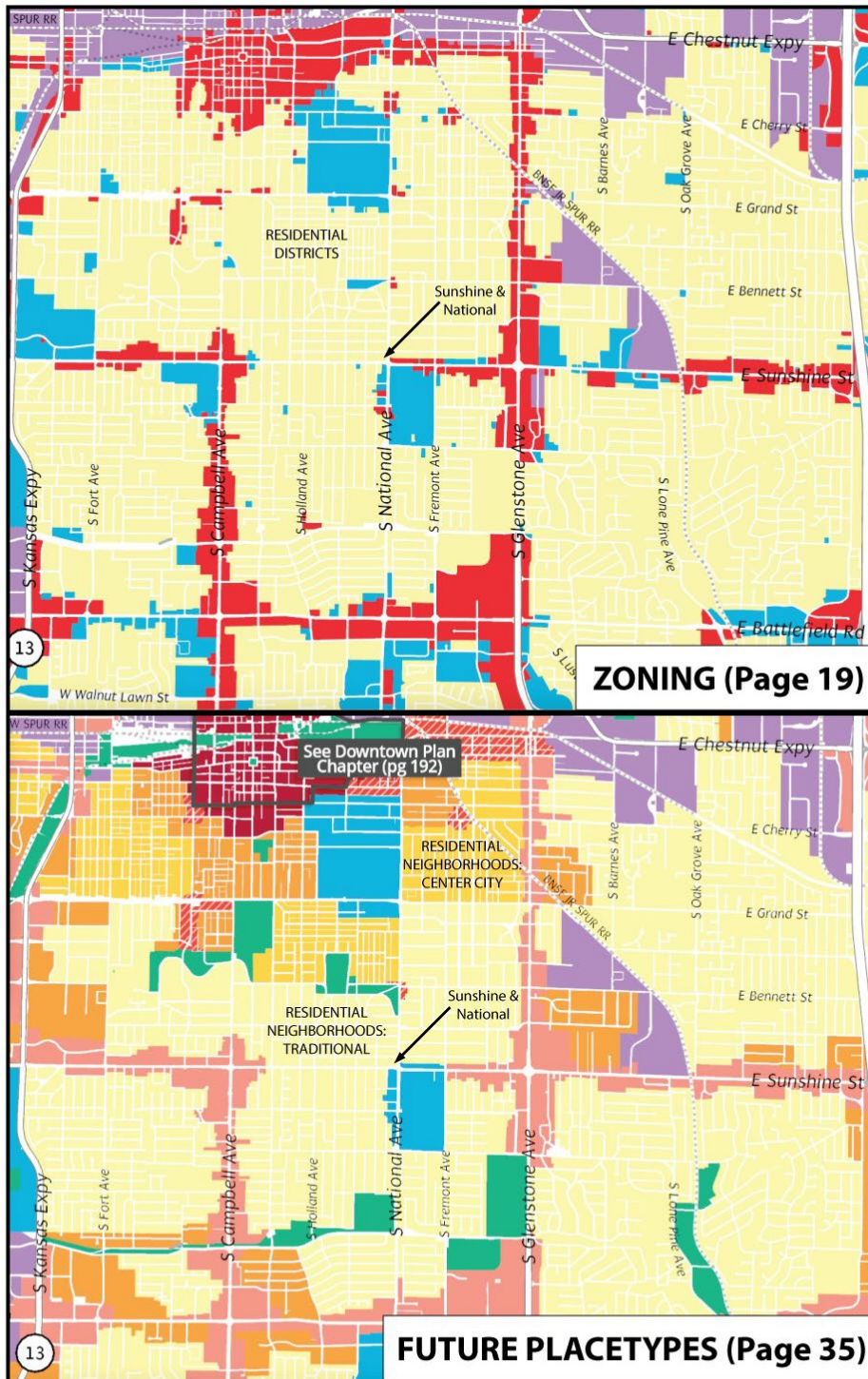
This is the first time you received an email from this sender (kevinrayevans@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Secured by Check Point

Dear Chair and Members of the Planning and Zoning Commission,

BK&M, developers, recently resubmitted an application to rezone the area at Sunshine Street and National Avenue as a conditional overlay district, changing zoning from single-family residential to general retail. Like all new proposals, BK&M are bound by the *current* Comprehensive Plan (Forward SGF), which was adopted 14 November 2022. On pages 19 and 35 of the Forward SGF document (see figure below), current and future placetypes for University Heights neighborhood are shown on maps. The former(current) regards the area at Sunshine and National as "Residential District" and future placetype map refers to it as "Residential Neighborhood: Traditional". These are the sentiments of nearly all of the residents of University Heights and the way we would like to see it remain, residential rather than general retail. Did the City waste taxpayer money on consultants and countless hours of citizens' and staff's time on a meaningless document, performing an exercise in futility? I don't think it should be so. The City needs to follow through with the plan as it was adopted. I view the document as a contract in which the Planning and Zone Commission and City Council *must* abide. This area is *only* suitable for residential re-development rather than General Retail zoning. Thank you for your consideration.

Best regards,
Kevin Ray Evans
953 E. Linwood Dr. (Zone 4)



From SPRINGFIELD, MISSOURI | FORWARD SGF
COMPREHENSIVE PLAN (adopted 14 November 2022)

From: [Chris Wynn](#)
To: doug@st.edu; karlagcarroll@gmail.com
Cc: [Ralph Duda](#)
Subject: National and Sunshine Rezoning - Comment Card / Response
Date: Wednesday, July 31, 2024 5:01:59 PM

Good Afternoon Doug and Karla,

I received comment letters this afternoon that were submitted to the City of Springfield regarding the rezoning case at National and Sunshine. I wanted to follow up on some of the concerns that were presented.

At the neighborhood meeting and in your letter, you brought up the CoxHealth development located on the southwest corner of National and Sunshine and how they have a new access to S National Ave. I tried to explain this at the meeting but in the heat of the moment may not have gotten the information across properly or clearly. If we were to put an access onto S National approximately 200 feet north of the intersection right-of-way for National and Sunshine, it would put the proposed access less than 100 feet from the intersection of National and University St. Access spacing code does not allow for a new access that close to an existing intersection (I have attached a clip from the zoning code referencing access to primary arterials, this is just a portion of the requirements we have to follow). Additionally, the City plans to install a new southbound right turn lane on S National Ave with the right-of-way that is being dedicated as part of this redevelopment. A new access in the middle of a turn lane is not encouraged.

