



City of Springfield

Agenda

Planning and Zoning Commission

Randall Doennig, Chair

Dan Scott, Vice Chair
Bill Knuckles
Helen Gunther
Betty Ridge

Bruce Colony
Eric Pauly
Christopher Lebeck
Layne Hunton

September 25, 2025

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. September 11, 2025
3. **COMMUNICATIONS.**
4. **CONSENT ITEMS.**
5. **UNFINISHED BUSINESS.**
 - 5.1. Planned Development 392
3830 East Division Street (Applicant: East Division Development, LLC et al)
6. **PUBLIC HEARINGS.**
7. **OTHER BUSINESS.**
 - 7.1. Subdivision Variance 360
3830 East Division Street (Applicant: East Division Development, LLC et al)
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**

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Christopher Lebeck
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September 11, 2025

6:30pm

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

ROLL CALL.

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

Staff in attendance: Justin Crighton, Planning and Development Assistant Director, Bob Hosmer, Planning Manager, Michael Sparlin, Daniel Neal, and Andrew Menke, Senior Planners, and Laura Vales, Assistant City Attorney.

APPROVAL OF MINUTES.

The minutes of August 14, 2025 were approved.

COMMUNICATIONS.

City Council summary for August 2025 is in the packet and Planned Development 392 has been remanded back to the Planning and Zoning Commission for a public hearing on September 25, 2025.

CONSENT ITEMS.

Relinquishment of Easement 965
1414 West Elfindale Street and 1429 West Sunshine Street
Applicant: Guaranty Bank and Lester E. Cox Med Center Business Office

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Consent Item (Relinquishment of Easement 965); Commissioner Colony seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Pauly, Commissioner Gunther, Commissioner Colony and Commissioner Knuckles. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

UNFINISHED BUSINESS. None

PUBLIC HEARINGS.

COMMISSION ACTION: (amend speaking time)

Planning and Zoning Commissioner Scott moved reduce speaker time to 3 minutes for the entire agenda. Commissioner Knuckles seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Gunther, Commissioner Colony and Commissioner Knuckles. Nays: Commissioner Pauly. Absent: Commissioner Lebeck. Abstain: None.

COMMISSION ACTION: (move item 6.6 before 6.5)

Planning and Zoning Commissioner Scott motioned to move item number 6.6 before 6.5 (6.6.- Preliminary Plat of The Vibe Crossing and 6.5.- Z-20-2025). Commissioner Colony seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

Z-15-2025

1012 West Buena Vista Street

Applicant: The Ridge HZ, LLC

Mr. Neal states this is a request to rezone approximately 6 acres from Planned Development No. 377 to R-SF, Single-Family Residential District. They do not have a preliminary plat submitted at this time.

Mr. Knuckles asked if Buckingham Lane will have gated access and how does the gate operate.

Mr. Neal said that the single-family district is just zoning, but the Planned Development had been allowed as a private street or drive, but if they come with public street, then the gate will not be allowed.

Mr. Knuckles and Mr. Zickefoose talked about traffic for Buena Vista, Buckingham Lane, and Weaver Road and Mr. Zickefoose did state that a preliminary plat has not been submitted.

Mr. Doennig opened the public hearing.

Mr. David Bodeen, 304 W. Erie and feels that single-family zoning is more conducive and like to the neighboring property than the existing Planning Development. He noted that they had a great neighborhood meeting and believes most comments will be regarding the gate on Buckingham. We support the neighborhood leaving the gate there and we would make it a private street with a gate at both ends.

Mr. Scott asked if he has spoken with public works and Mr. Bodeen stated that he has had discussions and that it could not be a public street with a gate, but he stated he was standing on the site next to the gate on a public street.

Mr. Zickefoose stated that it was a City Council action in 2014 to add the gate but would be removed when Buena Vista connected to Quail Creek that connected to South Kansas Expressway.

Mr. Levi Wilson, 4980 S. Buckingham and is concerned about the proposed development and we were told in 2015 that there would be an emergency gate put in that area, or a turnaround put in place, noting that they have not seen the preliminary plat. He voiced his concern regarding increased traffic and noise.

COMMISSION ACTION: (adding additional speaker time)

Planning and Zoning Commissioner Scott motioned to allow Mr. Levi Wilson additional 2 minutes of speaker time at the podium. Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

Mr. Levi Wilson, 4980 S. Buckingham stated that he is concerned about erosion of the neighborhood character and property values and have built equity in their homes and that the infrastructure is not designed for through traffic.

Mr. Doennig asked if they should rezone to single-family as opposed to the Planned Development (current zoning) and if the neighborhood is opposed to it.

Mr. Wilson noted that they were granted the emergency gate, so if single-family housing came with a requirement of a through street, then we would be opposed to it, however if it comes with the stipulation of a turnaround, but the neighborhood could get behind single-family.

Ms. Jancie Wright, 4938 S. Wellington stated that her concerns are the increased traffic coming into the neighborhood.

Ms. Aleta Dyer, 4926 W. Wellington stated that Weaver Road just east of Campbell and all the way to Republic is a narrow two-lane road and believes it will not be able to accommodate large volume of cut through traffic. She continued to give information regarding traffic in the area and would like it to be considered by keeping the north ends of Buckingham Lane and Wellington Drive closed to through traffic.

Mr. Colony said the developer has stated that the owner would be amiable to leaving the gate in place and potentially adding a gate to the north end.

Mr. Zickefoose stated that there has not been a final decision and again there has been no preliminary plat submitted.

Mr. Colony asked if they could add a recommendation for a condition after everyone has spoken.

Ms. Vales said that it is certainly something that can be brought up at the preliminary plat stage and is also something that could be a recommendation as a part of our denial of additional recommendations.

Commission members discussed connectivity and of traffic calming devices, but this would be decided with the preliminary plat.

Mr. David Hall, 4470 S. Quail Creek, representing 286 families and no one is opposed to change, but the concerns are about connectivity, the same concerns that were brought up in 2014. He commented on previous traffic calming measures that did not work and concerned for the safety in the neighborhood.

Mr. David Bodeen stated that he is a firm believer about the gate issue and will work and support the neighborhood, i.e., cul-de-sac / dead-end and that this is not a zoning issue just a preliminary plat issue.

Mr. Doennig closed the public hearing.

Mr. Knuckles does not believe they can address the gate until the preliminary plat phase, but still, it is good time to address the gate as Public Works, Planning, and the neighborhood will have time to work out a solution.

Mr. Colony said he concurs with the developer representative comments that they are wanting to work with the neighborhood and control traffic as well.

Commission discussion on the gate and a preliminary plat.

COMMISSION ACTION: (Commission recommended the addition of the following condition)

Planning and Zoning Commissioner Colony motioned to amend that the Preliminary Plat shall depict suitable measures to calm traffic and to limit or restrict the free flow of auto traffic through the proposed development between West Buena Vista Street and South Buckingham Lane. Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles motioned to approve Z-15-2025. Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

Z-16-2025

2565 North Kansas Expressway

Applicant: Neal Wood, Morris Loan and Investment Company

This has been requested to be postponed to the October 9, 2025 meeting.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles motioned to postpone Z-16-2025. Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

Z-17-2025

3358 North Beaver Road and 5242 East Farm Road 104

Applicant: William Mullen CREDC Strafford, LLC

Mr. Sparlin states that this is a request to rezone approximately 3.33 acres from a County C-1 district to a HC, Highway Commercial District.

Mr. Doennig opened the public hearing.

Mr. Rhys Williams, 7700 Forsyth Blvd, St. Louis and here on behalf of the applicant and stated that the proposal to rezone for the redevelopment of a comprehensive marijuana dispensary. The proposed site would satisfy the requirements of more than 1000' from the nearest church, school, or daycare and all operations would occur within the enclosed building.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles motioned to approve Z-17-2025. Commissioner Colony seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

Z-18-2025

1544 North National Avenue

Applicant: 3 Patel, LLC

Mr. Sparlin states that this is a request to rezone approximately 0.20 acres from a GM, General Manufacturing to a GR, General Retail district.

Mr. Doennig opened the public hearing.

Mr. Vasant Patel 269 Katie Drive and representing the project and currently trying to change zoning to General Retail so we can rent it or use it as a gym.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles motioned to approve Z-18-2025. Commissioner Colony seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

Z-20-2025 COD 276

1739, 1745, 1755 South National Avenue and 1111, 1119, 1133, and 1141 East Sunshine Street and 1138 East University Street

Applicant: BK&M, LLC

Mr. Neal states that is a request to rezone approximately 2.6 acres of property from R-SF, Single-Family Residential District, to O-2, Office District with Conditional Overlay District No. 276.

Ms. Gunther asked if you could take a left turn out of the office complex with what is currently being proposed.

Mr. Doennig opened the public hearing.

Mr. Chis Wynn, 5051 S. National stating that the big change from previous applications is that they are rezoning to Office district (O-2) from GR, General Retail district. We have put more limitations on office zoning and can have single family or multi-family, you can also have parks, gardens, general office, medical office, etc., noting that they have tried to find something compatible and still matches the surrounding properties. He also stated the max height of 50' and it will be along the main corridors and talked about the site plan and what they are doing to prevent traffic going to the neighborhood.

Mr. Colony asked what happened to the concept of a Planned Development that was mentioned previously.

Mr. Wynn noted that their problem is that they don't have a user yet, but they tried to give as much information available.

Mr. Scott asked how they determined the street side of National and the edge of Sunshine Street of the 50' tall diagram and it may not be in conformance.

Mr. Wynn stated that in general they do not want to block anyone's view and want to get as far as away from the neighborhood, and it does meet the setback requirements.

Mr. Lee Viorell, 901 E. St. Louis Street, representing several residents. He noted several items that are in city code and being consistent with the Comprehensive Plan. He stated that the Comprehensive Plan dictates that the focus be on preservation of residential housing and noted there are two major arterials.

Mr. Scott and Mr. Viorell voiced their opinion on transition areas.

Mr. Glenn Green, 901 E. St. Louis Street representing his parents and they do oppose the zoning change. He went over the legal standards to rezoning and Missouri statute from the case of Treme v. St. Louis County, "when you have the basis for spot zoning for a different use and it's made for the sole benefit of the private interest of the owner, it's invalid. It's arbitrary and unreasonable when it's solely to benefit the private interest of the owner. And it's not the burden on the neighborhood to prove why the developer's request should be denied."

Mr. Scott and Mr. Green voiced their opinion on spot zoning,

Mr. Ashton Lewis, 1032 E. University stated that he is opposed to the rezoning, and this is about protecting the integrity, safety and stability of a neighborhood that has thrived for over a century. He wants it to stay as single family residential. He also noted the traffic is a concern and believes this rezoning would cause enormous traffic levels in the neighborhood and the depiction called a plan is not a plan.

Mr. Scott asked if the applicant is required to have a plan to seek rezoning. Mr. Hosmer noted that they did not.

Mr. Scott asked where his traffic data came from, and Mr. Lewis said it was from the staff report.

Ms. Barbara Robinson, 1010 E. University Street, and stated her concerns for the rezoning of Single Family Residential to Office 2. She also noted that BK&M clearly wants to sell or lease the property and that it is not up to the city, nor is it up to the neighborhood to make them successful. Homes owned by BK&M have value as residential homes and noting that City staff clearly indicated that a viable economic use as a subject property already exists. In other words, zoning does not need to be changed for a viable economic use of these properties. The proposed zoning is not consistent with Forward SGF for the place type. She also stated that they had done a survey, and the results were clear for the historic architecture and character, single family residential, walkability and biking-ability as well as the friendliness of the neighborhood.

Ms. Rebecca Gilmore, 1130 E. Gilmore commented on the historical value and the history of the neighborhood and that the traffic sounds horrendous. She also noted that they installed a backflow preventer in their yard due to the strip mall across the way due to stormwater, but states that history should not be destroyed, and that the neighborhood is unique.

Ms. Maggie Castrey, 1006 E. Linwood Drive noted that BK&M would erase most of the block of our traditional historic neighborhood and is concerned about traffic coming through their neighborhood and believes it would confound the mission of the Sunshine Corridor study. She believes that this spot rezoning could open the door to a continued domino effect of destruction and that preservation be prioritized.

Mr. Scott spoke about Ms. Castrey's assumption that this is going to ruin the lives of the entire neighborhood.

Mr. Pauly asked if Ms. Castrey has ever talked with other neighborhoods and if they experienced this and what was their feedback.

Ms. Castrey stated that she has spoken with people from the Rountree area.

Ms. Holly Acharya, 972 E. Linwood Drive is opposed to the proposed rezoning and the Comprehensive Plan identified a list of key initiatives and one is corridor improvements and believes it is premature to change zoning right before the study is completed and have a clear understanding. She also believes that they are trying to rezone so a profit could be made on selling.

Mr. Kevin Evans, 953 E. Linwood stated that he has lived in Springfield for fifty years and went over what could be built all over the city, and gave examples, i.e., Old Regions Bank, Ye Olde Buggy Bath, etc., and believes that the proposal to rezone to O-2 would not benefit the neighborhood and does not want them to come into our neighborhood. He would like to see it remain as single-family residents and mentioned that the corridor study that is not completed.

Mr. Hunton asked for other options for that space and what would Mr. Evans suggest. He stated would like to see the green corridor expanded into a boulevard or something like that and keep these areas that are already giving us good oxygen, cleaning the air in our neighborhoods, and keep that as a sort of viable alternative to having yet another mismatched architectural fiasco on that corner.

Mr. Jeff VanDenBerg, 801 E. Kingsbury stated that they do not want this to be rezoned and urging the Commission to consider different options stating that there are eight individual properties as one proposal and believes this would fundamentally change the neighborhood.

Ms. Sara Hollis, 1326 E. Delmar and here to oppose the plan and believes that BK&M is trying to capitalize on the proximity to the hospital and mentioned how the previous mayor regrets his vote when the corner house was proposed to be a hospitality house.

Mr. Chris Wynn, 5051 S. National and was offered a chance to speak again. He stated that they are wanting to push the buildings towards the street to match some of the other commercial building in this area. He stated that they are only allowing people to come in through the neighborhood but not leave through the neighborhood by putting in an island and limiting access and believes this corner will not stay as single family residential. Options mentioned at the last neighborhood meeting was a museum, high-end residential assisted living care, mixed use, and townhomes, etc.

Mr. Hunton asked why they are rezoning to Office O-2. Mr. Wynn noted the only difference between O-1 versus O-2 is the height restriction.

Mr. Doennig closed the public hearing.

Mr. Doennig asked for clarity on the design requirements on the Conditional Overlay District (COD) and how can they be enforced.

Mr. Crighton stated that they would be difficult to enforce about a specific style, i.e., colonial style, business style and craftsman style and believes this could be more as a guide and less of an enforcement tool.

Mr. Scott stated that their primary job as commissioners is to judge compliance with the Comprehensive Plan and believes this project does that. He stated that he is supporting this because, "I feel like I must set aside my personal preferences, and I could see this possibly as a great townhouse development and provided a sketch a year ago to that effect. But my personal preference has nothing to do in my opinion with whether this qualifies to be submitted for rezoning or whether it qualifies for the rezoning that is proposed. I think it fits both of those criteria in my mind and so I will be supporting this."

Mr. Knuckles stated that, "As I voted on this last time to approve the zoning, I agreed with the last review that we had of the zoning case, I felt that at that time what was presented met the criteria of our Forward SGF and again this time I feel like it really falls within those requirements going to O-2 zoning, so I will also be voting in favor of this case."

Mr. Hunton asked how the transition works when the new Land Development Code is implemented.

Mr. Hosmer noted that the base zoning district would transition to CMX1, but all the conditions in the COD would remain.

Ms. Ridge stated, "I'm concerned not only with does something meet the requirements and can it be done, but should it be done and just because something can be done doesn't necessarily mean it should. I see that in this case because I'm concerned about what my community looks like. We've got an attractive residential district and University Heights is a very cohesive district. We have people who are longtime homeowners. People don't just move in here for a year and then move out. There are obviously people who have taken pride in their property for many years and have met it as their lifetime home. So, I do respect that and I give that value, they maintain the houses as well, you can drive through there and you see people walking their dogs, kids playing in the yards and all that, and I would hate to see anything change. There are office buildings on every corner practically, and I don't know that we need another one of them and it's as they've pointed out, many of those buildings are vacant. I am kind of concerned also with preserving what we do have, something that is a quality neighborhood."

Mr. Colony stated, "I am still not convinced. The developer has not convinced me that O-2 is the right solution for this corner and that rezoning this to O-2 is complimentary to the neighborhood or that it's going to tie in. There's not enough information, this corner is too important not just to the people that live in University Heights, but to the City of Springfield as a whole. We haven't completed the corridor study yet, and we can't hold them off and say we've got to wait till the corridor study is done, it is O-2 and it's going to be 50ft tall, but we don't really know much else. I can't subject the neighborhood or the City of Springfield, in my opinion, to this, I know they don't need a plan, but I am not convinced that this needs to be rezoned to O-2 because I don't think it's going to fix anything. If I was doing this, and I'm not, I would come at it with a plan development, there would be some neighborhood retail, some multifamily housing and some aspect of something, I just don't think O-2 is the answer here, and I will not be supporting it."

Mr. Pauly stated, "I've had the opportunity to listen to every iteration that has come forward to Planning and Zoning since its inception. The thing that I have not heard in any of these meetings is anything solid that we could grab a hold of and make sense out of. I think looking at the possibility of rezoning this at this point with the stated idea that the property would be sold, we're going into even a darker hole at that point of not knowing where this is going to end up."

And when we look at the second busiest intersection in the City of Springfield, I think we need to be very aware of what this is going to be and how this is going to look in the future. Which brings me to the next point of our corridor plan, that particular corridor plan was actually suggested from this body in 2022 and I think it is very important that now that we do have this in motion, that we allow it to play out so we know what Sunshine Street might look like, could look like in the future without the idea of basically just writing a blank check and saying, here you go. I think, unfortunately, what we end up doing if we were to go ahead and approve this is we truly are putting the cart before the horse on this one, and that's something that we need to avoid doing.

One final thing is that it had been brought up about just a 1% impact on the neighborhood itself. Well, I can tell you right now that if you tell me you're going to come over and cut off 1% of my fingertip, we're going to have a little discussion about that. That is not the type of thing that I think that we need to minimize when we look at these things, because this is truly an impact on not just University Heights, but the City of Springfield and like the other commissioners have brought up and several of our speakers tonight about the beauty of the area, the historic impact of this particular portion of Springfield and because of many of these things, I will not be supporting this tonight."

Mr. Doennig stated, "I will just simply state that I concur with Commissioners Ridge, Commissioner Pauly, and Commissioner Colony, and I will not be supporting this tonight for those reasons."

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles motioned to approve Z-20-2025 COD 276. Commissioner Colony seconded the motion. It **Failed** with the following vote: Ayes: Commissioner Scott, Commissioner Gunther, Commissioner Knuckles, and Commissioner Hunton. Nays: Commissioner Doennig, Commissioner Ridge, Commissioner Colony, and Commissioner Pauly. Absent: Commissioner Lebeck. Abstain: None.

Preliminary Plat of The Vibe Crossing
3861 West University Street

Applicant: Flintrock C, LLC, PMJK Investments, LLC, and JAX23, LLC)

Mr. Menke states that this is a request to approve a preliminary plat for a 6-unit condominium plat.

Mr. Doennig opened the public hearing.