Looking at the CoxHealth development I would agree it is very similar to our development. They were allowed one limited access on S National Ave and no access to W Sunshine St, in part due to the spacing between the intersections of Sunshine and National and Sunshine and Florence as well as the existing eastbound right turn lane. The access to Sunshine you mention in your letter is actually S Florence Ave (a public street). CoxHealth ultimately took a second access to Florence since access to Sunshine was not allowable. CoxHealth has the same access as we are proposing just reversed between National and Sunshine.

At the end of the day if the City would support access on S National Ave we would do it without question. Developers always want access to a major thoroughfare when possible.

Looking at the other examples you provided of similar intersections, the overwhelming majority of these access are existing non-conforming accesses. If these properties were to be re-developed, submit a lot combination, replat, or any other formal development request to the City they would be required to update the access spacing to current standards. Many of the commercial access points along major streets in Springfield were constructed in the 1960s or earlier. The City and MoDOT have since updated their access standards to improve access management.

I would like to let you know that we met with the City of Springfield Traffic, Planning, and Fire Departments yesterday and they are agreeable to allowing us to place a landscape

island in the westbound lane of W University Street just west of our proposed development to prevent traffic from the development entering the neighborhood while still allowing traffic to exit on to National. Additionally, we are proposing the installation of speed cushions at approved locations along University, Hampton, and Stanford. I also feel that the installation of the southbound right turn lane on National will greatly reduce the amount of existing cut through traffic that the University Heights Subdivision currently receives due to the back up at the intersection.

If you have further questions regarding the access spacing and requirements, please contact the City of Springfield Traffic Engineers Brett Foster or Chad Zickafoose at 417-864-1980

Sincerely,
Chris

Christopher J. Wynn, P.E., LSI

President

CJW Transportation Consultants, LLC

cwynn@gocjw.com | www.GoCJW.com

5051 S. National, Suite 7A | Springfield, MO 65810

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Neal, Daniel

Subject: University Heights - Communication

From: Aimee Jackson <aimeemj76@gmail.com>

Sent: Thursday, August 1, 2024 8:55 AM

To: Gage, Jason <jgage@springfieldmo.gov>

Subject: University Heights.

Dear Jason, I'm asking you nicely to consider what I have to say. We don't need any more businesses put up in the area because eventually it will lead to entirely too much traffic. We don't need this. Please sir consider what I'm saying. I would invite anyone that is concerned with this to my home so they understand what having entirely too much traffic does to an area. You are more than welcome in my home so that you can understand what this means. Please don't just let people come into town and do whatever they want. Please consider this.

From: [Walstrand, Gwen](#)
To: [Council](#); Zoning@springfieldmo.gov
Subject: Z-22-2024 COD 258
Date: Tuesday, August 13, 2024 12:07:43 PM
Attachments: [future-strip.pdf](#)

Dear Zoning Commission and City Council,

I am writing in opposition of the rezoning **proposal Z-27-2022 COD #220** for 1739, 1745, 1755 S National, 1141, 1131, 1119, 1111 E Sunshine, and 1138 University St. Removing eight (or any) historic homes in good or easily maintainable condition should not be considered. Destruction of livable, beautiful, historic neighborhoods and inviting further blight and retail sprawl into areas that are well established residential areas with deed restrictions preventing such actions should not be allowed by the city and would have a long-term negative effect on the entire city and surrounding area.

Preservation, planning: Preservation and enhancement of residential architecture, livable green spaces, safe streets and neighborhoods, and integrity of history should be foremost considered. Already our city is known for strip malls, sprawl, poorly constructed chain stores and restaurants. If we allow those areas to further sprawl into irreplaceable historic areas, we trade away the character and desirability of our city and its residential areas for quick dollars and future blight issues. Arguably, nearly every strip center/retail/restaurant structure erected in this town in the last twenty or thirty years has been constructed for short-term use, eventual blight, demolition, then similar new construction/rebuild. The retail shops along National Ave across from the Missouri State University have lived this cycle, as have the East Sunshine areas east and west of Fremont Ave, nearly all of Glenstone Avenue, Campbell Ave near Sunshine Street, and pockets of Chestnut Expressway. These commercial strip centers have compromised each of our historic urban neighborhoods in some way by the noise and other unattractive qualities of cheap construction and devaluation of property. This is true of the Delaware neighborhood, Rountree neighborhood, Phelps Grove neighborhood, and Midtown neighborhood, and of University Heights. If left as single family residential homes, the structures will be beautiful, historic, well-built and designed homes that will last for centuries more. The life span of any retail, strip center, or 'mixed-used' new construction is on average about 15 years before it must be rehabbed or demolished.

Empty nearby retail spaces and deed restrictions: Destruction of historic residential homes in neighborhoods with deed restrictions and residential-only zoning is not necessary to build business! There are, throughout the streets named above, empty retail centers that the population of Springfield would LOVE to see renovated into more attractive, solidly constructed shops and restaurants. Very near the site where Mr Duda and Mr Tolliver hope to destroy homes to build general retail strip centers there are empty and near empty commercially zoned structures and parking lots. They would have the same access to the same customers if they were to build there instead.

It does not make sense for Springfield to allow re-zoning and destruction of historic residential areas when there is empty commercial and retail space throughout the city and near the proposed location. It's a direct hit on the character and integrity of our city. The minimally increased property tax revenue it may generate in the short term to have retail business there will be negated long-term and reversed when those new structures become the ubiquitous half-empty, poorly maintained, hideous strip centers Springfield is known for, and the historic homes that would have been welcome sights for all and quality homes for future centuries would be forever lost. The area will become blighted and property values and taxes will go down throughout the area. Please see the link below and the attached document regarding studies highlighting the very short life of retail centers such as what Mr. Duda proposes and the blight, under-utilized, and short-sightedness of such endeavors.

<http://www.urbanindy.com/2015/11/01/the-case-in-greenwood-why-america-deserves-its-retail-blight/>

Quality of life + noise/environmental impact: The University Heights neighborhood has spoken clearly and repeatedly that the re-zoning is not welcome. We have been joined by the neighborhood associations all around the city center. At each P&Z and City Council meeting, so many speakers strongly, lucidly oppose the destructive nature of Mr Duda's proposals. Only those who may financially benefit will speak on behalf of those proposals. It's very clear that through the two years of everchanging and ill-conceived rezoning requests concerning the corner of National Ave and Sunshine St., that the residents of this city do not want the neighborhood destroyed and rezoning approved. To truly hear and represent the residents of the city, particularly those who live in the beautiful urban neighborhoods most affected, you must deny these destructive requests. This is why we have zoning laws; to protect the character of the city and the residents of the city.

The footprint of our neighborhood is small and bound by busy streets. But within the bounds of Sunshine, National, Grand, and Jefferson, there are mature trees, streets with sidewalks, family homes, runners, walkers, children playing, neighbors talking, Fourth of July parades, a couple of quiet, small neighborhood restaurants neatly tucked into the architecture of the surrounding houses, a few churches, a park, an Art Museum, and two elementary schools. The traffic noise from the surrounding busy corridors is always heard. The trees do a bit to buffer the sound, but we continually hear motorcycles, sirens, loud vehicles, and we are right under the flight path of helicopters landing on the nearest corner of Mercy hospital. We hear construction projects at Mercy, football games at MSU, fireworks from Hammons' Field, and other sounds of being tucked into the middle of a busy city. Most of Springfield is not inviting to pedestrians or cyclists. We chose to live in University Heights partially because we are able to walk or cycle to work, reduce our carbon footprint, and live and enjoy a neighborhood that welcomes outdoor

activity. But the ever-increasing noise levels and traffic from the surrounding busy corridors have reduced the wildlife, birdlife, and safety is less assured when out walking the neighborhood. The limited green space we have due to road-widening and surrounding parking lots also causes flooding due to the lack of drainage areas. Removing more green spaces in favor of parking lots will cost the entire neighborhood and the city. There are simply no more ways for University Heights to compromise for business and still have a livable neighborhood. The activity, parking issues, and traffic already created by our elementary schools, churches, and Art museum results in commercial dumpsters being emptied multiple times per week between 4am and 6am and voices of crowds coming and going to school, church, and museum activities late into the evenings. This has a real impact on the surrounding neighbors, but does not compare to the extremely negative and potentially dangerous impact that retail and restaurant crowds, delivery trucks, trash collectors, increased parking, increased traffic, and increased traffic crashes at the busy intersections would cause. Inviting that into the interior of the neighborhood, via University Street and all the other streets affected by it would reduce the quality of life in all of Springfield and in University Heights. If you measure Hampton Ave at its narrowest point between Kingsbury and Portland, it is 15 feet wide, barely one lane wide and it has no sidewalks. Between University Street and Stanford, Hampton Ave is only narrows from 18 feet wide to 16 feet wide. It is an alley that cannot handle the flow of increased traffic.

Traffic: Portland St. is a thoroughfare for motorists wishing to avoid the intersection at Sunshine and National. Without stop signs or traffic calming features, motorists drive easily at speeds of 40 or 50 miles per hour with no need to stop between National and Kimbrough. If University St. is made an ingress of the proposed retail center, the entire neighborhood will have increased traffic. Entry from National or Sunshine would cause the blocks long traffic jams at rush hour to worsen. There are frequent auto crashes on National, at the intersections of all the east-west streets around the neighborhood. This will not be reduced by adding commercial structures *within* our neighborhood. A newer traffic count than what is available online (2004, 2011, etc) will show that the neighborhood and the intersection at National and Sunshine is overwhelmed with traffic. It's an area to be avoided, not an attractive retail spot. University and Hampton, and most of the nearby streets are not wide enough to handle a lot of two-way traffic plus parking. None of the neighborhood streets have that ability, and it would become quite dangerous for children and pedestrians.

Conclusion: I sincerely hope that the good of the city, the good of the neighborhood and its residents, and the quality of life in Springfield will be foremost in the decision making regarding this re-zoning proposal. The desire to live in Springfield at all is much reduced when we allow our neighborhoods and our history to be destroyed so easily. Even more than has already been the case, the destruction of beautiful neighborhoods will result in

the residents moving out of the city to join the sprawl on the edges. Forward-thinking city planning should not allow this. Destruction of history and character in favor of re-zoning for commercial would be horribly short-sighted and the kind of loss **forever** felt by this city. Please think of the future by regarding highly the **best** of our past.

Thank you for your consideration. The desirability and livability of the city is in your hands.

Gwen Walstrand
1116 East Portland
Springfield, MO 65807
417-234-0745

THE FUTURE OF STRIP MALLS

Merle Patchett and Rob Shields

In many neighbourhoods across North America, small, 5-8 store strip malls, once anchors of local retail activity, are increasingly being framed as today's suburban blight. Intended as community hubs of consumption and services, many of these places are being abandoned or becoming underutilized and dilapidated as the services move out of local neighbourhoods in favour of larger-scale malls and shopping districts serving greater catchment areas. At the CRSC, we believe it is time to rethink our relationship with the strip mall. This design competition and touring exhibit proceed from the thesis that the social vitality and community sustainability of mature suburban neighbourhoods can be improved by reviving and re-purposing under-utilized strip malls. It is our contention that small-scale strip malls can play a vital public role in the urbanization of the postwar suburbs. Strip malls can become as important to these communities as the old warehouse and market districts have been to the inner city.