Ms. Teresa Davison, 535 W. Battlefield Road stated that they have went through the Administrative Review Committee (ARC) to confirm the layout and we are presenting for the condo plat because it was inconsistent with the original City Council approval site plan. We are relocating the amenities and buildings and believes that it meets the intent of the original layout.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

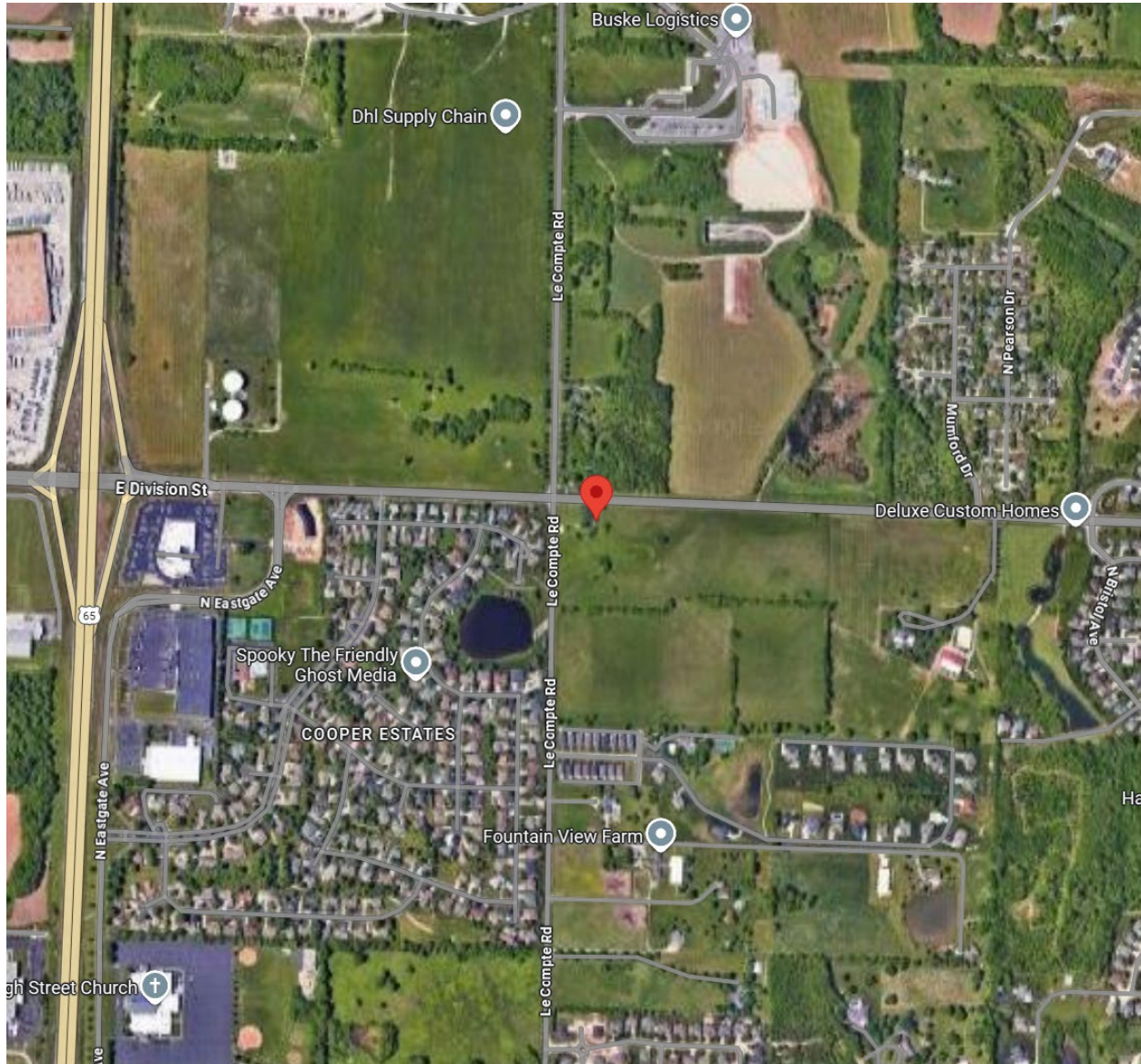
Planning and Zoning Commissioner Knuckles moved to approve Preliminary Plat of The Vibe Crossing. Commissioner Colony seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

OTHER BUSINESS. None

ADJOURN.

DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was recently annexed in 2025 and has the existing zoning of County A-1, Agriculture District.

The applicant's rezoning application was recommended for denial by a vote of 6 to 2 of the Planning and Zoning Commission. They also amended the original rezoning application to restrict all multi-family uses to a maximum of 3 stories in height. The applicant's request was remanded to Planning and Zoning Commission with a new neighborhood meeting and other changes.

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 PD 392
Minimum Yard Requirements	See Exhibit 1
Maximum Structure Height	See Exhibit 1
Minimum Open Space	See Exhibit 1
Buffering and Landscaping	See Exhibit 1

DEVELOPMENT REVIEW STAFF REPORT

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Traditional Neighborhoods placetype. Traditional Neighborhoods are comprised of post-war residential neighborhoods that contain predominantly single-family detached dwellings with uniform setbacks, building designs, and parcel sizes, that are separated from dissimilar uses by distinct zoning boundaries and buffer yards. Housing in Traditional Neighborhoods range from bungalows to expansive ranch style homes constructed with a variety of materials and methods. Neighborhood parks, schools, and churches are dispersed throughout to serve nearby residents. These neighborhoods can follow a gridded block pattern or curvilinear streets and are well connected internally with sidewalks and trails. Traditional Neighborhoods tend to be expansive, isolating residents from services and resources on the edges, often beyond walking distance.

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

PRIMARY USES

- Single-family detached

SUPPORTING USES

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

CHARACTERISTICS TRANSPORTATION & INFRASTRUCTURE

- Traffic-calming measures, such as speed-humps, bump-outs, roundabouts, landscaped chicanes with integrated stormwater management, and on-street parking are used to slow traffic.
- 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.
- Sidewalk gaps are filled, and sidewalks connect to transit routes, greenways and trails, and supportive uses are located within the neighborhood and around the perimeter.
- Alleys provide pedestrian connections, alternative access to rear yards, detached garages, and other approved accessory uses.

DEVELOPMENT REVIEW STAFF REPORT

- Sense of place and identity is enhanced through neighborhood organization efforts, preservation and planting trees, neighborhood identification signs, and traffic calming improvements that double as streetscape elements.
- As technology, trends, and funds permit, utilities are buried or are consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Major entrances into neighborhoods are marked by identification signs and landscaping.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY - Urban design characteristics that apply to both Center City and Traditional Neighborhoods include:

- The main entrances of new residential developments are oriented towards the primary street.
- Preservation and adaptive reuse of neighborhood schools and surplus buildings are encouraged.
- When appropriate, adaptive reuse of residential structures for low-intensity, neighborhood-scale nonresidential uses, including missing middle housing types, is encouraged at neighborhood nodes and along edges.
- Accommodations are made to allow expanded home occupations, without detracting from the character of the neighborhood, being conscious of changing trends and advances in technologies.
- New and infill buildings maintain the proportions and architectural features common in the existing block.
- When commercial buildings are located within or adjacent to the neighborhood, they are oriented to the street, focus on pedestrian-scale, and provide limited vehicle parking.

Traditional Neighborhood, Urban design characteristics unique to Traditional Neighborhood character area include:

- Residential subdivisions are designed and platted with curvilinear streets in structured layouts that maximize use of land.
- Lots have uniform widths, depths, and setbacks that align with home sizes and densities.
- Attached garages are a standard element, typically integrated into the design of the home and make up a dominant part of the front elevation, reducing the on-street parking demands.
- Vehicular driveways are provided for each home and are accessed almost exclusively from the front or side street, limiting on-street parking opportunities.
- Neighborhoods are often self-regulated by covenants that limit use, size, and design of structures, as well as care and use of private amenities and common areas.

Transitions:

- A “stepped down” approach is used to transition from higher density/intensity residential and non-residential uses to single-family residential homes and uses, with greater densities/intensities located on higher functioning roadways, at the periphery of the neighborhood.

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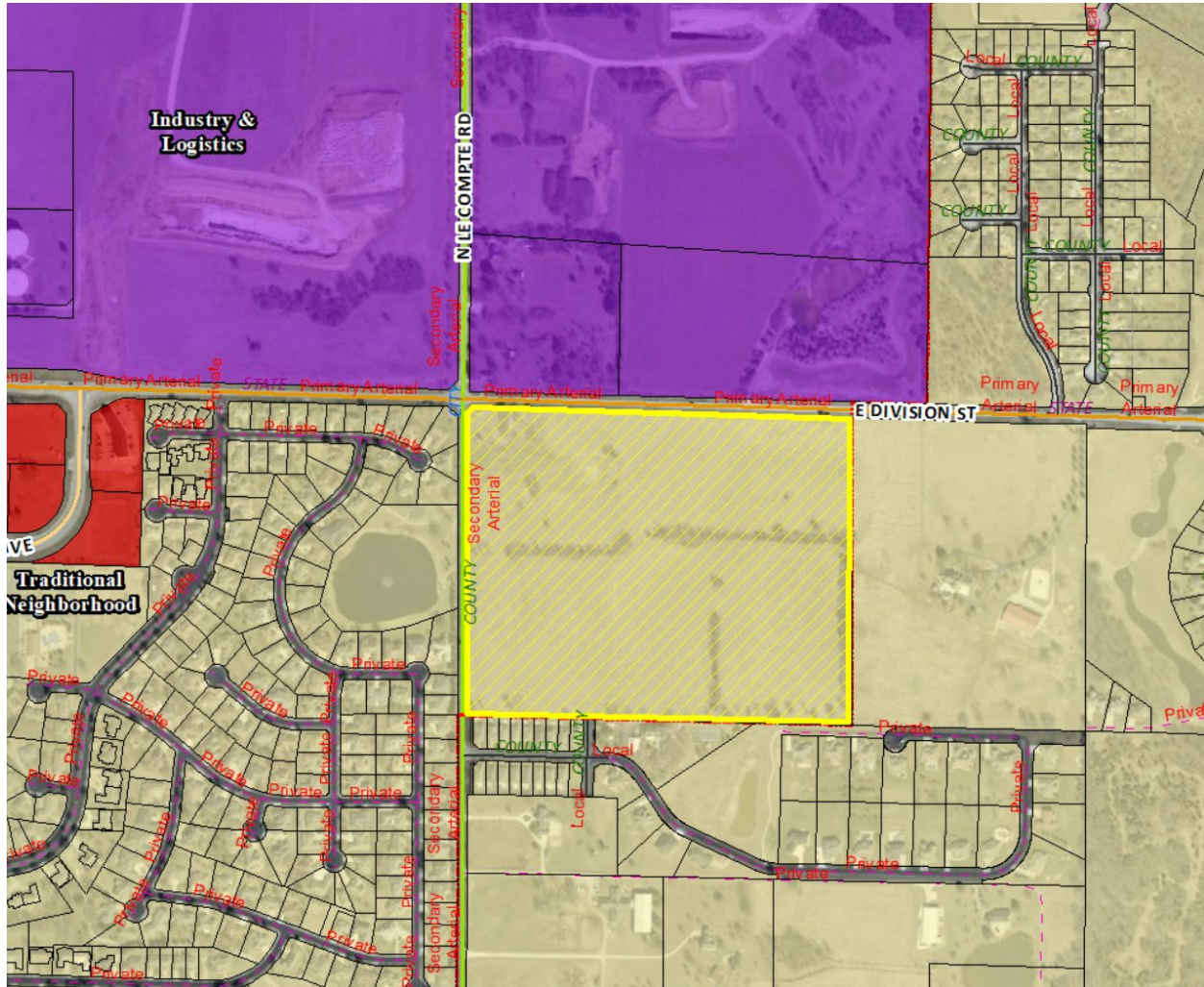
- Lower density residential uses are sufficiently screened and buffered between higher density housing and nonresidential uses.
- The design of higher density residential uses integrated into the Residential Neighborhood Placetype should complement the scale and character of the surrounding neighborhood. Attention should be given to building height, orientation, architectural style, and setback to ensure the existing neighborhood character is retained.

The *Comprehensive Plan's Housing & Neighborhoods Chapter 7* encourages creative housing solutions in Section 2.2 to add housing diversity and support downsizing households, young professionals and aging-in-place. Creative housing types can play an effective role in increasing housing diversity in a community and providing smaller scale, more affordable housing options. Examples of creative housing types include missing middle housing types, tiny homes, pocket neighborhoods, and accessory dwelling units (ADUs). The city should ensure the Land Development Code allows for such housing types in the Residential Neighborhood placetypes, where they can be targeted for infill development.

The *Comprehensive Plan's Housing & Neighborhoods Chapter 7* encourages the development of strategically located higher density residential development and promotes policies to create attainable, market rate housing in Section 2.3. Springfield currently has a shortage of housing units that are attainable at the lowest income levels. This shortage disproportionately impacts renter-occupied housing, as identified in the *Forward SGF Issues and Opportunities Report*. Providing quality, attainable housing for lower-income families and people in poverty was also a frequent concern expressed by the community during public engagement. By encouraging higher density residential development, the city can provide for a greater range of unit types, sizes, and price points within future development. In addition to helping address lower-income housing needs, smaller-scale housing units are often desirable for young professionals and new families looking to make a start in Springfield. They can also be attractive to empty nesters and senior citizens hoping to “age in place” and remain in Springfield for the long term.

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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	Universities, Colleges & Places of Worship	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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MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	PD 229, 2 nd AM & IC COD 210	County PAD	County A-1	PD 19
LAND USE	Underground storage and undeveloped land	Single-family homes	Single-family home & agricultural uses	Single-family homes
PLACETYPES	Industry & Logistics	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood

DEVELOPMENT REVIEW STAFF REPORT

REVIEWING DEPARTMENTS COMMENTS:

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues generally with proposed rezoning.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues with the PD but we do have the following critical issues for site development;

1. Public sewer needs to be extended to each lot which will require public improvement plans designed and constructed to city specifications. Submit public improvement plans for review. Engineering and inspection fees of 5.35% of the approved contract amount must be paid prior to filing the plans.
2. There is also a \$0.0147 per square foot trunkline connection fee to drain into the Pierson Creek sewer basin. This is based on the area of the subdivision. This will be added to the engineering and inspection fees required to file the plans.
3. The public improvements must be approved and constructed or escrowed before any building permits or plats can be approved according to city code section 98-12(b)(c) Private Construction of Public Improvements and section 98-14. - Assurance for completion of Public Improvements.
4. Show the proposed peak and average flow rates for the entire development on any subsequent submittals.

FIRE DEPARTMENT:

All development shall comply with 2024 International Fire Code (IFC) starting in January 2026.

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	Division St.	Primary Arterial	MoDOT	50	35	13,723	No	Yes	No
Street 2	Le Compte Rd.	Secondary Arterial	City	35	20	3,073	No	Yes	No

ACCESS - All new and existing driveway approaches shall comply with the accepted Traffic Impact Study (TIS), requirements of the planned development, and current City of Springfield standards for the street classification.

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- Division Street: Access P1 is a full access and will require an eastbound right turn lane. Access P2 is a right-in/right-out only access and will also require an eastbound right turn lane.
- Le Compte Road: Access P3 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 are no bus stops near the property.

IMPROVEMENTS - A TIS has been completed and accepted by the City. The improvements required based on the TIS 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:

- An eastbound right-turn lane is warranted at LeCompte Rd and Division St.
- An eastbound right-turn lane is warranted at Access P1 and Division St.
- An eastbound right-turn lane is warranted at Access P2 and Division St.
- The Developer, City, and MoDOT are partnering to signalize the intersection of Division St and LeCompte Rd.

All public improvements shall be designed and constructed per City of Springfield Public Works Design Standards for Public Improvements.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

	Drainage Basin	Fee in Lieu for Flood Control	Fee in Lieu for Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain and Floodway
3830 E Division St	Pierson Creek	No	No	Yes	No	No

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

DETENTION AND DISCHARGE REQUIREMENTS

1. Detention for Flood Control Volume is required for the development. The site drains to MODOT right-of-way on E Division St.

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.

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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

1. The Pierson Creek stream is present on the west side of the property and originates from the road culvert that drains the Cooper Estates Wetpond. The Cooper Estates and site drainage is greater than 40 acres and the stream is present to the existing farm pond.

a. Stream buffer area will be dedicated on the preliminary and final plat.

SINKHOLES & KARST FEATURES

N/A

MODOT COMMENTS:

MoDOT has reviewed the Updated Traffic Impact Analysis (TIA) that was submitted by the applicant.

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 48 acres of property generally located at 3830 East Division Street from County A-1, Agriculture District to Planned Development No. 392. The applicant is proposing a mixed residential development with single-family detached, single-family semi-detached and multi-family townhomes and apartments.
2. The applicant has updated the site plan, renderings and elevations to reflect the changes. The applicant has included new information in the form of ground level perspectives on how the proposed development could look from different locations along the site.
3. The applicant is limiting the height of multi-family residential within this development to three stories as originally recommended by Planning and Zoning Commission (Exhibit 1). They are also showing all multi-family at 3 stories or less in height (Exhibit 2).
4. If approved, the applicant will need to subdivide the property following the established major subdivision process. A street connection is required to connect to the stub street to the south unless a subdivision variance is approved by Planning and Zoning Commission. For this reason, there is a subdivision variance request running concurrently with the PD application.
5. The *Comprehensive Plan's Land Use & Development* chapter identifies this area within the Traditional Neighborhood placetype.

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6. This application is consistent with the Traditional Neighborhood placetype which lists primary uses as single-family attached, single-family detached and multi-family dwellings as a primary use.
7. This application is consistent with the Housing and Neighborhoods chapter of the Comprehensive Plan and aligns with Goal 2, Diversify Housing Choices.
8. This application is intended to allow a variety of housing options. The southern and eastern perimeter contains single-family detached uses and multi-family uses on the interior of the site. The maximum proposed gross density is 11 dwelling units per acre for the entire Planned Development area. The proposed number of residential units is 510. Maximum residential densities are as follows:
 - a. Single Family = 2.9 units per acre
 - b. Duplex = 10.8 units per acre
 - c. Villas = 5.9 units per acre
 - d. Townhomes = 7.5 units per acre
 - e. Apartments = 15.5 units per acre
9. The submitted application includes representative elevations of the multi-family buildings that illustrate the proposed design requirements. Refer to Exhibit 2 showing conceptual exterior elevation for apartments and townhomes. The applicant has also provided 3 illustrative perspectives from the ground level of the proposed development in Exhibit 2.
10. The applicant states that the overall design intent of this development is to promote various housing types within a new community consisting of single-family homes, villas, townhomes, duplexes and apartments. Large community exterior/interior amenity spaces are provided for the entire development connected with sidewalks. These are not intended to show the final exterior elevations rather to show the general size, massing and materials of the buildings.
11. The applicant is also proposing landscaping standards that address buffering for adjacent properties and street trees within the development as recommended by the Comprehensive Plan (Exhibit 2) as follows:
 - a. Streetscape requirements – To provide a pedestrian oriented streetscape, street trees have been added to one side of each street between the street curb and the public sidewalk. Given that this is often in conflict with a utility corridor, a 10' utility easement will abut and parallel the r/w on private property. A minimum of one canopy tree shall be planted between the back of curb and public sidewalk in the area provided for each 75 feet of linear right-of-way frontage. The spacing between trees can vary to accommodate driveways, utility crossings, crosswalks, and building facades. All public streets within the develop shall adhere to these requirements.
12. A TIS has been completed and accepted by the City. The improvements required based on the TIS are required to be submitted on Public Improvement Plans (PIP) and the

DEVELOPMENT REVIEW STAFF REPORT

improvements constructed, or funds escrowed prior to approval of a building permit. Required improvements include:

- a. An eastbound right-turn lane is warranted at LeCompte Rd and Division St.
 - b. An eastbound right-turn lane is warranted at Access P1 and Division St.
 - c. An eastbound right-turn lane is warranted at Access P2 and Division St.
 - d. The Developer, City, and MoDOT are partnering to signalize the intersection of Division St and LeCompte Rd.
13. 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. The utility easements will be dedicated on the final plat.
14. The subject property has access to public sewer. Gravity public sewer will need to be provided for all new lots in accordance with city standards. This will require public improvement plans which will need to be constructed or escrowed before any plats could be approved.
15. There are few changing conditions in the area affected that make the proposed rezoning necessary. The Springfield Underground property to the north amended the PD to allow for multi-family residential uses to the north of the subject property. The property at the northeast corner of Division Street and Le Compte Road was recently rezoned to IC with a COD to allow for future commercial, office and manufacturing uses. Le Compte Road north of Division Street is being widened and Eastgate north of Division Street is being extended and connected into Le Compte Road further north of Division Street.
16. The range of uses in the proposed Planned Development is compatible with the uses permitted on other property in the immediate vicinity. The PD to the north allows for multi-family residential. The intersection of Division and Eastgate has existing commercial and residential uses.
17. 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. Easements for utilities will be provided on the preliminary and final plat.
18. 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. With the proposed PD improvements, Traffic supports the request.
19. Approval of 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.
20. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

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21. The proposed rezoning was reviewed by City departments and comments are contained in the staff report (above).
22. The applicant held a neighborhood meeting on June 26, 2025, regarding the rezoning request. The applicant held a second neighborhood meeting on September 9, 2025. A summary of both meetings and correspondence are attached (Attachment 2).
23. The public notice was advertised in the Springfield News-Leader 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 Traditional 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.

Planned Development No. 392

Exhibit 1 Narrative

1. Application

- a. Building or other permits may not be issued for development permitted by this planned development, nor can any changes be made to this property until the final development plan has been approved in the manner described at the end of this exhibit. All requirements of the Springfield Zoning Ordinance shall apply unless modified by the requirements and standards that follow.

2. Intent

- a. The intent of the Planned Development district is to encourage more creative and imaginative design than generally is possible under conventional zoning regulations. In addition, a development plan should be designed to ensure that the following general goals are achieved.
 - i. The proposed development shall be of such design that it will promote achievement of the stated purposes of the Springfield Comprehensive Plan.
 - ii. The development will efficiently utilize the available land, and will protect and preserve to the extent possible, natural features of the land such as trees, streams and topographic features.
 - iii. The development shall provide for harmonious and coherent site and building design that creates a sense of place.
 - iv. The quality, scale and relationship between land use, structures and site design are of vital importance in creating a healthy and livable community.

3. Uses Permitted

- a. Single Family
- b. Duplex
- c. Villas
- d. Townhomes
- e. Apartments
- f. Leasing offices
- g. Amenities

4. Use Limitations

- a. All uses shall operate in accordance with the noise standards contained in as permitted by the *Springfield Zoning Ordinance* in effect at the time of development.
- b. No use shall emit an odor that creates a nuisance as determined by Springfield City Code.

5. Intensity of Development (Density)

- a. Development shall adhere to the following standards.
 - i. The current developable area is 48.16 acres which includes all future public right of way to be dedicated.
 - ii. The maximum residential units is 510.
 - iii. The maximum allowable overall density is 11 units per acre.
 - 1. Single Family = 2.9 units per acre
 - 2. Duplex = 10.8 units per acre
 - 3. Villas = 5.9 units per acre
 - 4. Townhomes = 7.5 units per acre
 - 5. Apartments = 15.5 units per acre

6. Bulk, Area, Setbacks, and Height Requirements

- a. Development shall adhere to the following standards.
 - i. Single Family
 - 1. Minimum lot area.

- a. 10,000 square feet
 - 2. Minimum lot width.
 - a. 80 feet
 - 3. Minimum lot depth.
 - a. 125 feet
 - 4. Minimum Setbacks
 - a. Front: 20 feet
 - b. Back: 25 feet
 - c. Side: 5 feet
 - d. Side yard: 15 feet
 - 5. Maximum structure heights: 2 stories excluding basement
- ii. Duplex
 - 1. Minimum lot area.
 - a. 7,500 square feet
 - 2. Minimum lot width.
 - a. 75 feet
 - 3. Minimum lot depth.
 - a. 100 feet
 - 4. Minimum Setbacks
 - a. Front: 15 feet
 - b. Back: 20 feet
 - c. Side: 5 feet
 - d. Side yard: 15 feet
 - 5. Maximum structure heights: 2 stories excluding basement
- iii. Villas
 - 1. Minimum lot area.
 - a. 7,000 square feet
 - 2. Minimum lot width.
 - a. 50 feet
 - 3. Minimum lot depth.
 - a. 100 feet
 - 4. Minimum Setbacks
 - a. Front: 10 feet
 - b. Back: 20 feet
 - c. Side: 5 feet
 - d. Side yard: 10 feet
 - 5. Maximum structure heights: 2 stories excluding basement
- iv. Townhomes
 - 1. Minimum lot area.
 - a. 3,000 square feet per unit
 - 2. Minimum lot width.
 - a. 25 feet per unit.
 - 3. Minimum lot depth.
 - a. 100 feet.
 - 4. Minimum Setbacks
 - a. Front: 5 feet
 - b. Back: 20 feet
 - c. Side: 5 feet
 - d. Side yard: 15 feet
 - 5. Maximum structure heights: 2 stories excluding basement
- v. Apartments
 - 1. Minimum Setbacks
 - a. Front: 15 feet
 - b. Back: 15 feet
 - c. Side: 15 feet
 - d. Side yard: 15 feet

- 2. Maximum structure heights
 - a. 3 stories excluding basement
- vi. All setbacks are measured to the building foundation and not the roof overhang.
- vii. Accessory structures such as dumpsters are not required to meet setback requirements.

7. Design Requirements

- a. Building Design Requirements: The overall design intent of this development is to promote various housing types within a new living community consisting of Single-Family Homes, Villas, Townhomes, Duplexes and Apartments. Large community exterior/interior amenity spaces are provided for the entire development connected with pedestrian sidewalks. Refer to attachment showing conceptual exterior elevation for Apartment and Townhomes. These are not intended to show the final exterior elevations rather to show the general size, massing and materials of the buildings.
 - i. Building Facades: 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. Two or more of the following design elements shall be incorporated for each fifty (50) horizontal feet of a building façade:
 - 1. Changes in color, texture or material.
 - 2. Projections, recesses and reveals expressing structural bays, entrances, or other aspects of the architecture.
 - 3. Groupings of windows or fenestration.
 - ii. Building Materials and Colors: Variations of brick, stone, cement siding and wood trim (as generally shown on attachments) to provide a residential feel to the development.
 - 1. Prohibited Materials:
 - a. Metal shall not be used as a primary exterior surface material. It may be used as a trim material covering no more than ten (10) percent of the façade.
 - b. Vinyl Siding shall not be used. Cementitious siding is allowed.
 - c. Fluorescent colors are prohibited.
- b. Parking Requirements
 - i. Parking as permitted by the *Springfield Zoning Ordinance* in effect at the time of development.
 - ii. All other housing has 1 parking stall within the garage and 1 stall in the driveway
- c. Alley Design Requirements
 - i. 15' width (minimum)
- d. Retaining Walls
 - i. Outcropping Stone – This wall type can be used for walls of any height.



- ii. Brutus Wall Block – Walls less than 30 inches in height or walls stemming from the building.
- iii. Split Face Block – Walls less than 30 inches in height or walls stemming from the building.

8. Open Space, Landscaping, and Screening

- a. Open Space Requirements
 - i. Minimum open space = 20%.
 - ii. Maximum impervious area = 80%
- b. Landscaping. 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.
 - i. 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 or as permitted by the *Springfield Zoning Ordinance* in effect at the time of development.
 - 2. Tree preservation. Preservation of each healthy existing tree of an approved species that is at least four and one-half (4-1/2) inches caliper shall count as two (2) trees toward fulfillment of the tree requirements of this District.
 - 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.
 - ii. Bufferyards - Required bufferyards on a lot or tract shall be installed when the lot or tract is developed.
 - 1. Required bufferyard between wet detention and parking
 - a. Provide a solid evergreen hedge along the edge of parking. The hedge shall achieve a minimum height of 3' at the first two years of installation and shall continue to achieve this height thereafter. Canopy trees shall be spaced at 50-foot intervals, and one understory tree shall be placed midway between each two

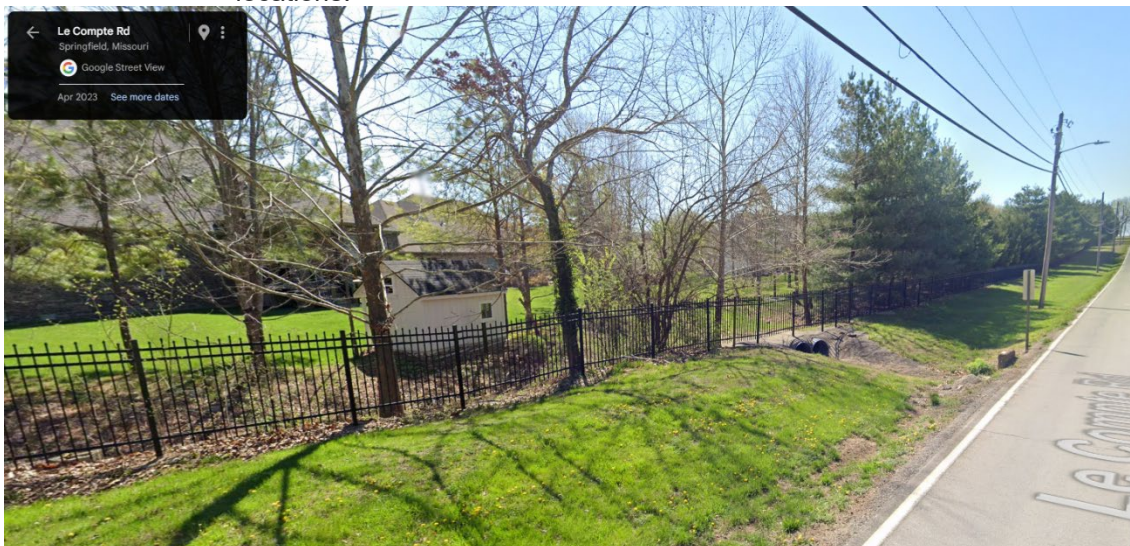
- Canopy trees. Offset the hedge and tree trunks from the back of curb (or parking blocks) to allow for bumper overhang.
2. Required bufferyard along eastern property line
 - a. For each 100 linear feet of apartment use abutting the existing single-family property to the east, provide 1 canopy tree, 2 understory trees, 2 evergreen trees, and 10 shrubs. The minimum depth of the bufferyard is 15'. If the bufferyard depth is 20' or greater the plant quantities can be reduced by 20%.
 - iii. Streetscape requirements – To provide a pedestrian oriented streetscape, street trees have been added to one side of each street between the street curb and the public sidewalk. Given that this is often in conflict with a utility corridor, a 10' utility easement will abut and parallel the r/w on private property. A minimum of one canopy tree shall be planted between the back of curb and public sidewalk in the area provided for each 75 feet of linear right-of-way frontage. The spacing between trees can vary to accommodate driveways, utility crossings, crosswalks, and building facades. All public streets within the development shall adhere to these requirements.
 - iv. Parking lot and vehicular use area landscaping requirements
 1. Perimeter Landscaping. Perimeter landscaping shall be provided where a parking lot or vehicular use area is within 50 feet of a public right-of-way, excluding alleys, and there is not an intervening building. Perimeter landscaping areas shall be protected from vehicular encroachment or overhang through appropriate wheel stops or curbs.

The perimeter landscape treatment shall consist of the following:

- a. A landscape area located within 30 feet of the adjacent street right-of-way containing at least ten square feet of open space for each one foot of street frontage. The landscape area shall be arranged to create a strip at least five feet wide directly adjacent to the street right-of-way and to accommodate the required plantings. If a utility easement is in the same corridor, required trees may be placed just outside of the easement. Preference shall be given to massing landscape areas at access drives to the site. The perimeter landscape area shall not be counted towards the required interior landscaping area for the parking or vehicular use area.
- b. The plantings within the perimeter landscape area shall consist of at least one canopy tree, one understory, ornamental, or evergreen tree and four shrubs per 100 linear feet of street frontage.
- c. The landscape area located directly adjacent to the street right-of-way may be reduced to less than five feet in width but not less than two feet in width when at least 12 square feet of open space for each one foot of street frontage is provided. At least 75 percent of the required landscape area shall be located within 30 feet of the adjacent street right-of-way. The remaining 25 percent of the required open space shall be provided elsewhere on the site. In addition to the landscaping required above, four shrubs shall be planted on the site with preference given to locations within or adjacent to the parking area.
- d. Necessary accessways from the public right-of-way shall be permitted through all such landscaping. All accessways shall comply with the Springfield City Code at the time of development.

2. Interior Landscaping.
 - a. A landscaped area must abut paved areas on at least two sides or more than 50 percent of the landscaped area perimeter to qualify as an interior landscape area.
 - b. Interior landscape areas shall be protected from vehicular encroachment or overhang through appropriate wheel stops or curbs.
 - c. Interior landscaping shall be provided in general conformance with the attached Preliminary Development Plan attached.
- c. Screening and fencing.
 - i. *Location and height of required screening.* The following shall be required in addition to any bufferyard required, unless a screening structure is provided as a part of the bufferyard design.
 1. *Refuse storage areas.* For all uses other than single-family, two-family and townhouse dwellings, refuse storage areas visible from the property line shall be visually screened by a solid fence or wall, not less than the height of the refuse storage containers, on all sides except the side used for refuse pick-up service. Such side shall not be required to be screened
 2. *Household resource recovery collection centers.* Unless inside a building, collection containers and any equipment for household resource recovery collection centers shall be visually screened by a solid fence or wall six feet high on all sides except the side used for drop-off of resources. Such side shall not be required to be screened. The collection containers and equipment shall be arranged so that they are screened from residential districts and public rights-of-way. Signs, advertising the collection center and materials collected, may be placed on the fence or wall in addition to any freestanding signs on the property.
 3. *Mechanical and electrical equipment.* Mechanical and electrical equipment, such as air conditioning units, shall be screened from public view as space allows.
 - a. Screening of mechanical and electrical equipment for single-family detached and duplex dwellings meets the screening requirements of this section if the equipment is located behind the front building line of the main structure. Equipment may not be able to be screened along the street frontages as this equipment will likely be in a utility easement.
 - b. Mechanical or electrical equipment for other residential and nonresidential uses shall be visually screened from all residential districts, when the equipment is located within 200 feet of a residential district, and public rights-of-way by a wall, fence or landscaping not less than the height of the mechanical or electrical equipment. Screening is required whether the equipment is located on the ground or on the roof of a structure. For this article, mechanical and electrical equipment includes equipment that provides service to building, such as air conditioning units and does not include industrial processing equipment, such as conveyors and dust collectors.
 4. *Maintenance and other equipment.* Unless stored in an enclosed building, maintenance and other equipment shall be visually screened from adjoining property and public rights-of-way if required by the zoning district in which the property is located.
 - ii. *Screening standards.* Any of the following types of screening will satisfy the requirements of subsection.

1. *Screening alternate A.* Screening alternate A shall consist of a solid masonry or concrete wall.
 2. *Screening alternate B.* Screening alternate B shall consist of a landscaped earthen berm. Side slopes of berms shall have a minimum of two feet of horizontal distance for each one foot of height. Berms shall contain such drainage provisions as may be required by the ordinances of the city.
 3. *Screening alternate C.* Screening alternate C shall consist of a solid wood fence.
 4. *Screen alternative D.* Screening alternative D shall consist of an evergreen hedge at least two-thirds the minimum height required at the time of planting and shall be planted and maintained to form a continuous, unbroken, solid, visual screen which shall be at least the minimum height required within two years after time of planting.
- iii. *Fencing Along Division Street.* Fencing shall be like the fencing seen below (Ameristar Montage or approved equal) along the single-family residential area. Fencing in all other areas along Division Street are not required but may be installed. If installed, the fence must also match the Ameristar Montage style. Wood fencing is not allowed in any locations.
 - iv. *Fencing Along Le Compte Road.* Fencing shall be like the fencing seen below (Ameristar Montage or approved equal). Wood fencing is not allowed in any locations.



- v. *Maintenance.* The owner of the property shall be responsible for maintaining, in a neat and orderly manner at all times, all required screening materials. Plant materials which die shall be replaced with healthy plant material of similar variety and meeting the size requirement of this section
- vi. *Buffer areas.* Whenever landscaping and bufferyards of this P.D. requires the installation of a buffer area, the screening required by this section should be construed to be an additional requirement.

9. Exterior Lighting

- a. The requirements and standards of the Springfield Zoning Ordinance, in effect at the time of the time of development shall apply.

10. Access to Public Thoroughfares

- a. Access to the public street system, as shown on the attached exhibits, shall be governed by the existing standards as permitted by the City of *Springfield* in effect at the time of development for the applicable street classification.

- b. Internal public roadways are proposed as Local Residential classification and shall have a dedicated 50 foot right of way. Division is classified as a Primary Arterial and Le Compte is classified as a Secondary Arterial.
- c. Internal and external site triangles will be provided in accordance with City of Springfield design standards:

RIGHT-OF-WAY TRIANGLE REQUIREMENTS

Intersection of With	Expressway	Primary Arterial	Secondary Arterial	Collector		Non- Residential Local	Residential Local	Marginal Access
Expressway	A	A	A	B		B	B	B
Primary Arterial	A	A	A	B		B	C	C
Secondary Arterial	A	A	B	B		C	D	D
Collector	B	B	B	C		C	D	D
Non-Res. Local	B	B	C	C		C	D	E
Residential	B	C	D	D		D	E	E
Marginal Access	B	C	D	D		E	E	E

KEY:

- A – 100' X 100' ROW triangle w/separate right turn lanes
- B – 30' X 30' ROW triangle w/50' corner radii
- C – 10' X 10' ROW triangle w/30' corner radii (or 15' ROW radius)
- D – 10' X 10' ROW triangle w/20' corner radii (or 15' ROW radius)
- E – No ROW triangle w/15' corner radii

11. Signs

- a. The requirements and standards of the Springfield Zoning Ordinance, in effect at the time of development, shall apply.

12. Required Improvements

- a. 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:
 - i. construct the required improvements; or
 - ii. 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.
- b. Certificate of occupancy. No certificate of occupancy shall be issued for any structure within this District, or phase of the development, unless:
 - i. the required improvements are completed prior to occupancy of the structures; or
 - ii. 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.
 - iii. 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.

- c. Required improvements. Improvements necessary to adequately accommodate the intensity of development in this District include the following.
 - i. Street improvements as defined in the approved traffic study.
 - ii. Sanitary sewer facilities required to provide public sanitary service to each parcel.
 - iii. Storm water regional management facilities as shown in the attached exhibits.
- d. Improvement Standards.
 - i. Improvements shall conform to the following standards.
 - ii. All new 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.

13. Maintenance of Common Areas and Facilities

- a. The maintenance of common areas, all amenities, and stormwater facilities (ponds, basins, and stream corridor) within the Planned Development shall be assumed by a duly constituted property owners association meeting all legal requirements prescribed by the City Attorney.

14. Phasing

- a. Development may be phased provided that all public improvements directly related to each phase are completed at the time of its development and that improvements serving the District as a whole and the adjoining area are completed in a sequence assuring full utility of the District as a whole and all areas within the District and so that future public improvements required by this ordinance or other applicable ordinances of the City are not compromised or rendered unduly difficult.
 - i. The development is anticipated to be completed in 3 phases. The first phase is anticipated to be completed within 2 years of zoning approval, at the latest.