The shopping mall reached its peak - in terms of its ubiquitous presence in the North American urban landscape and popular psyche, as well as the amount of scholarly attention paid to it - towards the end of the twentieth century.ⁱ Now into the second decade of the twenty first century, local malls, especially small-scale strip malls, are rarely of interest or attachment, undercut in cost by auto-orientated "big box" "power centres" and regional and super regional malls.ⁱⁱ Contemporary academic work continues to focus on spectacular, larger-scale, enclosed "mega-" and regional malls,ⁱⁱⁱ or on the "mall-ing" of formerly non-consumer spaces, such as airports, universities, office buildings, hospitals and other civic spaces.^{iv} There is very little academic literature about small-scale local malls or neighbourhood strip malls beyond urban designers' disparagement of the form.^v Similarly, policy focus has been on revitalizing heritage^{vi} and downtown shopping cores,^{vii}

or on creating "town square" versions of power centres (including "lifestyle centres") generally in newly erected suburbs^{viii} along with other novel retail spatial configurations.^{ix} By contrast, the local strip mall, with a convenience-oriented mission but often not a particularly locally-responsive retail provision, has been in decline: "many of them dying, bleak and waiting for reinvention."^x

We initiated our design competition - *Strip Appeal* - to "reinvent the strip mall," recognizing its potential to produce innovative solutions and design visions for the rejuvenation of strip mall retail. The specific focus of the competition was smaller scale, neighbourhood shopping plazas consisting of a few retail units, usually fronted by parking, and up to the scale of malls which combine indoor and outdoor sections but remain local in focus and generally do not exceed a single floor. In some cases, these malls have been redeveloped as sub-regional consumption and service destinations by enclosing their storefronts with galleria or glass arcades. However, those malls that have not succeeded in making the transition often stand partially or almost completely empty (see deadmalls.com for countless examples). This problem has been exacerbated by the fact we have overbuilt strip centres and malls in North America. This problem has been exacerbated by the fact we have overbuilt strip centres and malls in North America. The Urban Land Institute details that from 1960-2000, there was almost a tenfold increase of retail space in the United States, from 4 to 38 sq. ft/ person - a rate 5-6 times faster than the increase in sales. This glut has led to 9-10% of retail facilities being derelict, with the most overbuilt category of retail space being the large single-storey discount stores. Following the first quarter of 2011, mall vacancies rose to 9.1 percent. The second quarter was no kinder, with the vacancy rate inching up to 9.3 percent. Strip malls, with a vacancy rate of 10.8 percent, have an even tougher time keeping tenants.

The Urban Land Institute suggests one solution would be to demolish 300 million square feet of retail space. Our research suggests that larger strip malls are more likely to be uneconomic. In general, we observe that the single-storey sections of strip malls have a limited life-span due to ageing roof-top heating and ventilating systems. Two-storey sections are more likely to be repurposed for community uses while the rest of the mall is taken down and the area redeveloped for other purposes. At the CRSC, we recognized this as an opportunity for intervention: how can small-scale strip malls be reinvented and redeveloped to local advantage? As outlined in the previous essay, in order to address the problems associated with strip mall retail, the design competition presented itself as a new model for engaging practitioners and interested publics with the question of how strip malls could be re-imagined to reflect the needs of 21st century suburban communities.

We are unlikely to immediately replace 55+ years of North American car-based suburbs (roughly 1945-2009).^{xi} To become more environmentally sustainable, the provision of walkable retail services and accessible centres of social interaction and community facilities has a role to play. Retail is understood as a site that fulfils certain needs at a variety of scales - the need for creating a sense of a vibrant local place, for developing a sustainable hub for community, for the provision of goods and services as local shopping experience and for creating a community retail destination, a “place to go.”^{xii} It was our hypothesis that the reorientation of the suburban strip mall to community use might contribute to community cohesion by enabling “face-to-face” encounters through the creation of a local “marketplace” or neighbourhood public sphere whilst also adding to a community’s economic resilience through informal networks of social interaction.

These facilities are often hampered by being intentionally located at the entrances of arterial roads to suburban housing developments. This makes them ideal automobile commuter stops as they are on the way between work

and home. However, it puts them at the edges of neighbourhoods rather than at their cores, and makes them potentially dangerous destinations for pedestrians and children unless bicycle and walking paths lead to these sites. As a result, many of the entrants include a transportation component in revitalizing the strip mall. Regardless, we see the usages and tenancies of these retail spaces changing from convenience-oriented commercial to educational, fast-food, medical, service, religious, ethnic and other niche services. The strip mall is dead - long live the strip mall!

Factors frustrating redevelopment of strip malls thus far include the accessibility of larger retail facilities, the anti-competitive practices of large retail operators who have acquired ownership of many of these malls (through, for example, increases in rent and restrictive covenants^{xiii}) and the decision of property owners to land bank, that is, to hold sites – often unoccupied – as investments to be sold for the value of the land.^{xiv} The recent economic climate has also discouraged redevelopment as developers are risk-averse, evidenced by the decrease in the number of applications to rezone these facilities for mixed-use developments. In Canada, municipalities impose re-zoning challenges or vacillate on the requirements for applications that delay and thus increase the cost of repurposing under-performing retail space to other commercial and institutional uses, for example, as office space, often making these projects uneconomic. Despite these trends, some strip malls continue to thrive by successfully servicing the needs of the neighbourhood or by catering to the specialized needs of an identifiable community. There has been little systematic study done to investigate how or why these strip malls have succeeded in their contextual communities.^{xv} For the most part, small, vibrant retail clusters such as successful strip malls are regarded as accidents, and any quantitative traffic or marker analyses done surrounding them remain corporate secrets.

A recent study by Linovski,^{xvi} although not expressly attempting to identify the reason why some strip malls

succeed and others fail, argues against a blanket push to redevelop strip malls. Recognizing the diversity of strip mall forms - from those characterized by front-loading parking along arterial strips to traditional retail strips that face directly onto the public sidewalk - she argues that design and redevelopment policies should not treat all strip malls as the same. She examines diverse strip mall types in Toronto's postwar suburban fringe facing high redevelopment pressure and identifies certain benefits in leaving some of these strips with fewer controls and barriers to access. Linovski argues that strip malls in these areas provide affordable retail space for small businesses not available elsewhere, enabling diversity in tenants and use. She advances that many of these strip malls have significant social and economic benefits in their current form that are not addressed in most design and planning policies, which tend to judge strip malls based solely on their aesthetic and visual character. She thus urges that future strip mall design policies support functional concerns and not simply respond to visual considerations.

Similarly, Shields' research shows that well-managed malls understand the importance of considering the social needs of communities rather than assuming that a standardized reliance on market projections will guarantee success.^{xvii} This means responding to local ethnic interests, holidays and demands. It also means understanding how to manage tensions that arise from different demands of clients, retailers and neighbours. This is why we asked our competition entrants to choose a strip mall local to them. By asking entrants to consider the "situated-ness" of their strip mall sites, we wanted their redesigns to consider the relationship between architectural and non-architectural elements of the site, and to respond to the needs of the surrounding community and built environment. In doing so, the responses demonstrate a wide diversity of approaches to the redesign of small-scale strip malls, from full-site overhauls to lighter-touch, intervention-based approaches only altering one aspect of the site.

This catalogue offers you a glimpse of the future. That is, not projects that are under construction now, but those that

are in the planning phase for 10 to 15 years; hence it will be in 2025, and their successors in 2040 to 2050, when new forms will replace these facilities that were built with a short life span in mind. In total, we received 122 submissions from design students and professionals, creatives and the general public. While the majority of sites were located in North America, selected sites were as far away as the Netherlands, Brazil, Hong Kong, China and Australia. The submissions proposed alternatives from community greenhouses to rooftop recreation spaces and all-weather shelters for food trucks and their patrons. They replace and reinvent what we now know as strip malls. The 20 shortlisted submissions reflect the diversity of responses, approaches and ideas our brief solicited, ranging from architectural responses to structural engineering and facade responses, from urban planning and construction responses to urban transport responses and social and architectural interventions. As argued in the previous essay, the shortlist, as presented in this catalogue and touring exhibition, provides many innovative and implementable "theories of action"^{xviii} for the reorientation of strip malls to community futures. As such, we hope the catalogue will follow the example of Tahchieva's Urban Sprawl Repair Kit^{xix} and function as a "strip mall repair kit," where the submissions offer implementable techniques for the renovation of existing strip malls to create denser, healthier, more walkable and cohesive communities.

In both the catalogue and the exhibit panels, the submissions have been grouped into five main categories: "Winners," "Green," "Park," "Up and Out" and "Connect." "And Ideas" selections from other entries closes each section. The "Winners" section outlines the Jury Winner and Runner-Up as well as the Public Vote Winner. The Jury Winner - Free Zoning by Stephanie Davidson and Georg Rafailidis - radically re-imagines a derelict strip mall in Buffalo, New York as a building quarry. Proclaiming the site free of zoning restrictions, Davidson and Rafailidis deconstruct and inventory all the building materials on site and demonstrate how these can be used to construct community housing. Using the existing foundation as a seedbed for construction, they show how the plot might develop over time with a wide variety of functions and building typologies, all primarily constructed using the

salvaged materials of the derelict strip mall.

The Jury Runner-Up - Parked Mall by Carole Levesque, Todd Ashton and Aumer Assaf - retains the commercial activity that vibrant neighbourhoods need whilst reducing dependence on passenger vehicles. To do so, it proposes replacing four static strip mall structures in an area of North Edmonton with docking stations where mobile shops can park and offer a range of services. Where previously the strip malls offered a duplication of shops, the mobile shops and service trailers can be arranged in a weekly schedule to offer a wider selection of local services. When not in use, the dock and its infrastructure will be made available to the community for impromptu or organized gatherings.

The Public Vote Winner - Unbox-Embrace-Cohere by Jasper Hilkhuijsen and Geraldine Li - presents 3 steps for turning a semi-vacant strip mall in Enschede, the Netherlands into a community youth centre: 1. Unbox the strip through the removal of non-structural walls to provide new routes through the building. This transforms the building from a single volume into an assembly of volumes. 2. Embrace the surrounding community by facilitating a participatory process from the outset where community members can communicate their ideas and hopes for the site. 3. Cohere spatially and socially. By including the community in the design process from the outset, the task is not only one of modifying a building, it is a collaborative design process whereby the community's needs are expressed in the building's new form.

In the "Green" section, shortlisted submissions show us how we can "green" the strip mall, from community and urban gardening to the introduction of green technologies and materials. For example, Strip Weave by Teal Architects integrates landscape urbanism with high density approaches and environmental design to transform commercial strips into convivial communities powered by wind, sun and geothermal energy. Ferndale Gardens by Paul Samulak proposes to turn a semi-vacant strip mall in Woodward, Detroit into a suburban farm and

restaurant. With the renewal of this site proposed to coincide with the planned Woodward light rail project, Samulak demonstrates how locally grown produce can be distributed to a wider customer base along the planned route.

Underused and unfriendly to the pedestrian, the strip mall parking lot is ripe for transformation. In the "Park" section, submissions redefine the strip mall lot not only as a place to park your car, but as a place that can be pedestrian-friendly and accommodate a variety of other public uses. For example, Pop-Up Food Truck Station by Daniel Orlando Martinez offers a shelter and cafeteria for food trucks and their patrons in a barely used Temple City strip mall parking lot. To encourage patrons from the surrounding area, online networking is employed to notify patrons when different food trucks will be parking. In a variation on this theme, Park-Aid by Ziola Newstudio converts an existing strip mall into a high-density parking garage designed to house all of the surrounding neighbourhood's cars. The pooling of neighbourhood traffic frees up the remainder of the neighbourhood automobile infrastructure – roadways and garages – for future residential densification and green space.

The strip mall building typology is based on principles of maximum efficiency and replicability. By extending this typology, submissions in the "Up and Out" category generate new spatial arrangements, uses and social situations. For example, in Stripscape, designers Dora Baker, Pablo Batista and Natalie Badenduck offer six proposals for retrofitting strip malls around Winnipeg, Manitoba. Rather than tearing down these malls, they propose Stripscaping as a strategy for building upon and around them, specifically the roof structure. In one example, the strip mall roof is fashioned into a year round recre-ational area. By comparison, Cultural Appropriation by Fern Nafziger provides a structural formula by which a strip mall can restructure and grow without imposing on the current businesses which might already be in place.

While many strip malls are located directly adjacent to neighbourhoods, they often remain detached and unrespon-

sive to the community surrounding them. The submissions in “Connect” show how it is possible to reorientate and reconnect the strip mall with its surrounding community and built environment. For example, Span the Strip by Toby Keeton proposes bio-bridges to be used as connective pathways to promote greater walkability and reduce the ecological impact of vehicular corridors. In Combat Concrete by Natalie Ross, a “Food and Art” program is devised through consultations with the community whereby strip mall parking lots are transformed into areas for food production, recreational park space and art and community activities. Fix the Strip by Loretta Foley and Kristin Smith presents a “deciding guide” for any community to find solutions for improving their local strip mall, using its own context and circumstances to shape the process.