15. Final Development Plan

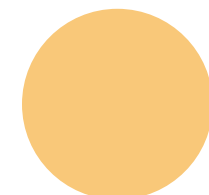
- a. A final development plan, showing conformance with the requirements of this Exhibit, shall be submitted to the Administrative Review Committee and approved in the manner described below prior to the issuance of any building permits or prior to the commencement of any of the permitted uses or improvements permitted or required by this exhibit. Development of this District shall be in accordance with the approved final development plan. Final development plans designating the location of uses shall be submitted to the Administrative Review Committee, either as a whole or in phases.
 - 1. The intent of Exhibit 2 is to illustrate the general improvements. The site plan is subject to change but will maintain conformance with the stipulations mentioned above. A final development plan shall only be approved if it is in substantial conformance with Exhibit 2 as defined by Subsection 36-405 (9) (c) of the Springfield Zoning Ordinance.

2. The final development plan shall be submitted for Pre-Development Review and then submitted to the Administrative Review Committee for review. The Administrative Review Committee is hereby authorized, at its discretion, to approve minor adjustments and modifications to the site plan per section 36-405 (9) (c). Such authority shall not, however, be construed to permit:
 - A. Any uses within the District other than those specifically prescribed by the ordinance.
 - B. Any increase in the intensity of use permitted within the district.

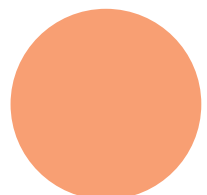
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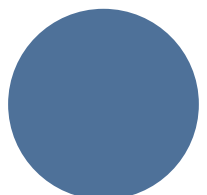
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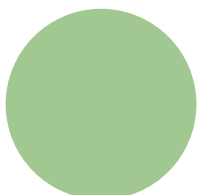
apartments



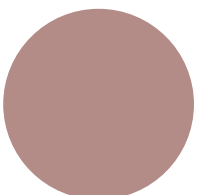
townhome



duplex



single-family lot



villa lots

division & le compte development

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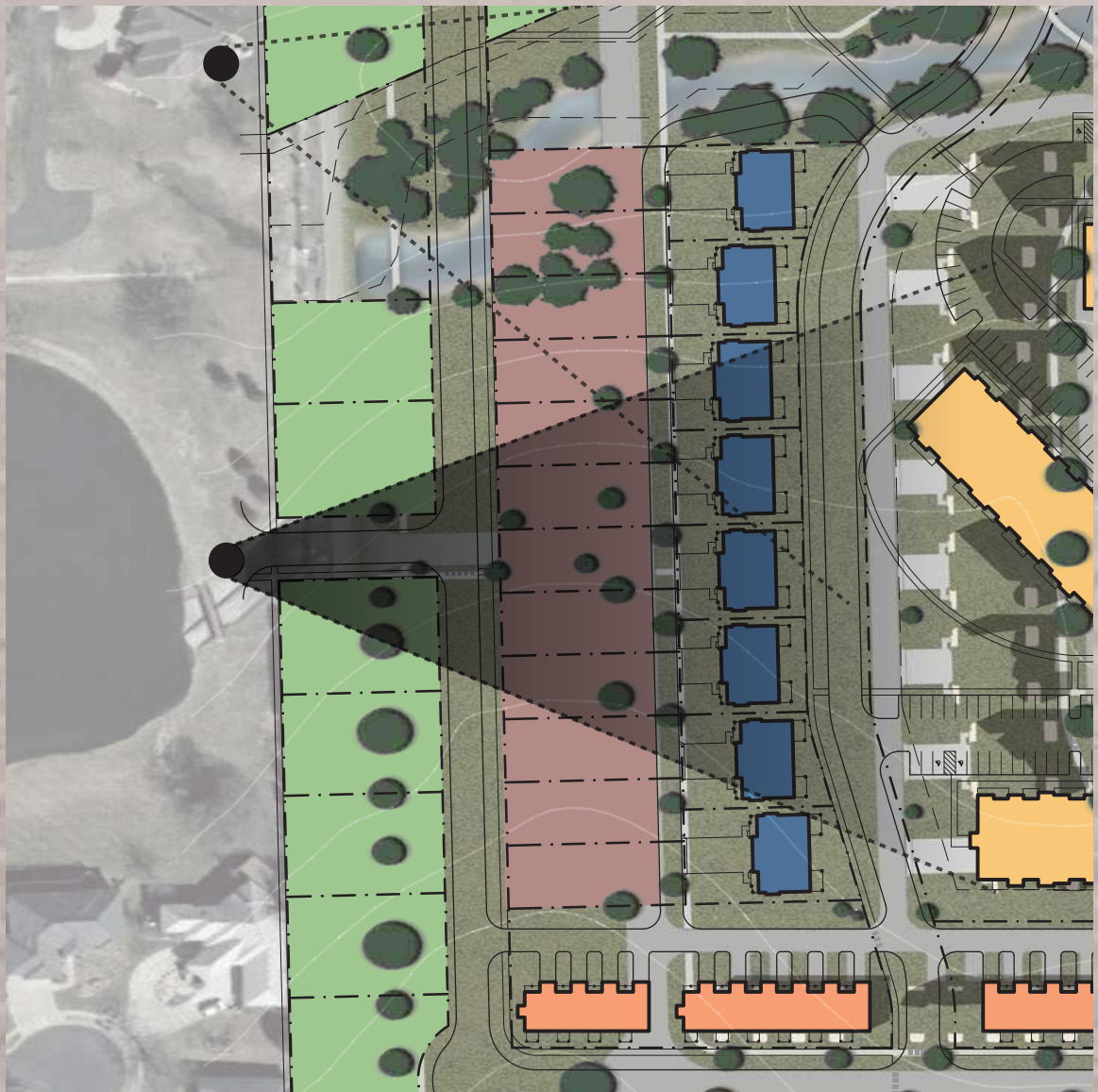


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division & le compte development

August 28th, 2025

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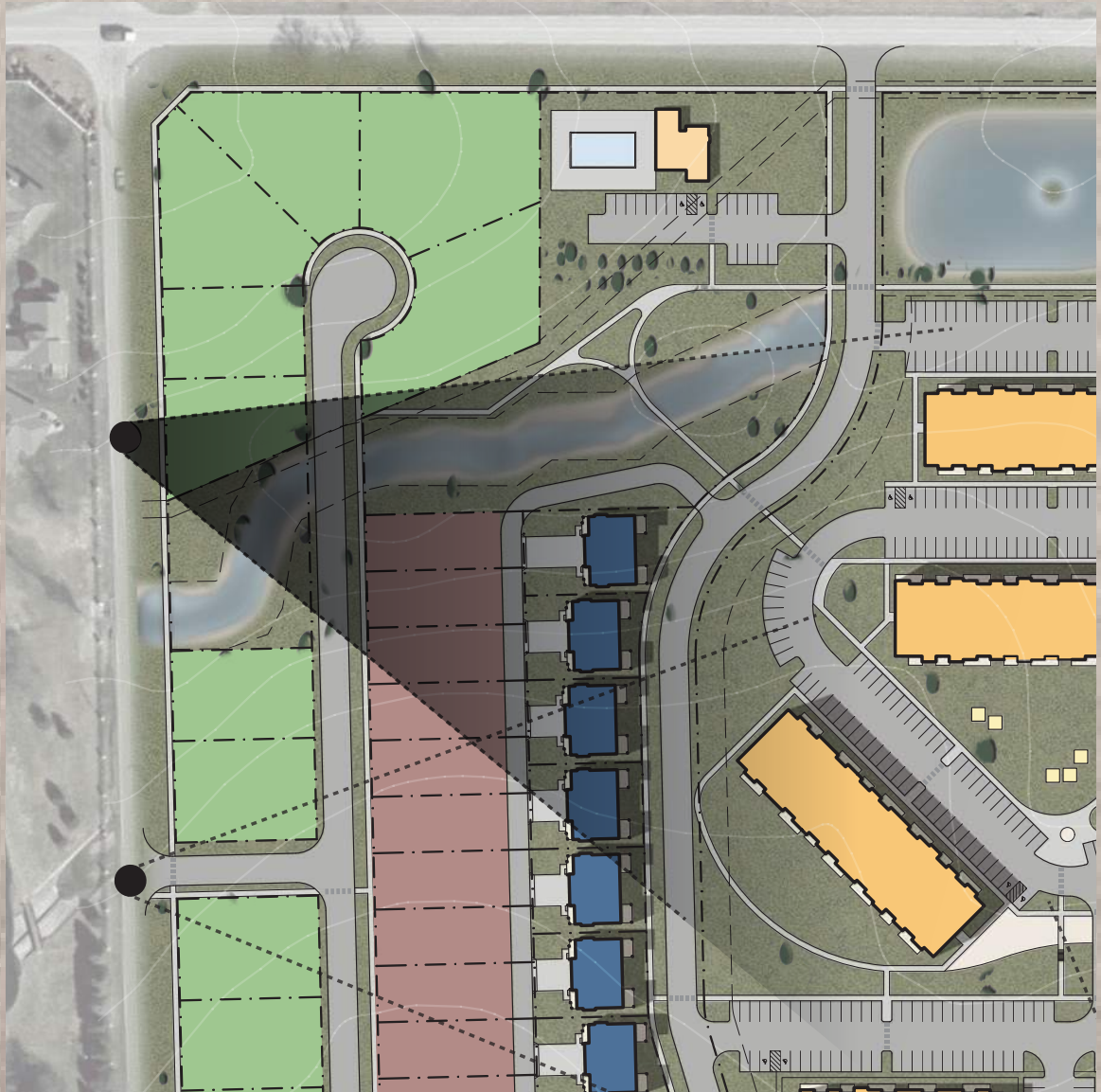


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August 28th, 2025

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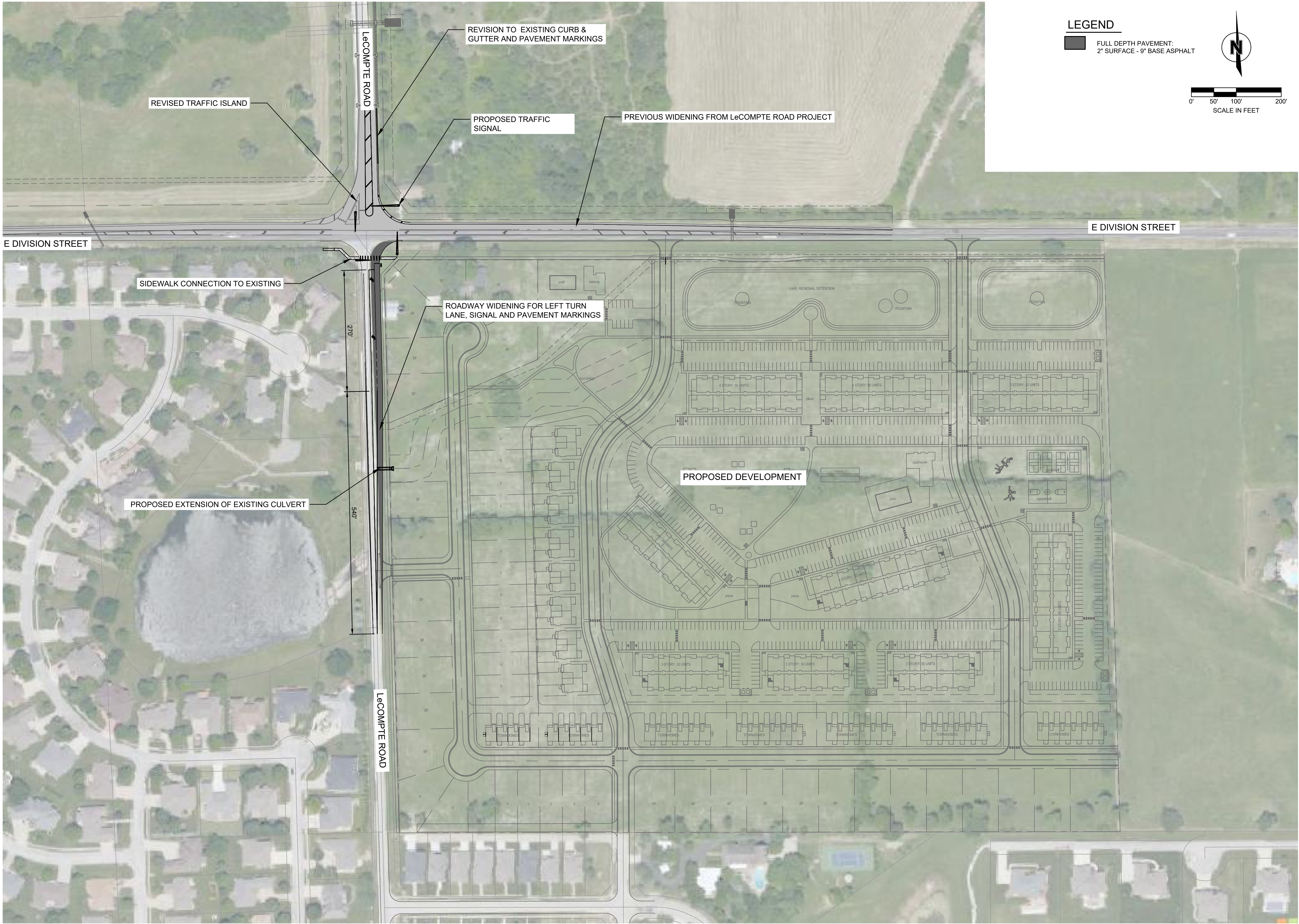


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August 28th, 2025

division & le compte development

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DATE: Sep 05, 2025 1:46pm USER: mmayfarth



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Springfield, MO 65806

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FAX 417.890.8805
Olsson - Engineering
Missouri COA #001592

PRELIMINARY
NOT FOR CONSTRUCTION

REV. NO.	DATE	DESCRIPTION	BY

ROADWAY IMPROVEMENTS EXHIBIT

2830 E DIVISION DEVELOPMENT
ROADWAY IMPROVEMENTS

SPRINGFIELD, MO

drawn by: MJM
designed by: MJM
project no.: 02X-XXXXX
date: 9/5/2025

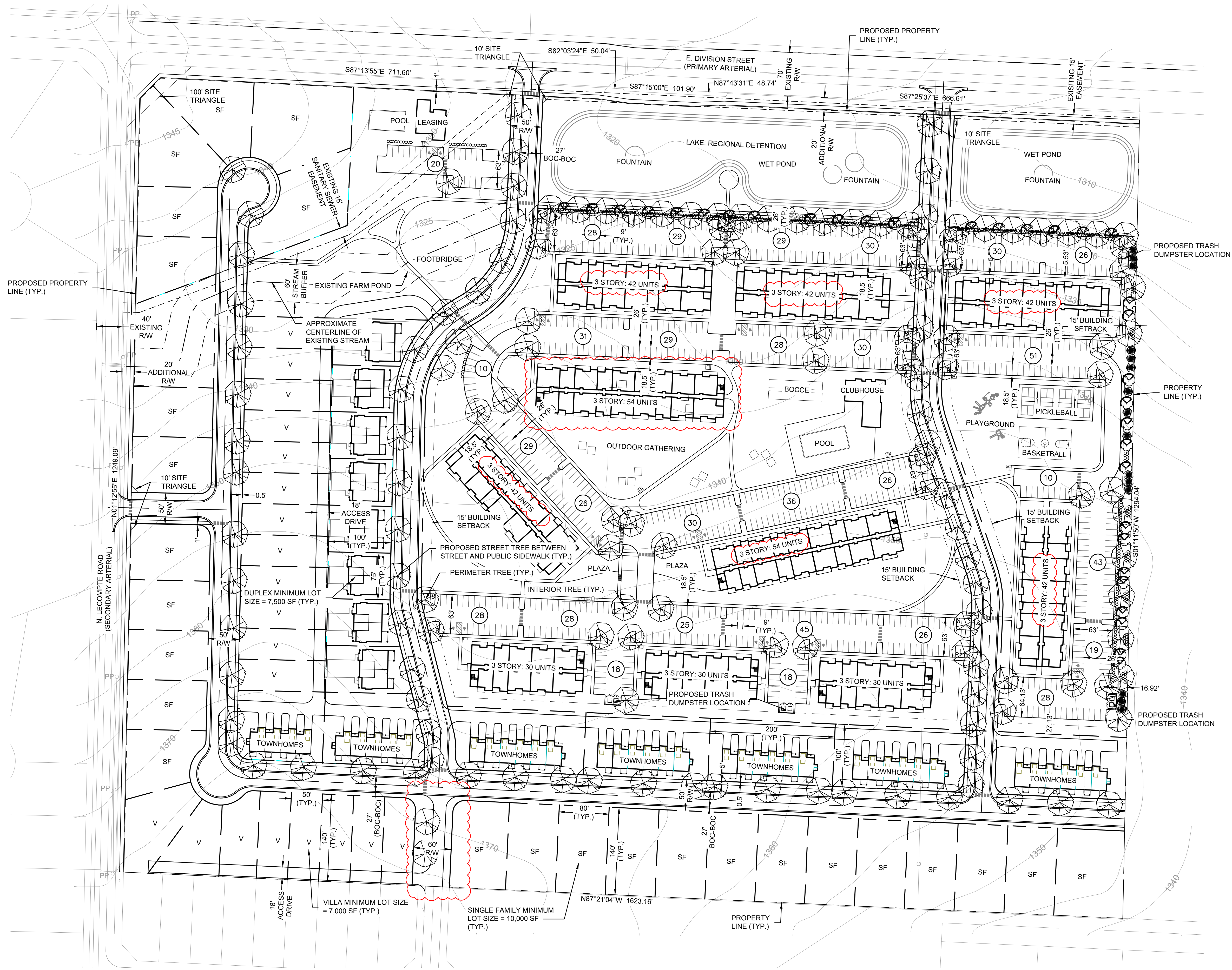
SHEET
EX-01

2025

REVISIONS

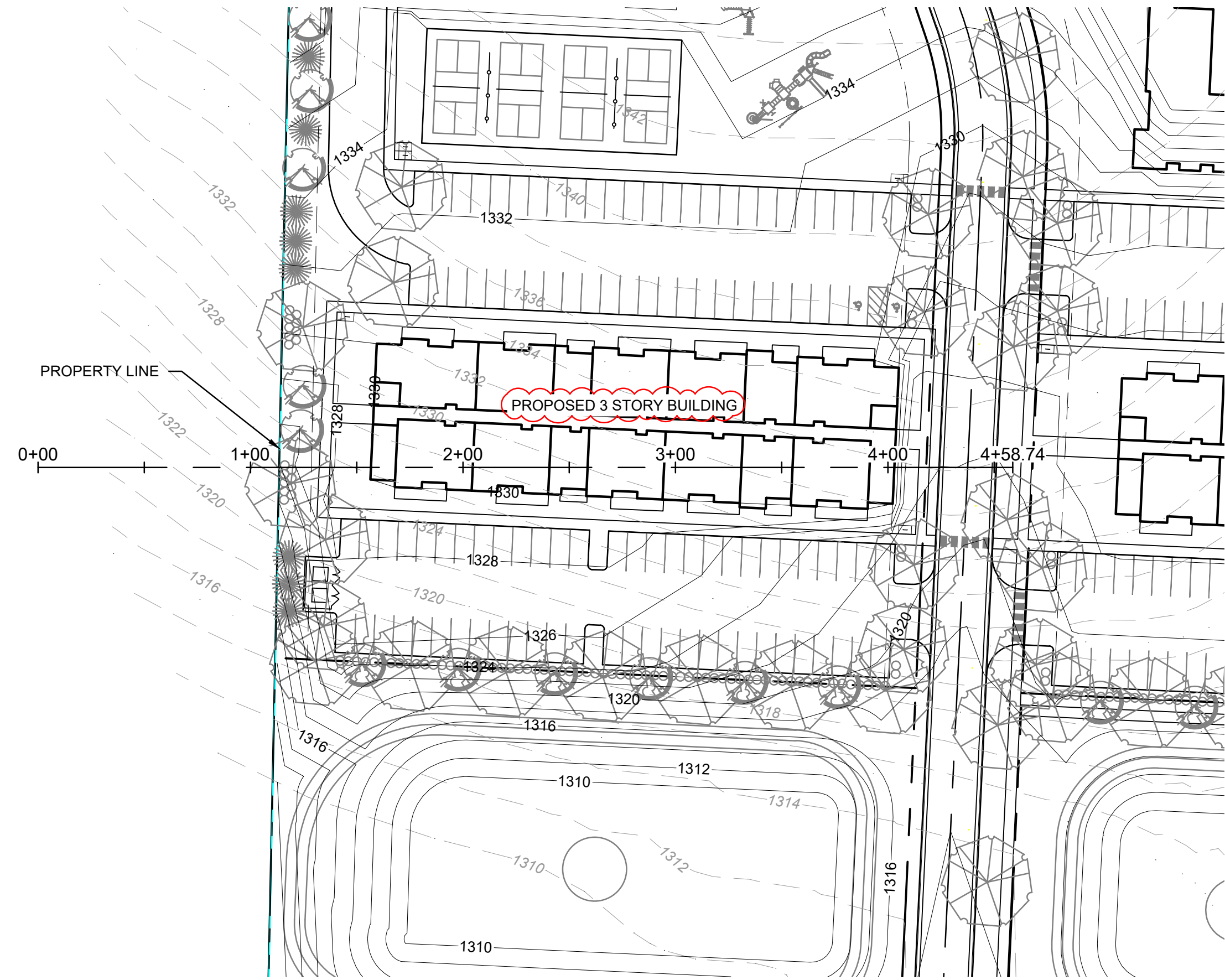
Planning and Zoning Commission Page 30 of 85

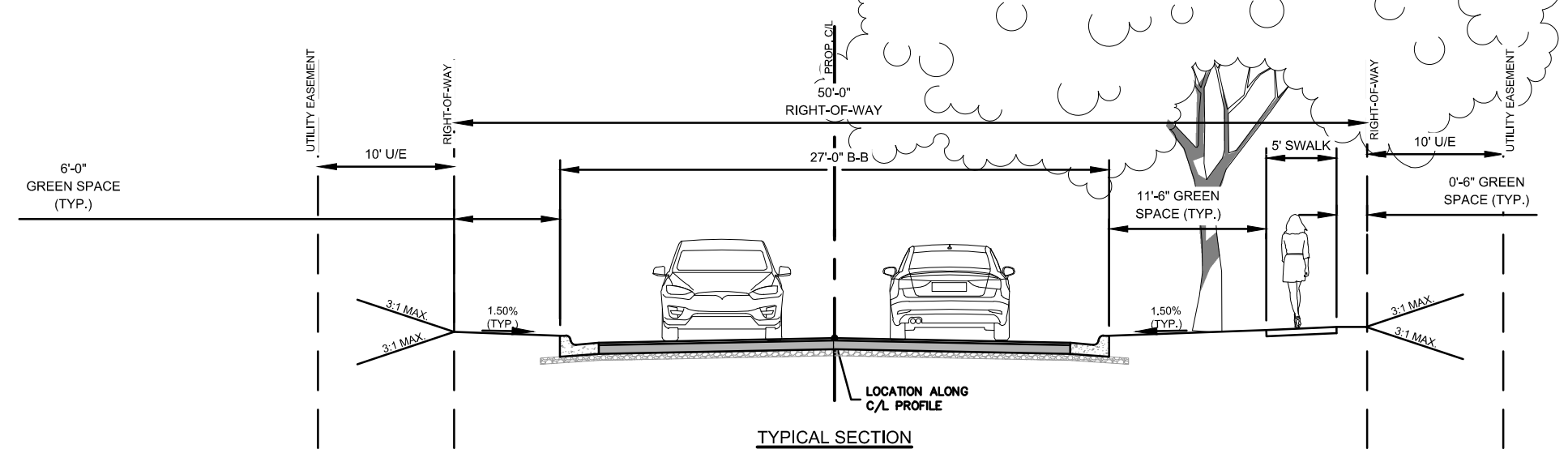
Page 42 of 168



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1 of XX

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DATE: Sep 08, 2025 10:51am USER: tlrake



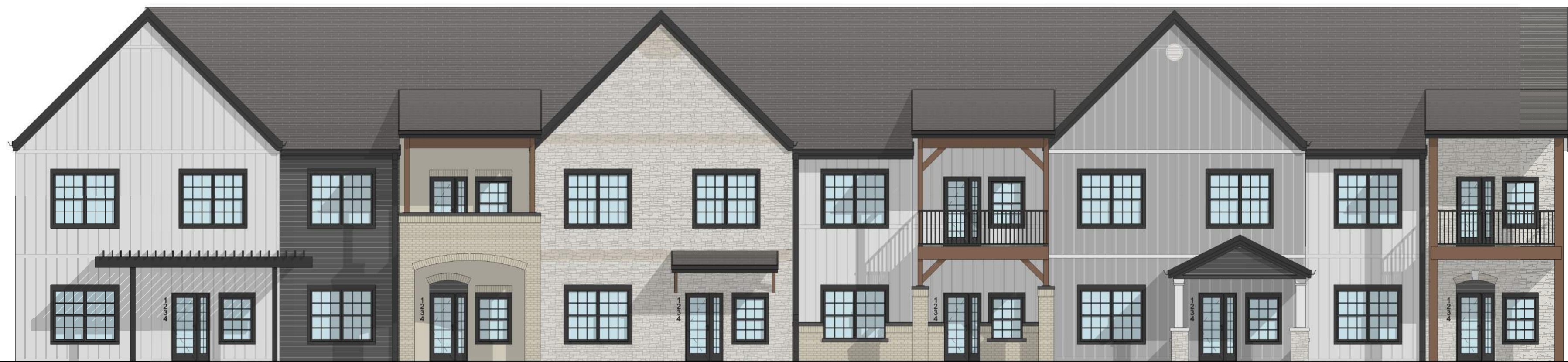


	EXISTING TREES TO BE REMOVED.
	ALL OTHER EXISTING TREES TO BE PRESERVED. (SEE EXISTING TREE REMOVAL TABLE ON SITE CALCULATION SHEET)
	NEW SHADE TREE
	NEW UNDERSTORY TREE
	NEW EVERGREEN TREE
	NEW SHRUB
	EXISTING TREE TO REMAIN

SF	SINGLE FAMILY LOT
V	VILLA LOT
☒ X	PARKING COUNT

NOTE: IF ADDITIONAL EXISTING TREES ARE REMOVED AS A RESULT OF CONSTRUCTION (FOR EXAMPLE, DUE TO UTILITY LINE INSTALLATION), THEN THEY WILL BE REPLACED 1 FOR 1.

2025



townhome elevation example



apartment elevation example



hdesigngroup

AUGUST 26, 2025

division & le compte development

elevations

MEETING NOTES

Neighborhood Rezoning Meeting

Project Name:	3830 E Division Street Proposed Development
Project Location:	Springfield, MO
Client:	City of Springfield
Project Manager:	Ricky Haase
Date:	09/09/2025

1) List of verbal comments and how we plan to address any issues as needed:

- a) When are the meeting dates?
 - 1) September 25 – P + Z meeting
 - 2) October 20 – City council public hearing
 - 3) November 3rd – City council meeting + vote
- b) How many villas are there?
 - 1) 26 single family, 20 villas
 - 2) 50-75% of properties will be sold
- c) Are the buildings made of brick?
 - 1) They are brick or masonry requirements within the PD.
- d) Is there something to handle the traffic on Le Compte?
 - 1) There is a signal being added to Division and Le Compte, and a right turn lane into the development at each entrance, and the entire section gets signalized.
- e) Is there a signal at Eastgate?
 - 1) Yes, at Division and Eastgate
- f) Can you turn left onto Division?
 - 1) Yes
- g) Are there a lot of signals being added along Division?
 - 1) One at Eastgate and our project would add one at Le Compte.
- h) How much room / how many lanes can you build on Division? How much area do you have between the development and MoDOT jurisdiction?
 - 1) It can eventually be built out to a full primary arterial roadway section. So, from the centerline south, we are dedicating the maximum required right of way to MoDOT.
- i) How many people does MoDOT predict will be driving down the highway? How much will the lights stop? What is the number of cars?
 - 1) MoDOT has a traffic study and built roadway improvements accordingly. That study shows car counts.
- j) Does the traffic study predict for what is being built?
 - 1) No, we can't predict something that isn't built yet.

- k) Do the roadway improvements accommodate for the 400+ new cars?
 - 1) MoDOT has a traffic study and built roadway improvements accordingly. That study shows car counts.
- l) We did not receive a letter. Can we get a letter?
 - 1) The letters were only sent to the residents within 500 ft of the new development.
- m) What is on the north side of Division?
 - 1) All undeveloped, it's zoned for different uses.
- n) You've eliminated 2 egress drives, so there are only 3 left.
 - 1) We only removed the one at Bristol Park.
- o) So, are all the MoDOT developments equipped to handle the new traffic?
 - 1) MoDOT has a separate study for pre-development and post-development.
- p) What time of year or time of day was the study done?
 - 1) This can all be found in the traffic study.
- q) Are they taking into consideration the traffic from school?
 - 1) Yes
- r) Density doesn't seem like it has changed. A story was removed but an additional building was added.
 - 1) We reduced by 20 units or roughly 5%.
- s) Has the elevation view been raised?
 - 1) No, the elevation has not been raised at all.
- t) It's not just personal vehicles, think about deliveries and school buses. She mentioned that she just got back from St. Louis and tried to exit 65 to Division and couldn't get off the highway. Her daughter had to call 911 because of traffic on the highway. I can't imagine they keep Le Compte open for truck traffic.
 - 1) We are combating this by providing another way to access the underground for trucks.
- u) When are they planning to do the roadway developments?
 - 1) There are improvements being constructed now. The proposed improvements we show on the exhibit would be done with the first phase of our development.
- v) Most people here don't mind the development; the problem is the apartments. They are on hills, and they will look gigantic.
 - 1) See this exhibit for elevations on how these apartment buildings step down the hill.
- w) Can they sell the lots as single-family units instead of the apartments? This will not be affordable for anyone.
 - 1) No
- x) What is the stormwater situation for the property because she lives at Wildhorse, and my backyard is full of lakes.
 - 1) We are providing approximately 3 acres of wet detention ponds for the development.
- y) When it floods, where does the runoff go? How do you control it all the way down to the lakes? What do you do with the water?
 - 1) We are providing approximately 3 acres of wet detention ponds for the development.
- z) HOA fees were mentioned, what is the development going to have for fees? Will renters be paying fees?
 - 1) This comes from maintenance costs. We don't have these exact numbers at this time.

- aa) What is the property value change of Lakes at Wildhorse due to this development?
 - 1) I am not an appraiser so I cannot answer that question.
- bb) You anticipate the private dwellings being sold for 4-6 hundred thousand dollars. I don't think these are worth that much.
 - 1) We're modeling them after Lakes at Wildhorse.
- cc) What about the sinkholes that are in that area? Can the land handle that?
 - 1) A geological study will be done at the time of preliminary platting or before construction.
- dd) Is there potential development to the east?
 - 1) Not by our developer.
- ee) What year was the road study done?
 - 1) Most recent was this year but has been studied from 2020.
- ff) The city approved a traffic study, but MoDOT has not, when did that change? Are we able to see those documents?
 - 1) I gave this gentleman MoDOT's contact information.
- gg) The water detention basin on Division, is it safe there? Buses are going up and down that street all the time so what safety is there to protect buses from hitting water?
 - 1) It will be designed according to MoDOT standards. There will be a shoulder, ditch, and sidewalk.
- hh) Are the trees on the east and south property line existing or proposed?
 - 1) We are coordinating to keep the existing ones, but the ones in the plans are proposed.
- ii) Is the lighting that is proposed to be put up going to shed out on the neighbors?
 - 1) 1 foot candle at the property lines or less.
- jj) On the south side, there are 5 trees, will there be more than that?
 - 1) We will try to keep the existing and add more trees.
- kk) Will people have to turn right off Division and take a U-turn to leave and go to Springfield?
 - 1) Only at our western exit point.
- ll) For units, how many parking spaces will be added?
 - 1) 607 parking stalls will be added for apartment units is the minimum requirement.
- mm) Has anyone considered the traffic going south on Le Compte? Do you believe the road can handle it?
 - 1) The traffic study was done on both Le Compte and Division.
- nn) What is the median income for the residents living in these units?
 - 1) We don't know, but the rent will be \$1,300-\$1,500 per unit.
- oo) When you talk about the developer, is it the one from California?
 - 1) The people constructing and operating this are local. The people from California are funding it.
- pp) There are 3 LLC's and property owners.
 - 1) No, there is one LLC.
- qq) Is the funder a private equity?
 - 1) I don't know.

- rr) Will there be another water well?
 - 1) No.
- ss) What about sewer? Is there capacity?
 - 1) Yes.
- tt) Are 607 parking stalls enough?
 - 1) The 607 stalls are only for the apartments. All other residential areas will have their own private parking (garage and driveway). This will be enough parking based on the developers experience with other local developments.
- uu) Most families have 2 vehicles. Is this enough spaces?
 - 1) Yes
- vv) You are offering apartments at a high price, who would invest their money in this?
 - 1) The developer feels they will fill these units or they wouldn't be building it.
- ww) What are the proposed stages of development?
 - 1) 3 phases, northern, middle, southern. Ideally it would be 1 phase every 2 years, but it likely won't happen that quickly.
- xx) How large are the lots? Is this similar to Wildhorse? Is this smaller than most properties in the area?
 - 1) It is exactly like Wildhorse. 10k square feet.
- yy) Stone Creek and this development are different because the mass density center here is different than the density in the residential area in Stone Creek. Stone Creek has a 4-lane highway.
 - 1) A primary arterial can become a 4-lane highway.
- zz) How much green space is there? Does this include everything?
 - 1) 527,000 sq ft, so roughly 25%
- aaa) Will the trees be planted in a later phase?
 - 1) Landscaping will get done first.
- bbb) What does "missing middle" mean?
 - 1) Look at the comprehensive plan.
- ccc) The apartments are not the missing middle
 - 1) Yes, they are.
- ddd) Why were the apartments added in the first place?
 - 1) There is a housing crisis we are trying to resolve.
- eee) How does the apartment cost fill the missing middle?
 - 1) It is determined by building type, not cost.
- fff) Will there be a limit to the number of cars for the apartments?
 - 1) It is based on how many bedrooms the unit has.
- ggg) We don't want anything to do with California. Why did you ruin the single-family residence with apartments?
 - 1) We are trying to move past the housing crisis.
- hhh) What about apartments for college students? What is the rent for them?

- 1) I don't have that answer.
- iii) The biggest concern was density first; how did you change it to fix that?
 - 1) We reduced the density to match the property intention.
- jjj) We are surrounded by gated communities. We don't want an out-of-town landlord because it will take away our control of our properties. We are not against the development; it is just misplaced with the density.
 - 1) I understand your concerns.
- kkk) The developer knows that the density is too high.
 - 1) I understand your concerns.
- lll) Is there any chance of voicing concerns to the developer and reclassify the area? You have done nothing other than barely reducing units to combat the density.
 - 1) I disagree. We are trying to make adjustments throughout the plan as requested by neighbors.
- mmm) This was voted down even at 3 story heights, what makes you think it will pass now?
 - 1) It got reduced to 3 story, and a building was added to combat lost units.
- nnn) Was there a consideration for the property to be tailored for an older community? That will be the age group that can afford it.
 - 1) No.
- ooo) You mentioned that there will be 607 parking spaces for apartments, so close to 750 cars in there. At 5pm there will be a lot of cars coming in and out. What is your anticipation for the number of vehicles coming in and out of an already congested area? My concern is that waiting 2-4 years leaves out safety for children and families.
 - 1) I understand your concerns. These project will take 6-10 years to build which will lessen the impact. All the parking will be built in nearly 10 years, so that provides time to coordinate studies with MoDOT.
- ppp) How long would Division be closed for the stoplight?
 - 1) Division would not be closed to add the stoplight. It would be similar to how it is now.
- qqq) Would you have a conversation about future growth along Division? Aren't there width issues? Is all this out there for us to see?
 - 1) We're dedicating an acre and a half of right of way for roadway developments.
- rrr) Have they thought about the traffic being put into other traffic developments? They can't go anywhere.
 - 1) They can go west.
- sss) Can a roundabout be put in?
 - 1) At Eastgate and Division there is a signal, so there is no design to do a roundabout at Le Compte.
- ttt) Where is the line for the city of Springfield?
 - 1) Everything to the south is part of Greene County
- uuu) Have they talked about speed limit changes on Division?
 - 1) We have talked to MoDOT but right now, they are unwilling to reduce it.
- vvv) The highway patrol has no control over this area. This is all controlled by SPD, so if there is a complaint, you must voice it to the city police.
 - 1) Understood.
- www) Who is the engineer in charge of the MoDOT developments?

- 1) I can give you MoDOT's contact information after the meeting.
- xxx) Are there any plans to widen Division and make more visibility to get around other people?
 - 1) The whole south side is getting improved.
- yyy) If it's approved, will streetlights go in before the development starts?
 - 1) Yes
- zzz) You are lucky if one car can get through, near Wildhorse. It's like Nascar getting in and out of Wildhorse from 65 to Chestnut Expressway to Division.
 - 1) I understand your concerns.
- aaaa) Have you been in contact with SPS and Hickory Hills Schools?
 - 1) When you annex a property to Springfield, the schools, fire, and police are made aware.
- bbbb) Are they building a sidewalk?
 - 1) Yes, along Division and Le Compte.

Neighborhood Meeting

Southeast Corner of Division and Le Comte Property Rezoning

September 9, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Janet Helfrecht	4674 E. Kentbrook Dr.	(561) 676-7624
CONNIE KEISER	W' MORE	914.720.6247
ERICA GAYNOR	W' MORE	417.766 2208
Chuck + Jo Cox	4273 E Sherwood Circle	417.884.0178
KEVIN + LYNN AUSBURN	4105 E. BROOKDALE TERRACE	417-860-0694
Nancy Hudson	1360 N. Cooper Blvd	417-863-6061
BOB HONG	1122 N. NEW CASTLE AVE	815-685-5420
JERRY PARSLEY	W' MORE	417- 510 597 4729
MIKE FEY	3828 E. BROOKDALE TER	417-209-7604
Austin Dinwiddie	5067 E Wild Horse Dr	970-222-5815

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

September 9, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Kathy Christy	1313 E. KENTBROOK DRIVE	417. 224. 2826
Jean Grabeel	1241 N Cooper Blvd	417 459-5344
John + Bonnie Keil	4477 E Hidden Oak St	816-898-9147
Norma Goodance	3832 E. Brookdale Dr	417 - 234 - 0078
Catherine Kershaw	1304 N. Fenchurch Ln	417 - 234 - 0658
Barb + Dean Rivak	4035 E Brookdale Terr	503-593-4167
Michael Jessica Ingram	4038 E. High Ridge Lane Spfld MO 65802	417 569-8166
Yelena Popov	3538 E Cooper Blvd Spfld MO 65802	405-326-2731
Catherine + Mark Kretzner	1351 N. Lehnax Ct Spfld MO. 65802	Phase 1 417-350-4200
Carolyn Malcolm	3430 E Sheffield Ct. 65802	417-849-8004
Miranda Myrick	1662 NOakfair Pl	417 9206487

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

September 9, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Bob & Jo Shure	3824 E Brookdale Ter.	417 839 7365
Dennis & Barbara Bergs	3836 E Brookdale Tr	417-319-5048
Dennis & Brenda Owens	4056 E High Ridge Lane	417-326-9220
David & Susan Childers	3811 E. Brookdale Ter.	417-839-5405
Brian Glasgow	3962 E. Brookdale Ter.	417 827-8912
JOE & SUE JOHNSON	3912 E. WINDSMORE	417-840-7754
Barbara Thompson	4292 E. Sherwood	417-838-4064
JASON BLUM	4288 E. Sherwood Cir	417-827-4249
Jay MARSART	1368 N MARLOWE AVE	206 954 7385
Ken & Charlene Albin	4441 E. Sherwood	417-840-8915

Christine Combs

4392 E Ambrose Dr

417-840-2819

MARK E. NELSON

4404 E. KENTBROOK DR

417-236-4940

550 St Louis Street / Springfield, MO 65806

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Planning and Zoning Commission Page 45 of 85

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4360 Fentbrook Drive

417-848-1658

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

September 9, 2025

4:00 p.m. - 6:30 p.m.