Taken together, these designs offer a glimpse of the future of suburban retail experience - where an entire industry is going. More importantly, they suggest a need to change our approach: we must transform strip malls into places that people want to go for services and community events. These designs help eliminate our dependence on the car and contribute to the urbanization and densification of suburbs. Furthermore, rather than depend solely on the investment of risk-averse developers, the shortlisted submissions provide intervention-based strategies that can be implemented by community associations, local entrepreneurs or committed individuals. Collectively then, the submissions provide many innovative and implementable “theories of action” for the renovation and reinvention of existing strip malls to create denser, healthier and more cohesive suburban communities.

ⁱ M.L. Clausen, “Northgate Regional Shopping Centre - Paradigm for the provinces,” *Journal of the Society of Architectural Historians* 43(2), 1984, p. 145.

ⁱⁱ See for example: T. Hernandez and J. Simmons, “Evolving retail landscapes: power retail in Canada,” *Canadian Geographer* 50(4), 2006, pp. 465-486; D. Hayden, *A Field Guide to Sprawl*, NY & London: W. W. Norton & Co., 2004.

ⁱⁱⁱ See M. Abaza, “Shopping malls, consumer culture and the reshaping of public space in Egypt,” *Theory Culture Society*, 18(5), 2001, pp.97-122; H. Schmid, “Economy of Fascination: Dubai and Las Vegas as examples of themed urban landscapes,” *Erkunde* 60(4), 2006, pp. 346-361; Hélén Klodawsky, *Malls R Us* [documentary film]. Produced

by Ina Fichman (Instinct Films) and Luc Martin-Gousset (Point du Jour), 2009, 78 mins.

^{iv} See for example: D. C. Sloan, “Scientific paragon to hospital mall: the evolving design of the hospital, 1885-1994,” *Journal of Architectural Education* 48(2), 1994, 82-98.

^v F. K. Benfield et al., 2001; J. Terris and N. Vorsanger, *Solving Sprawl: models of smart growth in communities across America*. Washington D.C.: Island Press, 2001; E. Dunham-Jones and J. Williamson *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs*. Hoboken: John Wiley & Sons, 2009; S. Zukin, “Reading the urban villager as a cultural document: ethnicity, modernity and capital,” *City and Community* 6, 2007, pp. 39-48; S. Zukin, V. Trujillo, P. Frase, D. Jackson, T. Recuber and A. Walker, “New retail capital and neighbourhood change: boutiques and gentrification in New York,” *City and Community* 8(1), 2009, pp. 47-64

^{vi} J. Goss, “Disquiet on the waterfront: reflections on nostalgia and Utopia in the urban archetypes of festival market places,” *Urban Geography* 17(3), 1996, 221.

^{vii} T. A. Gibson, “The trope of the organic city: discourses of decay and rebirth in downtown Seattle,” *Space and Culture* 6(4) 2003, pp 429-448.

^{viii} See for example: M. Southworth, “Reinventing Main Street: from mall to townscape mall,” *Journal of Urban Design*, 10(2), 2005, 151-170.

^{ix} G. Beck, “Signs of life: a new lesson from Las Vegas - A souped-up shopping centre on the strip uses technology to announce itself as a retail, cultural, and civic destination,” *Architectural Record* 191(6), 2003, 199-+.

^x Southworth, “Reinventing Main Street,” p. 153.

^{xi} However, we are certainly aware of the longer history of the suburb. See: Hayden, *A Field Guide to Sprawl*.

^{xii} R. Jackson and N. Thrift, “Geographies of Consumption,” in D. Miller (ed.), *Acknowledging Consumption: A Review of New Studies*. New York: Routledge, 1995, pp. 204-37.

^{xiii} Ziff, B. *Scorched earth: An empirical study of the use of restrictive covenants to stifle competition* [Abstract]. Planning, Law and Property Rights; Fifth International Conference. 2011. retrieved from: http://www.law.ualberta.ca/plpr/2011/PLPR_Abstracts.pdf.

^{xiv} Interboro Partners, *In the meantime, life with landbanking*. Design Competition entry. 2002. Accessed: <http://www.interboropartners.net/2012/in-the-meantime-life-with-landbanking/>.

^{xv} However, see Lo (2009), which shows that supermarkets are complementary consumption sites for Toronto’s immigrant Chinese residents but independent ones for non-Chinese; the role of ethnicity/culture is thus important with respect to the embeddedness of immigrant consumers and the cultural representations of certain retail spaces as “ethnic.” L. Lo, “The role of ethnicity in the geography of consumption,” *Urban Geography* 30(4), 2009, pp. 391-414.

^{xvi} O. Linovski, “Beyond Aesthetics: assessing the value of strip mall retail in Toronto,” *Journal of Urban Design* 17(1), 2012, pp. 81-99.

^{xvii} See, for example: R. Shields, *Life Style Shopping the Subject of Consumption*, London: Routledge, 1992.

^{xviii} Bruno Latour, “A Cautious Prometheus? A Few Steps Towards a Philosophy of Design (with Special Attention to Peter Sloterdijk),” *Networks of Design: Proceedings of the 2008 Design History Society*, Falmouth, Cornwall.

^{xix} G. Tahchieva, *Urban Sprawl Repair Kit*, Washington D.C.: Island Press, 2010.

From: [Castrey, Raymond F](#)
To: Zoning@springfieldmo.gov
Subject: Rezoning application Z-22-2024 COD 258
Date: Thursday, August 8, 2024 10:24:02 AM

I am writing to express my opposition to the zoning request made by BKM for the northwest corner of Sunshine and National. I am a resident of University Heights and am concerned that rezoning of this property will adversely impact the quality of life in our neighborhood and decrease property values.

In addition to not being aligned with the city's Comprehensive Plan nor Forward SGF, the adverse environmental effects of stormwater runoff, noise, and air pollution, I am particularly concerned about the increase of traffic not only on University, but throughout University Heights. I watch daily as traffic backs up from Sunshine on National during rush hour, and increasing numbers of drivers using not just Brookside and Portland streets but also Stanford, Kingsbury, Linwood and University as shortcuts to travel west on Sunshine.

I do not believe that BKM is acting in good faith to support our neighborhood or improve our quality of life as they have stated. They continue to push for a general rezoning rather than working with the neighborhood towards a planned development for this property that might better align with the traditional residential nature of University Heights.