Name	Address	Phone
Mike Doatright	3823 E. Brookdale Terr	417 840 1346
Larry & Barbara Brewster	1428 N Marlowe Ave	417-689-1305
Dale & Judith Fagerland	3676 E Cromwell Ct	417-848-3786
Jean Barty	1350 N Bristol Ave	806-787-4478
Go Cox	4273 E. Sherwood Cir	417-894-0174
Andy Nelson	4410 E. Sherwood	620-330-4458
Randy & Debbie Beyaller	1440 N Marlowe Ave	417-693-0027
Larry & Esther Wood	1365 N. Chapel Drive	417-987-3334
Bonnie Farley	3730 N. Cromwell Drive	417-725-2431
Joel Farley	"	417-725-2431

Sten Shollenberger

1731 N Bristol Ave

573-825-0064

Thomas & Martha Nelson

475 N Bellflower Dr.

5 ps. Mo. 65802

550 St Louis Street / Springfield, MO 65806

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Rikki Vienhage

Planning and Zoning Commission Page 46 of 85



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 TURN OVER


Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

September 9, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
LARRY JEFFERIS	4146 E BROOKDALE TERR	417-860-2463
RALPH & BEVERLY TATER	3840 E. BROOKDALE TER	417 332 5854
Bob & Barb Schneider	3827 E Brookdale	417-343 8554
Marilyn Dennis	3701 E. Cromwell Lane	417-425-5051
Bob & A.J. Gilbert	4320 E Ambrose Dr	417-844-2952 417-844-3052
Ernest & Deane Lewis	1460 N. BUSTOL AVE	417-350-1955
Bob & Joyce Somerville	1338 N. Bristol Ave	417 830 8123
James Kirby	4518 E Pearson Rd Dr	417 844 1188
David & Denise Rosenbluth	4459 E Kentbrook Dr	972 834 3634
Andy Bennett	771 N. Sumner Ave	417 860-8805

Over

BRUCE FETTER 1235 COOPER 417-343-4210

Randell + Carla Wallace 794 N Thompson 417-234-7161

Jim + Sue McDowell 4020 E High Ridge Ln

Pam Tynes 5362 E DIVISION 417-848-5200

David Houston 5177 E. Fm. Rd 122 417-234-6614

550 St Louis Street / Springfield, MO 65806

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Marilyn Chana
A Rod

Paul Lewis

Maricela Burleigh

Maria Burleigh

Malcolm Burleigh

Keith Abercrombie

Michael Smith

Christina Lashmet

Joan Joryth

David Stanislaus

Gina & Mark Stillwell

Mark Mandy Mikkelsen

Ken & Pat CARTER

DAN & AUDRE BARRETT

LORI SCOTT

SANDY HOPPER

O.T. & Sharon Brewer

Allen Wrather

Brenda Wrather

1054 N. Newcastle

1450 N. Fenchurch Lane

1342 Rosedale Court

1342 ROSEDALE COURT

1342 ROSEDALE CT

1236 NEWCASTLE AVE

1465 N. Bristol Ave.

1412 N. Cooper Blvd

1465 N. Bristol Ave.

1428 N. Chapel DR

3660 E. Sheffield Way

4484 E Kentbrook Dr

1302 N. Fenchurch Ln

4749 E. RUTHERFORD ST.

1413 N. Fenchurch Lane

747 N. SUMMERCREEK CT

3649 E. Cromwell Lane

4462 E. Sherwood St

417 773-0723

417-861-6350

417-414-7676

417-234-7964

417-838-0258

417-988-4792

417-827-0125

417.988.4632

(417) 417-4435

417 830-9259

(417) 839-5838

417-849-3030

262-388-4515

(573) 719-4318

417-270-7271

417-234-7264

417-234-3900

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Duane & Linda Ottmar- 5018 E. WILD HORSE DR. - 417-844-6501

Paige Burligh	1342 Rosedale Court	813 693 8235
Shawn Burligh	1342 Rosedale Court	813 417 849-4794
Everett Benson	1417 N Bristol Ave	417-825-7293
Phil Jones	1405 N. BRISTOL	309-360-4244

Joyce Snyder

1229 N New Castle Ave
SpFd, Mo 65802

417-849-0359

KALPESH PATEL

1662 N Marlowe Ave
SPFd - Mo - 65802

417 234 0422

ALIKESH Patel

1110 E High Ridge Ln
Springfield Mo - 65802

816-585-4884

Donna Barnett

1622 N Waterstone

216 633-6166

From: [Sara Hollis](#)
To: Zoning@springfieldmo.gov
Subject: University Heights corner
Date: Thursday, September 4, 2025 5:12:24 PM

Dear Planning and Zoning,

1). I am opposed to commercial development at the corner of National and Sunshine. I do not agree with the methods the developer used to purchase homes. This was done prior to neighbors knowing what was happening. His ideas were not compatible with the neighborhood. He sought to capitalize on the proximity to Mercy. He sought to capitalize on the beautiful neighborhood, too. We have vacant buildings on Sunshine and Fremont, he could have had those, but that isn't the beautiful part, is it? It is also easier to buy things piecemeal, then declare them blighted, and apply for rezoning. He may have paid too much for the white house that was torn down, \$500,000, I hear, which may have been more than market value, so Steve Plaster took advantage of him? I do not want to see the "Glenstonification" of Sunshine. There is also the property on Fremont across from the day care. But he doesn't want that, I presume, because it is owned by C Arch Bay company, who would lease the land, and he can't make as much money. That horrible Cardin shopping center is an eyesore but perhaps they won't sell. I have heard rumors of a personal vendetta against Mercy by the Cardin family?

2) I would like to propose a Green Corridor concept linking the Waterwise Garden, ball field, tennis courts, the Art Museum, Phelps Grove Park, Fassnight Park, Grant Street corridor, then Jordan Valley. It could have a wall isolating the homes on the south side of University, since they are now more open. A 20-30 foot strip behind the wall could contain evergreens. In front of the wall would be greenspace. The neighborhood could be responsible for its upkeep if funds are not available. The wall could say University Heights.

3) If Mr Duda wishes to keep the houses he owns on the south side of University for executive rental, then you can't make him sell. But perhaps if he sold them he would get his money back. But definitely not sell to another developer and walk away! I'm sorry Mr Duda has spent so much money and time on engineering, but it is his fault for doing it the way he did. He mentioned the Cox Building across the street as justification. That corner was occupied by Marsh Travel since 1972, and BJ Marsh actually lived there. I would have rather it stayed a house. Mr Duda also mentioned Farmer's Park as an example of building by a neighborhood. Farmer's Park was 15.4 acres! National and Sunshine is 3 acres. There was one beautiful house there but it was torn down when Highway M was expanded, way before Farmer's Park, I believe.

4). Another option: turning the beige stucco house on National into a hospitality house? Since the first house on the corner was torn down, perhaps the one to the north of it, which is further from the intersection, could have the same usage. This would be a non-conforming use, which I interpret as it would revert to residential if no longer used as a hospitality house. There are several properties nearby such as Bambino's and Bryan Magers office which are non-conforming. The entrance could be on National as usual with the house, but the exit could be on Sunshine several hundred yards away to meet the rules of the road. This would require further discussion with the neighborhood.

5) Driving on Sunshine or National between National and Jefferson is actually pleasant due to

the lack of unpleasant commercial spaces and traffic pulling in and out. 7 Brew has produced a lot of traffic. If traffic is observed, it seems like those streets are used by people looking to get down National or Sunshine as fast as they can.

6). I have lived in Springfield since 1964. My first home was on Portland. The first restaurant I ate at was Mexican Villa. I have lived in University Heights, Phelps Grove, Midtown, Sunshine-Holland and Rountree neighborhoods. My children attended Rountree, Jarrett and Parkview schools. I love the older homes and do not want developers imposing their view that "nobody would like living there, it's unsafe so close to a busy street" or "it's so noisy because of cars, ambulances and helicopters". That logic applies to any lofts or apartments proposed for that corner, doesn't it? I have also heard Mr Duda say the prices of the homes have become prohibitive. So would the price of an apartment, loft, or executive rental built by the developer, wouldn't it? Except he would be the one making the money. There are people who want to live in the older established neighborhoods. Yes, sometimes it is noisy, but we all can't commute to the suburbs.

--

Sara Hollis, PsyD (retired)
1326 E Delmar Street
Springfield, MO 65804
h 417-831-7381
c 417-818-8179
sashollis@gmail.com

From: [Carla Jones](#)
To: boardcommunication@spsmail.org; Zoning@springfieldmo.gov; [Council](#)
Subject: Strong Opposition to Proposed Development at Division & Le Compte
Date: Monday, August 11, 2025 2:07:01 PM

This is the first time you received an email from this sender (jones.carla5952@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Secured by Check Point

8/11/2025

Dear Planning & Zoning Commission / City Council Members / Commissioners,
I am writing as a concerned resident of Windsmore, located near the site of the proposed residential development at the southeast corner of Division Street and Le Compte Road. I strongly oppose this development in its current form and urge the Planning & Zoning Commission to DENY its approval due to the serious and lasting consequences it may pose to our community.

The scale and density of the proposal—550 residential units, including over 400 apartments—are fundamentally incompatible with the existing character of our neighborhood and raise significant concerns in the following areas:

1. Traffic and Safety

This project would substantially increase traffic along Division Street and Le Compte Road, neither of which is designed to accommodate such a volume. Multiple planned entrances and exits only heighten the risk of congestion, accidents, and delayed emergency response times.

A full, publicly reviewed traffic impact study is necessary before any approval is granted.

2. Infrastructure and Public Services

Hundreds of new households would place considerable strain on water, sewer, waste management, and other city services. It remains unclear whether the current infrastructure can support such expansion without significant upgrades, costs that may ultimately fall on taxpayers.

3. School Overcrowding

Local schools are already operating near or at full capacity. The additional student population generated by this development—particularly from the high number of apartment units—will further strain educational resources, enlarge class sizes, and compromise educational quality.

4. Neighborhood Character and Property Values

The introduction of high-density apartment buildings is out of alignment with the low-density, single-family character of the surrounding community. Such a shift risks permanently altering the neighborhood's identity, reducing privacy, and lowering surrounding property values.

5. Environmental and Drainage Concerns

The removal of green space and increase in impervious surfaces will exacerbate stormwater runoff, potentially leading to long-term drainage and flooding problems for nearby residents, issues that are often underestimated and difficult to reverse.

6. Transparency and Accountability

This proposal comes from an out-of-state developer (East Division Development, LLC, based in California). This raises concerns about long-term accountability, responsiveness to community issues, and ongoing property maintenance. The developer has no stake in our schools, our

infrastructure, or the long-term well-being of this community.

This development, as currently presented, is not in the best interest of our community.

Sincerely,

Carla Jones

3941 E. Windsmore Dr.

Springfield Mo

From: [Connie Keiser](#)
To: [Childers, Steve](#); [Connie Keiser](#); [Neal, Daniel](#)
Cc: [Schrag, Jeff](#); [McGull, Councilmember](#)
Subject: 2025-177 (3830 E Division St Springfield, Mo.
Date: Friday, August 15, 2025 2:48:09 PM

I, along with the other 130+ concerned citizens who attended Monday night's City Council (CC) meeting, were pleased that the CC remanded the above project back to Planning and Zoning (P&Z) per the developer's request "... so that they may provide NEW/additional information."

That motion for a remand came along with a request from A. McGull, that even though NOT required, the developer hold another neighborhood meeting for the revised plan, in a space sufficient to hold the numbers of individuals who would attend.

I am asking that this email be shared with the individuals at P&Z who will be evaluating that "NEW /additional information" from the developer.

On July 17, 2025, the P&Z board listened to and heard the concerns and issues of the various communities and soundly recommended to the CC a denial of the above project by a 2-6 vote.

Comments made during the meeting by commissioners and citizens about density, traffic and other issues are still of major concern and need to be addressed and resolved.

Yet the developer still feels that he "has to have 530 doors."

Any NEW/additional information must be vastly significant to overturn the original denial from P&Z.

ISSUES & QUESTIONS

A. DENSITY

Original Project

- 530 doors on 48 acres which includes:
 - 9 apartments buildings
 - 5 four story
 - 4 three story
 - 670 parking spaces (As a visual comparison, the nearby Menard's has +/-400 spaces)

Comparison with local neighborhoods

Hickory Hills	100 doors on 37 acres
Windsmore	55 doors on 30 acres
Cooper Estates	240 doors on 90 acres
Bristol Park	41 doors on 40 acres

There are no apartment buildings and no 3 or 4 story structures in any of these developments.

In fact there is no other development in Springfield with the proposed density of this project.

B. INFRASTRUCTURE

Apparently there are 3 known sinkholes on the property.

Yet the Missouri Department of Natural Resources has not been requested to do a/any sinkhole study to determine:

- the kind
- the size
- and the protential effect of sinkholes on any development of this land and to the surrounding areas.

Shouldn't a study be required prior to any P&Z decision?

C. TRAFFIC

There has been no comprehensive area MODOT study.

A July 2025 study on FR 185 & Division is incomplete regarding several traffic issues of concern raised by the communities affected.

As Commission Chair Randall Doennig said at the July 17 meeting:

" It's difficult for me as a commissioner to embrace something like this with MODOT as a wild card."

Re the proposed stoplight at Le Compte (FR 185) and Division he said "... the practical news is that it's going to be years in the making."

A spoke person at Greene County Highway Department advised me that one of the requirements for GCHD to do a traffic survey of a county road requires:

"...a minimum threshold of 100 additional vehicles to see that impact of what that new traffic looks like during peak hours."

Clearly this proposed development generates over 100 new additional vehicles utilizing the proposed entry/exit on FR 185 let alone the 2 proposed entries on Division (one which does not allow a West turn from the development) with the 530 doors and 670 parking spaces.

He also advised that with the City's annexation of this property, that stretch of "a very narrow 2 lane county road" from Division south to the Bristol Park community is now the responsibility of the City of Springfield Street Department.

Per a City Streets employee no study has been ordered or requested with regards to evaluate the new traffic generated by this size of a development.

Common sense says you have to have that information in order to evaluate the effect of additional vehicle traffic generated by this development on the existing streets.

Will you do so or require such a study prior to a decision?

D. FORWARD SPRINGFIELD COMPREHENSIVE PLAN

Chris Lebeck stated that "... this (proposed plan) did not conform to (the Forward Springfield plan) as it did not

1. Encourage home ownership (the project is 100% rental i.e. no home ownership)
2. Was not compatible with the immediate nearby land uses
3. ...and in his eyes, would be detrimental to a current thriving area."

Commissioners agreed that "...the intent was good (i.e. Springfield's needs for more housing) but they felt that this went a little too far in terms of density and felt the development would add too much traffic to streets that were not able to handle it."

Does the proposed revised NEW deal change any of this?

E. IS THIS MIDDLE INCOME HOUSING?

Olsson advised that the 1 bedroom apartments would "probably rent for \$1300-\$1500 PLUS an HOA fee not yet determined."

Olsson advised that rent prices for 2 or 3 bedrooms apartments or for the other proposed structures (12 residential houses, 12 townhouses plus the condos) has not yet been determined.

Data USA advises that the 2023 median gross income in Springfield was \$45,985 with the gross per capita income at \$30,864.

Most financial institutions advise using 30% of gross income for housing purposes.

Here's the math:

$$\$45,984 \div 12 = \$3,537.23 \times 30\% = \$1061.17$$

$$\$30,864 \div 12 = \$2572 \times 30\% = \$771$$

Obviously the proposed rent of \$1300-\$1500 + HOA fees for a 1 bedroom in this development would fall outside of the 30% range.

For those Springfield families who fall in that "median ncome/per capita range, a 1 bedroom apartment in this development would be unaffordable.

Let alone be able to afford the unknown rent on the larger structures.

F. SPRINGFIELD PUBLIC SCHOOLS

The elephant in the room.

According to several teachers and families Hickory Hills Elementary School (HHES) is at or above capacity now.

An additional 530 doors would not only add more students but also increase the traffic during school hours and after school activities.

SPS does not provide busing within 1.5 miles; all the students in this development would require private transportation as it is 1.1 miles from LeCompte & Division to the HHES site.

So you would have the additional school traffic at least twice a day and more depending on after school activities.

And while I understand that SPS is its own separate entity, shouldn't this level of additional traffic be a significant factor in the P&Z evaluation?

G. TRACK RECORD

The developer has stated that they have 2 developments in this area.

Have any calls been made to the governing bodies in those areas from P&Z?

Have the following questions been asked?

- How did it go?
- How's it working now?

and more importantly

- Would you do it again? or what would you do/require differently?

Seems like common sense to me.

SUMMARY

Any "NEW/additional information" must provide significant changes to reverse P&Z's original denial and to bring this matter once again for public comments and another P&Z vote.

Thank you for your attention to this matter and follow-up on these critical issues.

REFERENCES

- SBJ online posted August 12 @ 12:33pm
- www.ozarksfirst.com/news/springfield-housing-proposal-concerns
- Greene County Assessors Office

From: [Connie Keiser](#)
To: [Childers, Steve](#); [Connie Keiser](#); [Neal, Daniel](#)
Cc: [Schrag, Jeff](#); [McGull, Councilmember](#)
Subject: Re: 2025-177 (3830 E Division St Springfield, Mo.
Date: Thursday, August 21, 2025 10:14:03 AM

ADDITIONAL INFORMATION FOR CONSIDERATION:

Here is additional information that needs to be evaluated /considered by P&Z for the above proposed development along with the:

- any of the "NEW/additional information" submitted by the developer
- the other issues/questions asked in my August 15, 2025 email.

Please share this email with any individuals at P&Z or any City staff who will be reviewing the developer's revised plan.

NEW TRAFFIC INFORMATION TO CONSIDER:

QUESTIONS:

What are the effects of the continuing construction and build out of The Lakes at Wild Horse and The Reserve?

And yes this is Greene County, not City of Springfield.

However the significant new traffic generated from the new construction will travel west into Springfield and through the already challenged E. Division Street and LeCompte intersection.

The additional traffic will also have an effect on the new Eastgate extension/intersection.

The build out, will have a major effect on the communities surrounding this area as well as the City of Springfield.

At the August 18, 2025 POA Annual Meeting, Stu Stenger provided the following information:

1. Currently there are 140 single family homes. There are no rental apartments or 3 or 4 story buildings.

2. There are 4 as yet undeveloped, pre-approved traditional single family communities.

Each of those communities will have 60 doors or a total of 240 new doors.