I respectfully ask you to deny this zoning change. Thank you for your consideration.

Raymond Castrey

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From: [Anne Griffin](#)
To: Zoning@springfieldmo.gov; [McClure, Mayor](#); [Council](#)
Subject: rezoning application Z-22-2024 COD 258
Date: Monday, August 5, 2024 2:34:42 PM

The properties in question for rezoning at the corner of Sunshine and National streets, within the University Heights neighborhood, are not only zoned residential, but also deeded residential, historically contested to remain residential, and identified as residential in both the city's previous and current 20 year plans. It defies reason to believe BK&M made significant investments and initiated development without the blessing of certain city leaders. This misadventure has proven divisive and harmful to the community, delayed economic development in other more appropriate areas, and destroyed trust between all parties for the near future. It is time for the city and members of the community to hold accountable those city leaders who so recklessly greenlit BK&M's initiatives.

It is counterintuitive to encourage more traffic at this intersection which is already highly congested. Even though there is high visibility for businesses due to the traffic numbers, access and safety issues nullify any benefit. It is counterintuitive to encourage any kind of pedestrian traffic near the second busiest intersection in the city. Pedestrian traffic, especially across the intersection, should be avoided for obvious reasons. It is counterintuitive to suggest adding apartments when the site's unsuitability for residents is used as an excuse for rezoning. It is counterintuitive to hold the integrity of an entire neighborhood at risk for some random, non-essential, unproven development.

The public trusts city management with the responsibility to balance the complex set of equities involved in development across all stages, including conception. This project prioritized the abstract corridor development concept, promoted by outside consultants. City leaders are tasked not just with providing opportunities for developers and adding tax base revenues for the city. Equal consideration for the citizenry, their safety, security for their investment, preservation of culture and heritage, and appreciation for historical sites are also requirements of good government and a proven path for comprehensive and sustainable enrichment of a city.

Commercial development at this corner would be *wrong* on so many more levels than would be right. One only has to look at the many unnatural traffic mitigations put forth by the developer and the city as proof that increased congestion and traffic in and around the neighborhood will be the result. Access islands, restrictive medians, speed bumps, and even a proposed street closing, would all completely disrupt the character and flow of the neighborhood and have a huge impact on all people driving those roads. These are permanent inconveniences to all who live in the neighborhoods, and just the first example of negative consequences that will spin off this flawed project.

Cities, developers, and yes even neighbors make mistakes. And right now all are dug-in and bearing ever growing costs. In the city of Springfield, there are many redevelopment options, many intersections, but there is only one University Heights. The choice is clear. In the end, not only does the city bear some responsibility for this conflict, but the buck still stops at City Hall. It's time for the city to hold its personnel accountable and ante up. The only way out is out.

Anne Griffin

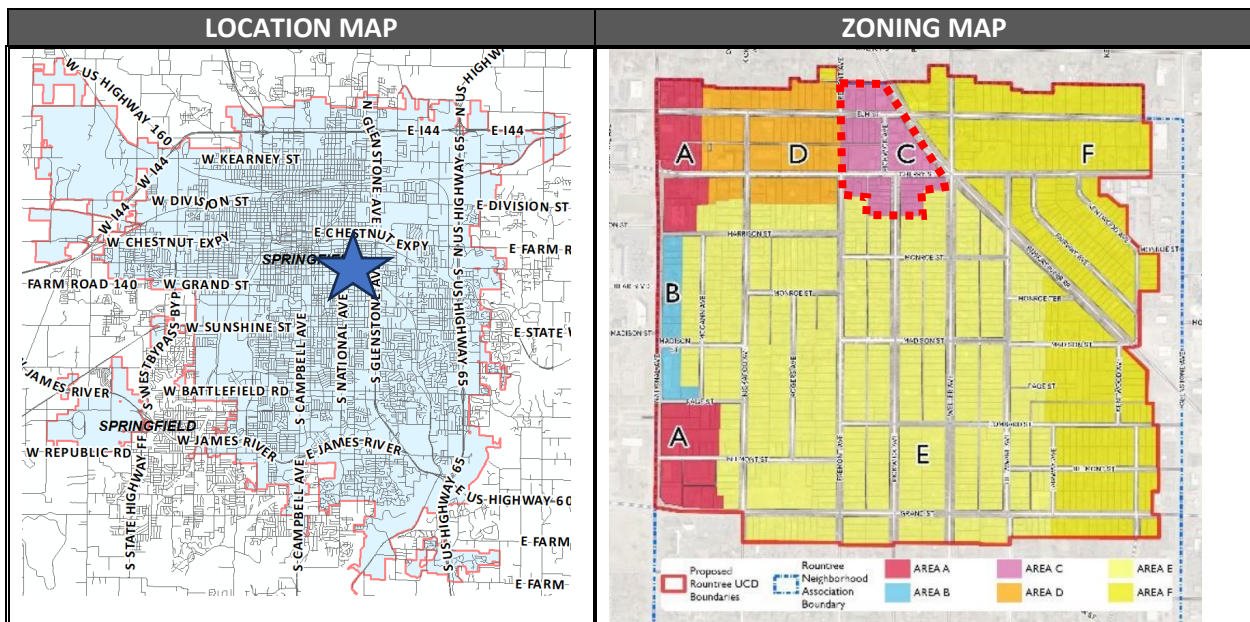
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION:

Case Number:	Urban Conservation District No 2. (Rountree UCD #2) text amendment
Location:	Subarea C: Generally located at Cherry and Pickwick
Total Acres:	NA
Applicant:	Tie and Timber Beer Company
Existing Land Use:	Commercial and Mixed Uses
Neighborhood Meeting:	NA
Planning and Zoning Commission:	August 22, 2024
City Council:	September 23, 2024
Public Notification:	Legal in Daily Events
Staff:	Michael Sparlin, Senior City Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve as submitted in 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 amend the Rountree Urban Conservation District No 2 section 4 Subarea A through D Regulations to modify the finished floor elevations to allow for a four (4) feet maximum height if developed with a pedestrian oriented frontage with a minimum building setback of at least four (4) feet. The frontage shall be used as pedestrian oriented space along the façade of the building.



DEVELOPMENT REVIEW STAFF REPORT

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) *Text amendments.* If the request is for an amendment of the text of this article, the recommendation of the planning and zoning commission may consider:

1. Whether the proposed text amendment is consistent with the Springfield Comprehensive Plan.
2. Whether the proposed text amendment is consistent with the intent and purpose of this article.
3. The areas of the city that are most likely to be affected by the proposed text amendment and the manner in which those areas will be affected.
4. Whether the proposed text amendment is necessitated by a change in conditions in the zoning districts affected and the nature of such changed conditions.
5. Information submitted at the public hearing.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

Under Development Regulations page 31 of Forward SGF it states that.. Increased use flexibility that promotes redevelopment and revitalization will need to be balanced by regulatory codes that promote and emphasize quality design and construction that is pedestrian focused and has a greater experience factor. The city's guiding principle of Quality of Place emphasizes the need for more public and private amenities and features. Future code changes will need to support the implementation of planning that promotes the development of places with a wide array of convenient services in proximity to amenity-rich, attractive, inviting, integrated corridors and districts that are within walking distance of neighborhood, trails, parks, and mixed-use centers with diverse housing options.

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant, Tie and Timber Beer Co., is proposing to amend the Rountree Urban Conservation District No 2 maximum finished floor elevations to allow for an alternative height of 4 feet if the building is setback at least 4 feet and a pedestrian amenity is provided.
2. The current language of Subarea C (Pickwick and Cherry Street area) only allows for a maximum finished floor elevation of a building to a height of 6 inches above the adjacent sidewalk. The applicant is proposing to modify the finished floor elevations by allow for an alternative that would still allow for the 6-inch maximum but also allow for a maximum of 4 feet maximum height if the building is setback a minimum of 4 feet and there is a pedestrian amenity provided within this space. The 6-inch above grade would still be retained but allow for an alternative of 4 feet maximum finished floor elevation height under those conditions. See current language on page 52 d. Building Height in the attached pdf:
<https://www.springfieldmo.gov/DocumentCenter/View/65542/Rountree-UCD-2023-PDF>
3. Subarea C is located around the Cherry/Pickwick neighborhood center. This area is designed to provide for sensitive and respectful infill development within this dense, urban, mixed-use, vibrant gathering space within the neighborhood. This subarea is characterized by a mix of low intensity non-residential, multifamily and some single-family residential development. The

DEVELOPMENT REVIEW STAFF REPORT

intent of the regulations for this subarea is to regulate the physical form of the neighborhood center subarea in order to preserve and enhance the integrity and quality of the Cherry Pickwick Business District and serve as a primary gathering place in the neighborhood. This subarea is designated to provide for sensitive and respectful infill development which allows for the dense, urban, mixed-use development appropriate for this vibrant neighborhood commercial center found in the neighborhood.

4. The Growth and Development Advisory Committee (GDAC), Downtown Springfield Association (DSA), Commercial Club and all Registered Neighborhood Associations were notified of these amendments and public hearing dates.
5. Before an amendment shall be approved by ordinance, the Planning and Zoning Commission shall have first had a public hearing regarding the proposed amendment and made an official report to the City Council regarding the Planning and Zoning Commission's recommendation regarding said amendment. Once the Planning and Zoning Commission has made its official report, any further review by the Planning and Zoning Commission shall not be required unless City Council elects to refer a matter back to the Planning and Zoning Commission for further review.
6. Staff believes the proposed text amendment is consistent with the Springfield Comprehensive Plan and Rountree Neighborhood Plan. The guiding principle of the Forward SGF Comprehensive Plan is Quality of Place. Quality of Place is defined by the built environment and the community's ability to provide amenity-rich neighborhoods and commercial districts. The Roundtree Neighborhood Plan Goal 10. Identify strategies to make the Cherry/Pickwick Commercial area safer and more pedestrian-friendly supported the text amendment intent to increase pedestrian activity along the street.
7. Staff believes the proposed text amendment is consistent with the intent and purpose of this article. The proposed amendment meets the intent of the Rountree UCD No 2 since subarea B has similar language as defined in the UCD No 2 Zoning Ordinance.
8. The areas of the city that are most likely to be affected by the proposed text amendment and the manner in which those areas will be affected will only be in subarea C of the Rountree UCD No 2. This proposed amendment will also promote the continued effort to highlight and preserve the Cherry/Pickwick neighborhood commercial node as well as to provide additional opportunities for mixed-use along Cherry and Elm Streets.
9. Staff believes that the proposed text amendment is necessitated by a change in conditions in the zoning districts affected and the nature of such changed conditions. While the 6-inch maximum above sidewalk grade is ideal however allowing for a maximum of 4 feet alternative with a building setback of a minimum of 4 feet with a pedestrian amenity will increase the areas quality of place and allow for alternative building design in the Pickwick and Cherry Street area (Subarea C).

STAFF RECOMMENDATION:

1. Staff recommends approval of the text amendment based on its compatibility with the *Comprehensive Plan and findings of facts in the staff report.*

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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 text amendment.
2. Recommend a change in the text amendment.
3. Recommend a change in the text amendment together with recommendations which, in the judgment of the planning and zoning commission, will ensure that the proposed amendment is consistent with the purpose and intent of this article.

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PROPOSED AMENDMENT:

Attachment 1

Note: The existing language is in black. Language to be added is underlined and to be removed is ~~stricken~~.

C. Building and Lot Standards

3. Subarea C: This subarea is characterized by a mix of low intensity non-residential, multifamily and some single-family residential development. The intent of the regulations for this subarea is to regulate the physical form of the neighborhood center subarea in order to preserve and enhance the integrity and quality of the Cherry Pickwick Business District and serve as a primary gathering place in the neighborhood. This subarea is designated to provide for sensitive and respectful infill development which allows for the dense, urban, mixed-use development appropriate for this vibrant neighborhood commercial center found in the neighborhood.

f. Finished Ground Floor Level:

Maximum:

- Six (6) inches [L] or
- Four (4) feet with a pedestrian oriented frontage with a minimum building setback of at least four (4) feet. The frontage shall be used as pedestrian oriented space along the façade of the building.
- Measured from elevation of back of sidewalk or adjacent lot level.

Subarea C Building Height - Figure 8