3. Phase 7, with 60 planned doors, is currently underway.

4. When completed, the neighborhood will end at Farm Road 197 with a total of 380 doors.

5. Estimated completion for the "Wild Horse" neighborhood is 5-10 years out coinciding with the proposed completion of 2025-177 (estimated out at 6-7 years).

MODOT

The recent MODOT traffic study did not take into account these additional 380 doors when it assumed a "2% annual traffic growth rate".

Let alone address the other MODOT concerns stated in the P&Z meeting by the Commissioners referenced in my August 15, 2025 email.

Common sense says that this significant number of new doors requires a comprehensive traffic study to be completed prior to approval of any development in this area.

1. Again, will a comprehensive MODOT study be done?
2. Again, will you ask or coordinate with Greene County Highway Department to do a study?

SUMMARY

This information, along with the issues and questions in my August 18, 2025 email, need to be considered and fully evaluated to see if there is significant differences/changes in any NEW plan to overturn the original decision to recommend denial of this project to the City Council.

On Fri, Aug 15, 2025, 2:47 PM Connie Keiser <keiserproperties@gmail.com> wrote:

I, along with the other 130+ concerned citizens who attended Monday night's City Council (CC) meeting, were pleased that the CC remanded the above project back to Planning and Zoning (P&Z) per the developer's request "... so that they may provide NEW/additional information."

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REFERENCES

- SBJ online posted August 12 @ 12:33pm
- www.ozarksfirst.com/news/springfield-housing-proposal-concerns
- Greene County Assessors Office

From: [Catherine Kershaw](#)
To: Zoning@springfieldmo.gov
Subject: Planned Development 392
Date: Wednesday, September 3, 2025 8:29:26 PM

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

Secured by Check Point

September 3, 2025

Re: Planned Development 392

A "Neighborhood Meeting " is scheduled for 9/9/25 at 4:00 p.m. to be held at Hickory Hills Middle School Gym. I appreciate a larger venue in which to meet since this development impacts so many who live in existing surrounding communities. Many will want to attend.

When I read the proposed changes, I did not see much change in the development plan. I continue to oppose it! I anticipated development of the property but what is planned is not single home development which is greatly needed but instead we will have an extremely densely populated parcel of land and many fighting for a piece of the road to get in and out.

I would like to express my opposition to the change in zoning from A-1 to Planned Development, conditional use permit. I would request consideration to R-1 zoning to be consistent with the zoning in the surrounding communities. (R-1 - Single-Family Residential Zone - 0 to 4 dwelling units/acre).

Please regard the requests and wishes of our voting citizens and not to an outsider who has little or no regard for the neighbors.

Thank you
Catherine Kershaw (property owner within 500 ft of the property)
1304 N. Fenchurch Ln
Springfield, MO
417-234-0657
Project address: 3830 East Division Street

Sent from my iPad

From: [Alyssa Kruzel](#)
To: [Hosmer, Bob](#)
Cc: Zoning@springfieldmo.gov
Subject: 3820 E. Division St. property
Date: Tuesday, August 12, 2025 11:43:48 AM

Hi Bob,

My name is Alyssa Kruzel. I saw your contact info on the Planning and Zoning Commission webpage, please pass my message on to others if you aren't the right contact.

I read the [story](#) in the Daily Citizen about the possible housing development on 3820 E. Division St. My partner sold his home, 4378 Sherwood St., in April in the housing development to the west of Hickory Hills Elementary School across Farm Rd. 193. He lived in the neighborhood for about 15 years.

While we don't live in the neighborhood anymore, we had serious safety concerns during our time there. I was constantly stressed driving in and out of the neighborhood because of how unsafe Division St. is from Hwy 65 to just past the elementary school. The current speed limit is way too high to accommodate all the current traffic from the housing developments and the elementary school that have gone in over the years. Drivers are also constantly speeding and the site lines are tricky due to the mild elevation changes, a few small hills, making turning on to Division unsafe from the housing developments. The road is also extremely narrow with no shoulder, making it nearly impossible to avoid a head to head accident if there is lane encroachment; there is nowhere to pull over if you are run off the road.

I reached out to both MoDOT and the county (I was told they both manage parts of Division from Hwy 65 to past the school) about my concerns after a few close calls and didn't get answer around how these issues are being addressed or if there are any plans to assess the safety more in depth with like a study.

There are already significant safety concerns on this road and adding in 530 more units is going to make it even more unsafe. I am glad we no longer live in the neighborhood and I am concerned for the safety of the people that still do. If a housing development is going to be seriously considered at this location, actions by the city, county and MoDOT need to be taken to address the safety concerns of Division St. such as significantly lowering the speed limit and increased speed enforcement, adding in turn lanes, increase the width of the shoulder, intersection modifications to La Compte, Mumford, Bristol/Kentbrook, Marlow, Farm Rd. 193 and the elementary school's access.

I know Division is the responsibility of MoDOT and the county but the city can't allow for this development until Division is studied and safety improvements are made. It is irresponsible for the city to allow something that puts community members at such safety risk.

I strongly encourage city/county and MoDOT staff, elected officials, zoning and planning commission members to spend a few hours on Division to see what I am talking about.

Please do what you can to get Division looked at and improvements made, not only for the possible new development but the community members that already live there.

Thank you for your time,

Alyssa

--

Alyssa Kruzel
akruze008@gmail.com
651-442-1223

My Pronouns: She/Her/Hers ([What are Pronouns and why they matter](#))

From: [Wyle Potter](#)
To: [Council](#); Zoning@springfieldmo.gov; boardcommunication@spsmail.org
Subject: Strong Opposition to Proposed Development at Division & Le Compte
Date: Monday, August 11, 2025 2:07:25 PM

8/11/25

Dear Planning & Zoning Commission / City Council Members / Commissioners,
I am writing as a concerned resident of Windshire, located near the site of the proposed residential development at the southeast corner of Division Street and Le Compte Road. I strongly oppose this development in its current form and urge the Planning & Zoning Commission to DENY its approval due to the serious and lasting consequences it may pose to our community.

The scale and density of the proposal—550 residential units, including over 400 apartments—are fundamentally incompatible with the existing character of our neighborhood and raise significant concerns in the following areas:

1. Traffic and Safety

This project would substantially increase traffic along Division Street and Le Compte Road, neither of which is designed to accommodate such a volume. Multiple planned entrances and exits only heighten the risk of congestion, accidents, and delayed emergency response times.

A

full, publicly reviewed traffic impact study is necessary before any approval is granted.

2. Infrastructure and Public Services

Hundreds of new households would place considerable strain on water, sewer, waste management, and other city services. It remains unclear whether the current infrastructure can support such expansion without significant upgrades, costs that may ultimately fall on taxpayers.

3. School Overcrowding

Local schools are already operating near or at full capacity. The additional student population generated by this development—particularly from the high number of apartment units—will further strain educational resources, enlarge class sizes, and compromise educational quality.

4. Neighborhood Character and Property Values

The introduction of high-density apartment buildings is out of alignment with the low-density, single-family character of the surrounding community. Such a shift risks permanently altering the neighborhood's identity, reducing privacy, and lowering surrounding property values.

5. Environmental and Drainage Concerns

The removal of green space and increase in impervious surfaces will exacerbate stormwater runoff, potentially leading to long-term drainage and flooding problems for nearby residents, issues that are often underestimated and difficult to reverse.

6. Transparency and Accountability

This proposal comes from an out-of-state developer (East Division Development, LLC, based in California). This raises concerns about long-term accountability, responsiveness to community issues, and ongoing property maintenance. The developer has no stake in our schools, our infrastructure, or the long-term well-being of this community.

This development, as currently presented, is not in the best interest of our community.

Sincerely,
Wyle Potter

3941 E Windsmore Dr
Springfield Mo 65802

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:	Sept 12, 2025	Telephone No.	417-343-8554
YOUR NAME:	Barbara Schneider		
YOUR ADDRESS:	3827 E Brookdale Terrace		
PROJECT ADDRESS:	3830 E Division Planned Development 392		

COMMENTS: The plans for this development are still so over built. The number of units this developer is proposing is absolutely ridiculous. This area cannot support the number of occupants they have proposed. Even if the plan was for single family housing, it would still be over built for the area, considering the roads in the area and the impact it would have on Hickory Hills School. We would appreciate it if you would consider all the adverse effects it would mean

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

to the area.

Please vote 'no' to multifamily housing!

Everett and Sharon Benson
1417 N. Bristol Ave
Springfield, MO 65802
417-825-7293 or 417-825-7292

September 15, 2025

City of Springfield
Dept. of Planning and Development
P.O.Box 8368
Springfield, MO 65801-8368

Reference: Proposed Plan Development 392 located on E. Division Street

Dear Members of the Dept. of Planning and Development:

We're writing this letter as concerned residents regarding the proposed development of approximately 50 acres of land referenced in Proposal 392 that is currently being reviewed. While we understand the need for responsible growth and development, we do have several concerns including greatly increased traffic flow and, the focus of this letter, the potential impacts of increased stormwater runoff resulting from this proposed project.

As you are aware, the removal of natural vegetation and the addition of surfaces such as roads, roofs, and parking lots significantly alter the way stormwater is absorbed. The common area on the south side of Division Street next to the Lakes at Wildhorse is in a water retention shed and includes several ponds. Over the years the ponds have taken in a lot of silt and no longer hold runoff water at the volume they once did. Their current condition has been worsened by the development of Hickory Valley and more recently from the construction site at Division and Le Compte Road. With this letter, we are including several pictures that were taken on July 6, 2025, following a rainstorm. The majority of the pictures were taken from our back deck that show significant runoff coming down the hill from the west and combining with runoff from the north side of Division. One picture was taken on the same date near the entrance to our neighborhood looking west on Division Street from Bristol Ave. Unfortunately, we do not have a clear picture of the runoff flowing over Division. The runoff coming down the hill from the intersection of Le Compte and Division rushed down either side of Division like roaring rivers. In low spots along Division it spanned the road and rose quickly to a level of 5-6 inches. It was the closest to hazardous and impassable that we have seen Division. We have also included

pictures taken from the same angles in "dry" weather to underscore how quickly the water runoff escalated. Additional runoff, not adequately controlled, could reasonably be expected to worsen these conditions.

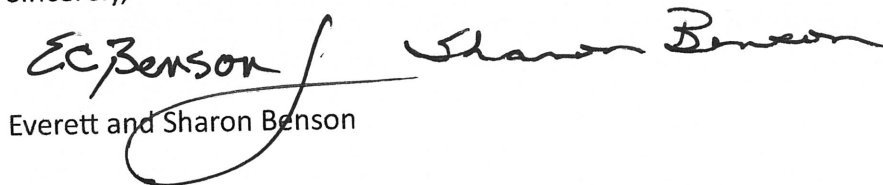
We strongly urge the Committee to reconsider Proposal 392 and/or pursue a more comprehensive stormwater management plan as a required part of the development proposal. This plan should include:

- Adequate detention and retention systems to handle peak flows that take into account runoff from Cooper Estates as well as accounting for waterflow in its entirety through all of the property between the proposed development and the Lakes at Wildhorse common area. This should also include a study of the efficiency of the ponds in the Lakes common area and assure water runoff be adequately controlled until it flows into Pearson Creek and beyond if applicable.
- **Guarantees that post-development runoff will not exceed pre-development levels.**
- On-going maintenance requirements for any stormwater systems installed, as well as additional retention and discharge systems that may be needed.

Protecting the existing residents and the environmental health of our area should be a top priority as Proposal 392 is considered. We respectfully ask that you take the concerns we have expressed as well as those of other effected home owners into consideration (including traffic volumes on Division and neighboring streets, school infrastructure, and various other concerns) during your review process and require the necessary safeguards to be put in place.

Thank you for your time.

Sincerely,


Everett and Sharon Benson

















Hello, my name is Anita Baker. I reside at The Lakes at Wild Horse (The Lakes) subdivision, which is located down Division Street/YY from the proposed. I would first like to express my appreciation to the Planning and Zoning Commission and City Council members who took time out of their busy schedules to attend the recent neighborhood meeting held at the Hickory Hills school with Olsson, the developer's representative.

I would like to request of you to please oppose the proposed as presented.

The most important aspect when we moved to The Lakes was the Hickory Hills school being K-8 for my son to establish lasting friendships with other kids without having to transfer to another school until high school. Hickory Hills is near our home. As many of you know, having kids is a life-long commitment as a parent and their welfare, quality of place and life, which includes public safety, are crucial for their future and our community, as well as for future generations. They deserve to be protected.

As a concerned parent of a Hickory Hills middle school student who has attended this school since kindergarten, I have concerns regarding the density the proposed will bring to our existing Community. I have witnessed a significant increase in traffic flow within the area and within our subdivision. Particularly when school is in session.

Motorists who don't reside within The Lakes frequently park within our subdivision, which is across from Hickory Hills, to avoid the long carpool lines to drop-off and pick-up kids. Vehicular traffic can form from Division Street/YY turning south on Farm Road 193 and lines can form from Chestnut Expressway/Mill Street heading north on Farm Road 193 towards the school. Thus, making the flow of traffic bottleneck in this area before and after school at times. Sometimes this includes tractor trailers, trash trucks and commercial vehicles getting to and from their destinations.

I have provided a copy of a letter sent out by Hickory Hills school administration dated August 20, 2025, which addresses school drop offs, pickups, and school safety for the kids and staff for your information.

In the afternoons, vehicles already parked down several of our neighborhood streets, park at intersections within the subdivision and sit there, and block some resident driveways until they pick-up their kids.

They start parking vehicles in the neighborhood around 1:45 pm, kids get out of school at 2:20 pm, the kids utilize the crosswalk area across Farm Road 193, the motorists wait for their kids to get in their vehicle, and then they drive off while there are other neighborhood kids still walking or traveling on bikes/scooters to their destination.

After Hickory Hills has dismissed, some kids have been nearly hit by motorists including my son due to people being in a hurry to get out of the subdivision after picking up their kids. At times, motorists will honk or provide hand type gestures to others to get out of their way. Some motorists who are waiting for their kids will park on both sides of the street on Sherwood, which can be difficult for traffic flow.

Last year towards the end of the school year, my son witnessed a vehicular crash in the subdivision after school was dismissed. Luckily, no one was significantly hurt, and no kids were hit.

Several years ago, I personally witnessed a crossing guard nearly get hit by a motorist traveling on Farm Road 193 in a company truck. The crossing guard was in the crosswalk with her stop sign while helping kids (including my son) get safely to the school sidewalk. The motorist honked at her to get out of his way. The crossing guard was visibly upset and shaken up, but said she was ok.

Approximately 2 years ago, my son was leaving school with three other friends riding their scooters within our subdivision. They were followed by an angry parent, because her son and another kid who was with my son had apparently been having disagreements at school. She chased them with her vehicle and nearly hit one of them. Hickory Hills Administration and the Greene County Sheriff's Office got involved regarding the incident, but no charges were filed because the angry parent cooperated with authorities and Hickory Hills.

According to my son, there have been several incidents at the middle school with students fighting, and just last week, there was rumored a student threatened to bring in weapons to Hickory Hills and shoot the school up.

According to a neighbor who has spoken with Springfield Public School (SPS) facilities administration, Hickory Hills is currently at approximately 70-75% student compacity. There already seems to be a lot of issues at Hickory Hills and SPS regarding dealing with student safety. Is there a proactive plan in place between the City, SPS, and Greene County on how to handle additional public safety issues and concerns for added students for the additional new and future development plans within our area. This is now the time to be proactive instead of reactive.

These are just a few of the incidents that have occurred within our area.

We should all strive to be proactive in addressing the issue of public safety relating to the proposed and future developments within our area for our kids and Community.

Regarding the issue of public safety within our area, could lowering the speed limit on Division Street/YY be done? The speed limit on Chestnut Expressway/YY is 40 miles an hour.

Also, will the City be constructing a Fire Station within the nearby area to address and handle all these newly proposed, new and existing developments? Our community fire district station is the Strafford Fire Protection district building located down Division/YY, which is near Highway 125. To my knowledge it is not staffed full-time. The closest City stations would be the one located at Patterson just off of Chestnut Expressway, the newly built one located on Sunshine near Hy-Vee, or the one on Blackman Road between Sunshine and Battlefield.

What about law enforcement? The City already has difficulty in finding officers to hire to cover Springfield now. With the added traffic volume for the proposed, current, and new developments for our area, will there be regular patrols available by police. Can Public Works and City Utilities staff handle more right-of-way construction, such as for roads, sidewalks, sewer work, water detention, and utilities that will be needed.

Let's not further add to the current situation before there are proactive plans in place to address issues and concerns to the satisfaction of the residents.

I am not opposed to developing the area in question. I am asking that the density of the proposed be decreased, which could be done by instituting row type two-story townhome/condo or villa housing with garages, or cottages, etc. These would accommodate the "missing middle housing" that Olsson kept noting at the recent neighborhood meeting.

In closing, thank you for your consideration and I ask you to please vote in opposition of the proposed as presented.

From: HICKORY HILLS noreply@finalsiteconnect.com
Subject: IMPORTANT: PLEASE READ
Date: August 20, 2025 at 6:14 PM
To: achrisb72@icloud.com



A message from HICKORY HILLS

Greetings, Hickory Hills Families:

I'm writing to share important information related to morning drop off & afternoon pick up. It is important that all families read these updates to ensure a smooth drop off and pick up process each day.

1. **There should be absolutely no students dropped off in the front of the school in the mornings.** Some students are being dropped off at the front of the building before buses arrive. We have *no* student supervision out front before school, buses begin arriving at 6:55 am, and doors do not open until 7:00 am. **ALL CAR RIDERS MUST BE DROPPED OFF THROUGH THE CAR LINE AT THE BACK OF THE BUILDING.**

2. **The morning car line is long right now, but it will get better as more students are routed on the buses.** Thank you for your patience. As families are adjusting to the morning car line, we are not counting students tardy that arrive to class after 7:20 am. Safety is our number one priority. If your child is eligible to ride a bus, that is the most efficient way to get your child to school.

3. **Morning Car Line - IMPORTANT INFORMATION:**

- **Always follow staff directions in the car line - they are working to create a safe & efficient drop off for our families.**
- All car riders **must** be dropped off at the back of the building (south side), **no exceptions.**
- **All cars will enter the car line from the west side of the building off Farm Road 193.** Cars should **not** use the entrance off of Highway YY near the baseball field.
- **All cars follow a single-line path through the loop of the car line that takes you along the sidewalk on the back side of the school.**
- **All cars should pull all the way to the last open spot in front of you.** Students should **exit the car on the passenger side** so they are not walking through cars to enter the school.
- **Do not allow your child to exit the car until your car is stopped along the sidewalk on the south side of the school.** It is not safe to allow your child to exit your car from further back in the line and have them walk through the parking lot or through the waiting cars. This is a significant safety risk.
- **Cars should not drive in the passing lane and allow students to exit the car.** This is a significant safety risk.
- Cars should not drive forward and attempt to cut in the car line. This creates confusion and frustration for drivers, and a safety risk for students.

4. **Afternoon Car Line - IMPORTANT INFORMATION:**

- **Always follow staff directions in the car line - they are working to create a safe & efficient pick up for our families.**
- **Please stay in your car - staff will assist in loading your child into the car.**
- **Students should load the car on the passenger side - it is a safety risk for students & staff to walk between cars.**
- **Please do not park in the back parking lot and walk up to the porch to retrieve your child.** Staff are loading students into cars and will not be able to go inside to find a specific student. If you need to pick your child up in person, you may park in the front parking lot and check them out through the office.
- **If your child needs assistance to be buckled into a booster seat, once your child has loaded the car, please pull all the way forward to the open space past Spot #1 - this will ensure we can keep our car line moving for other families, and will allow you the time you need to buckle your child in.**
- **Always display your child's car tag while in the car line, even after a staff member has called your child's name.** Student's don't always recognize their cars and this can create delays.
- **Please pull all the way forward - we will send students to you once you have parked.**

It is our goal to provide a safe, efficient drop off and pick up system for our car riders. If all families work to follow these guidelines, our car line will run smoothly. Thank you for your help & commitment to make this happen each day!

Sincerely,

Mrs. Young, Mr. Johnson, and Mrs. Shatto

HHK8 Admin Team

This e-mail has been sent to you by HICKORY HILLS. To maximize their communication with you, you may be receiving this e-mail in addition to a phone call with the same message. If you no longer wish to receive email notifications from HICKORY HILLS, please [click here](#) to unsubscribe.

To view the HICKORY HILLS privacy policy, please [click here](#).

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: R-SF to Planned Development
(existing zoning) (proposed zoning)
2. Meeting Date & Time: June 26, 2025 from 4:00-6:30 pm
3. Meeting Location: Greenstay Hotel and Suites 222 N Ingram Mill Ave, Springfield, MO
4. Number of invitations that were sent: 100
5. How the mailing list was generated: City of Springfield Generated List
6. Number of neighbors in attendance (attach a sign-in sheet): 89
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).

See attached document.

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

See attached document.

I, Ricky Haase (print name), attest that the neighborhood meeting was held on June 26, 2025 (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."

Ricky G Haase

Signature of person completing affidavit

Ricky Haase

Printed name of person completing affidavit

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

June 26, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Jessica Ingram	4038 E. High Ridge Dr Springfield MO 65802	417 569-8166
Jo & Bob Skurba	3824 E. Brookdale Springfield MO 65802	417 839-7365
Gayla Floyd	1305 N Fenchurch Ln Spfld MO 65802	417-818-1118
Michelle Holder	1210 N. New Castle	417-770-4177
Carla Jones	3941 E Windsmore Dr	636-229-2811
Wyll Patten	3941 E. Windsmore P	417-813-3156
Connie Kaiser	3893 E Windsmore	914-720-6247
Erica Gaynor	3965 E Windsmore	417 766-2208
Tim Chung	1651 N. Bridal Ave.	417-379-9131
Barb Rurak	4035 Brookdale Terr	503-593-4167

Robert + Mary Luke 1306 N Fenchurch Ln 417-848-8528

Janae Jacobs 3905 E Brookdale Terr. 417-773-6202

550 St Louis Street / Springfield, MO 65806

☎ 417.890.8802 / olsson.com

OVER

Pam & Bernie Buorier	1155 N. Chesire Ct.	417-887-5681
Lucian + Patty Moné	1326 N Lennox Ct	386 2258901
Dublin Jones	1327 N Lennox Ct	417-234-2847
Dennis + BARBARA BROZOWSKI	3836 E. Brookdale Ter	417-319-5048
Joyce Snyder	1229 N New Castle Ave	417-849-0359
Jack Howard	65803 1150 N. Chesire Ct	417-859-7586
Heidi Howard	1150 N. Chesire Ct.	417-818-6666
Linda Hills	1227 N. Yarberry Ct.	417-840-4002

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

June 26, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Phil Jones	1405 N. ARISTOC	309-360-4248
RALPH & BEVERLY TETER	3840 E. BROOKDALE DR.	417 332 5854
OT. & Sharon Brewer	3649 E. Cromwell	417-234-7264
BOB HONG	1122 N. NEW CASTLE	815 -685-5420
Kathy Christy	4313 E. KENTBROOK DR.	417.224.2826
Marilyn Dennis	3701 E. Cromwell Lane	417-866-7121
Doug + Jan Block	3505 E Cooper Blvd	417-224-4569
Hubert Morris	3627 E. Sheffield Way	417-818-9231
David Rosenbluth	4459 E Kentbrook	972 834-3634
Ben Shantz	2144 E Republic RD	417-888-1000
Michelle Jacobs	3905 E Brookdale Terrace	417-861-6308

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

June 26, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Donald Melton	3924 E Windsmore Dr	417-830-3918
Nancy Hudson	1360 N. Cooper Blvd	417-863-6061
Ken Albin	4441 E Sherwood St.	417-840-8915
KEITH ABERCROMBIE	1236 NEWCASTLE AV.	417-838-0258
Betsy Carroll	3739 E. Cronwell Ln	417 849-4556
David & Shelia Childers	3811 E. Brookdale Ter	417-839-5405
Yina & Mark Stillwell	3660 E. Sheffield Way	417-862-7962
Dory Ann & Roy	3738 E. Cronwell Ln	417 8603 / 69
Tim & Leslie Kilgus	1164 N CHESIRE CT	417-880-9227
Sean & Christine Lashmet	1412 N. Cooper Blvd	417-827-6125

Bob & Barbara Schneider

3827 E. Brookdale Terr

417-343-8554

Brock Jacobs

3905 E Brookdale Terrace

417-773-6481

550 St Louis Street / Springfield, MO 65806

O 417.890.8802 / olsson.com

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

June 26, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Ernest & Tracy Curry	851 N. Summercreek Ct Springfield 65802	417-766-0828
Ken & JAT CAREER	1302 N. Fenchum Ln	417-849-3030
Michael R. Smith	1465 N. Bristol Ave	417-988-4792
MARK NELSON	4404 E. KENTBROOK DR	417-236-4940
David L. Luytman	119 N. Fairbrook	417-693-0513
PT & WALKER	3218 E. Kambert Ln	417-866-3688
Jean Grabriel	1241 N Cooper Blvd	417-459-5344
Dale Fagerlund	3638 E Cromwell CT.	417-848-3786
Randy Norrweik	3660 Cromwell	417-664-2877
Jennifer Feller	3819 E Brookdale Ter	615 927 3862
Steve & Noriko Makoski	4225 Bristol Ln.	417-576-0125

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

June 26, 2025

4:00 p.m. - 6:30 p.m.

LORI Scott

1413 N. Fenchurch Ln

573 719-4318

Name	Address	Phone
Amy & Ryan Baugh	771 N. Summerbrook Dr.	860-8751
PAT & CAROL BARR	1165 N NEWCASTLE	417-849-1499
Mike & Heather Ulmer	784 N. Fallbrooke Ter	417-399-7300
Maksim & Yelena Popov	3538 E Cooper Blvd	405-326-2731
Monica Gaddner	3832 E Brookdale Terr	417-234-0018
Dennis & Brenda Quinn	4056 E High Ridge Ln.	417-326-9220
Todd Chambers	1393 N. Bristol Ave.	417-889-4444
Lydia & Chris Regier	791 N. Fallbrooke Ter	417-328-8832
Mark Axton	1170 W Scarlett Hwy	843 566-4105
Mike & Karen Boatright	3823 E. Brookdale Terr	417 840-1346

Allen + Michelle Jacob 3905 E Brookdale Ter 417-861-6307

MEETING NOTES

Neighborhood Rezoning Meeting

Project Name:	3830 E Division Street Proposed Development
Project Location:	Springfield, MO
Client:	City of Springfield
Project Manager:	Ricky Haase
Date:	06/26/2025

1) List of verbal comments and how we plan to address any issues:

- a) **How many units are going in?**
 - 1) 530 units in total.
 - 2) We answered how many 1, 2, and 3 bedroom apartments there were.
- b) **Are those sticks and nails? (What will they be made of)**
 - 1) There is brick, stone, etc. That is all listed in the planned development.
- c) **Why are we putting so many people in such a little space?**
 - 1) To provide a mixed/diverse housing type. Not everyone wants a single family home.
- d) **Who is paying for public improvements? Is the City contributing?**
 - 1) This project is entirely privately funded. All required design, construction, public improvements, etc are paid for by private funding.
 - 2) The current Le Compte/Division active project has private and public dollars involved.
- e) **A lady talked to planning and zoning on September 4th. Property used to be zoned for agricultural purposes. Noted that nobody knew about the switch from agriculture to R-SF nor annexation.**
 - 1) The city doesn't have an agricultural zoning so when the annex happens, it automatically is zoned to R-SF. There was a public notice sent out about the change and annexation. We were not required to do mailers and post signs for this.
- f) **Are there hard numbers about how many cars are going to be added or kids added to schools? How many cars are going to be on the road? Can it be handled?**
 - 1) MoDOT owns and operates roads, traffic study has been done, MoDOT is currently reviewing.
 - 2) Please ask the City Council the question about the schools. This project is phases over 5+ years so the impact would not be immediate. School districts have time to plan for this.
- g) **What are the results of the traffic study? What is the volume of traffic?**
 - 1) We do not have the traffic study approved yet, but the study includes current traffic volumes, current traffic plus development, and it looks at future growth.
- h) **Is there an impact on the schools? Can they handle the extra people? How would children get to school?**

- 1) That would be a question for the city council. The school districts are made aware of these projects and have time to plan around them.
- i) **How many parking spots are planned out?**
 - 1) We provided the number of parking spots, garages, parking in driveways, etc.
- j) **Is this R3 zoning?**
 - 1) That would only be if we did the whole development was apartments. We are proposing a planned development.
- k) **How much are you charging for rent? What is the price of apartments?**
 - 1) They are on the higher end. APPROXIMATELY \$1,300-\$1,500 per month for a 1-bedroom apartments. All other units go up for there.
 - 2) The homes will be APPROXIMATELY \$400,000-\$600,000.
- l) **Comprehensive plan of Springfield talks about single family residence only, not apartments. Have we had conversations with the city about a variance other than the comprehensive plan?**
 - 1) That's what this is, we are asking for a higher density to rezone the property.
- m) **Nicer living gets destroyed, what is keeping this from getting run down?**
 - 1) Long term residency, developer owns and is keeping rentals, everything is in an HOA, HOA dues are used to upkeep the facilities.
- n) **Is there anything built that is a good example of growth?**
 - 1) The Lakes at Wild Horse are very similar for single family. Stone Creek Falls (Republic MO) is the same developer and would be a good example of apartments.
- o) **Who is the developer, are they local?**
 - 1) Napredak Builders and Canyon View Capital
- p) **Are there provisions for the sinkhole?**
 - 1) Yes, leaving it as greenspace
- q) **Have you considered the other development further south of this one?**
 - 1) That is a MoDOT question on what their roadway networks plans for. Our traffic study accounts for our development only.
- r) **Is Le Compte Rd going to have a signalized turning area?**
 - 1) There is a turn lane going in on Division and Le Compte at our entrances but the traffic study does not currently recommend a traffic signal at Division and Le Compte.
- s) **What happens at the south entry of the property? We had been told it was an emergency exit only.**
 - 1) Connects to road that is stubbed. We have no issue with making it an emergency exit, but the city told us it needs to be an open public street.
- t) **When we look at traffic, we must look at the bigger picture, not just the added development. It is all dependent on each other.**
 - 1) MoDOT is doing exactly that. They are looking at the entire area with anticipated uses.

- u) **Is Le Compte not being widened?**
 - 1) Yes, it is being widened the entire length between Kearney and Division.
- v) **Who at the city is okay with this much traffic in one area?**
 - 1) We have coordinated with Public Works and MoDOT.
- w) **What are the target dates?**
 - 1) Breaking ground 1st of next year, at the earliest. 3 phases, finished in 3-5 years, at the quickest.
 - 2) We are still developing the 3 different phases and how it will split up. Generally, will develop from North to South. We would mass grade the entire site initially.
- x) **To the east there is a horse farm being sold. If that changes, another development would be there, only further adding to congestion that is already overwhelming.**
 - 1) MoDOT is aware of the area developing.
- y) **Is there any intent for this developer to purchase the farm to the east?**
 - 1) No. It was previously talked about.
- z) **On the very south side, what type of fencing is going to be between the developments. We want a 6-foot fence.**
 - 1) As of right now, there is no fence being added but we add that.
 - 2) There is a fence along the western edge per coordination with Cooper Estates HOA.
- aa) **Neighbor to the south thought there was an access easement on our development.**
 - 1) We said we would review the title work and adjust as needed at time of development.
- bb) **We asked “What would everyone like to see?”**
 - 1) It does not fit, figure out a different plan.
 - 2) Neighbors claimed they would be supportive of all single family. We explained that would not work for the project financially due to the cost of land. Also, the Comprehensive Plan states that we need more diverse housing. The missing middle housing is the issue we’re trying to address.
- cc) **Is the HOA going to allow rentals? What is the quality of the individuals?**
 - 1) There are no short-term rentals. All tenants get background checks and are screened.
- dd) **How will this growth impact stormwater?**
 - 1) All the stormwater is going to Division, as it does now. The volume and flow rate will be the same after the development as it is in the current condition as a field.
- ee) **All the people are going to have to take their kids to school, adding to traffic.**
 - 1) The idea is that this is the same trip as people heading to work as well.
- ff) **Is there any way to know what is on top of the rent and how much HOA fees are?**
 - 1) I do not have the answer to that.
- gg) **What happens to the value of current properties?**

- 1) I do not have the answer to that.
- hh) **If this was only single-family residence, how many units would there be?**
 - 1) We don't have the answer to that as we did not create a layout for single family only.
- ii) **Would the developer be willing to sell?**
 - 1) I can put you in contact with them if you'd like to negotiate.
- jj) **Is this already annexed?**
 - 1) Yes.
- kk) **Are those city and commission meetings open to the public?**
 - 1) Yes, each person gets 3 minutes to speak at each.
- ll) **What is the size of the development?**
 - 1) Approximately 48 acres.
- mm) **Will there be a stoplight at Division and Le Compte?**
 - 1) Not currently, but that is a MoDOT decision
- nn) **Are you going to open the road to go into the villas to the south during construction?**
 - 1) This area would not happen until the final phase of construction which is, at the earliest, in 5 years.
- oo) **What would be the impact on crime rates? Is there security?**
 - 1) We will have maintenance staff but no security officer.
- pp) **What police and fire departments covers this development?**
 - 1) Springfield Police Department
 - 2) We are waiting for a response from the fire department.
- qq) **What type of buffer is between the villas and Bristol Park?**
 - 1) By code, we are not required to have buffering, but we are open to adding a fence.
- rr) **Does the city put fire gates on public roads? What are fire gates?**
 - 1) It is a Knox box, the fire department can open the gate so the fire can go through, but traffic cannot.
- ss) **Who at the city is in charge of this? Can we have names?**
 - 1) All contact information will be available in the Planning and Zoning and City Council packet that is released a few days ahead of the meeting.

Attachment 2

J Keith Abercrombie
1236 N New Castle Avenue
Springfield MO 65802

keithabercrombie329@gmail.com

June 23, 2025

City of Springfield
Dept of Planning and Development
P.O. Box 8368
Springfield, Missouri 65801-8368

Ref: Planned Development 392
3830 E Division St

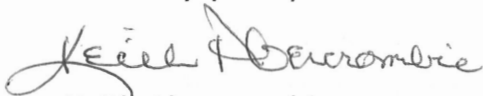
Dear Members of the Board,

We have lived in Cooper Estates for 27 years with our residence backing up to FR185 (LeCompte Road). During this time, we have enjoyed the country view and relatively quiet road that runs behind our house. We are certainly not against "growth" and have always anticipated housing developments to spring up east of us. However, the proposed development on the parcel referenced can only be seen as totally unacceptable!

This area is adjacent, and surrounded by, nice single-family homes all of which will suffer dramatic loss of property value should the development be allowed to continue as proposed! Cooper Estates consists on 90 acres and has 242 homes while this development is proposing almost 500 residents on a mere 46 acres! Almost 700 parking spaces! Undoubtedly the development will be a congested mess of unsightly apartment buildings and the traffic congestion caused by the volume of vehicles will be unbearable.

THIS DEVELOPMENT CAN NOT BE APPROVED AS PLANNED! Surely the Planning and Development Board cannot be so insensitive to the negative influence on property values and the traffic nightmare caused by such a development...all in the pursuit of a larger tax base. You can be sure that a large number of residents of our neighborhood as well as neighborhoods like Bristol Estates, Wildhorse, Hickory Ridge as well as Supreme Estates are opposed to this development as proposed!

Sincerely yours,



Keith Abercrombie

417-838-0258

Eric Anderson
4396 E Kentbrook Dr
Springfield, MO 65802

July 2nd, 2025

City of Springfield
Dept of Planning and Development

RE: Planned Development 392 located at 3830 E Division St.

I am writing **against** the above-mentioned project that is on the July 17th, 2025 Planning and Zoning meeting for the following reasons.

First, on November 11, 2022, the City adopted a Comprehensive Plan that included a Growth and Annexation Plan starting on page 56. On page 58 of that report, the City's plan for this piece of land, and the land around it, is to be zoned as *"Residential Neighborhood: Traditional. Post-war residential neighborhoods that contain predominantly single-family detached dwellings with uniform setbacks, building designs, and parcel sizes."*

The current design for the Planned Development does not conform to this definition of a Residential Neighborhood: Traditional, that the City said it wants in this location. The planned PD would be putting 530 units on just over 48 acres. That is just over 11 units per acre. The Springfield R-SF only allows for 7 units per acre. Additionally, of those 530 units, 428 units are multi family units. That means over 80% of the units will not fit the definition of *Residential Neighborhood: Traditional*.

Second, the infrastructure is not sufficient with the current traffic. I understand there are plans to improve the intersection of Le Compte and Division but those improvements would only make things adequate for current traffic needs. If you assume 1.5 cars per unit, this would add 795 additional cars (1,590 trips per day) to this already congested road/intersection.

Third, the impact to Hickory Hills K-8 school enrollment. The current enrollment is just over 800 students. This development would add over 900 doors to this school. If you assume one third of the of the units have one child that is kindergarten through 8th grade, this would increase enrollment 37.5%.

In closing, I would like to include part of the City's own Comprehensive Plan as part of my objection letter. On page 57 of the Comprehensive Plan, under the Managed Growth section, it discusses Prioritizing Positive Potential, Plan Infrastructure Investments, Balance Infrastructure Maintenance, among other things. This Planned Development does not include any of those considerations and in fact goes against many of those items to be considered for development. I would fully support this development going forward if it were developed as single family, or something that is similar in nature; 428 apartment units is not similar in nature.

Sincerely,





SHAREHOLDERS
JOHN M. CARNAHAN III, LL.M., TAXATION
JOSEPH D. SHEPPARD III
JULIE T. BROWN
THOMAS D. PEEBLES JR
DOUGLAS D. LEE, LL.M., TAXATION
CHRISTIAAN D. HORTON ¹
JAY PRESTON
ANDREW T. PEEBLES ²
DAVID K. OLIVE, LL.M., TAXATION
SHAWN P. BATTLER
JAMES E. MEADOWS

SENIOR COUNSEL
FRANK C. CARNAHAN, LL.M., TAXATION
ANDREW K. BENNETT
DOUGLAS R. NICKELL
JOHN E. PRICE

OF COUNSEL
COURTNEY L. FLETCHER ³
ROBYN A. HORTON

ASSOCIATES
NADIA D. MOLLOY
BRETT A. HODGES
JUSTIN B. CANTWELL, LL.M., TAXATION ⁴

RETIRED
C. BRADFORD CANTWELL
WILLIAM E. EVANS

CLIFFORD S. BROWN (1942-2021)
JOHN M. CARNAHAN JR (1915-1998)

July 8, 2025
VIA EMAIL AND CERTIFIED MAIL

abennett@carnahanevans.com

PRIVILEGED & CONFIDENTIAL

dneal@springfieldmo.gov

City of Springfield
Department of Planning and Development
Attn: Daniel Neal
840 N. Booneville Ave #1
Springfield, MO 65802

RE: Planned Development 392
3830 E. Division St.

Dear Mr. Neal:

I am submitting these concerns on behalf of Windsmore Homeowners Association. For the reasons stated hereunder. Our Homeowners Association is requesting that the Department of Planning and Development take one of the following actions with respect to Planned Development 392:

1. Reject the planned development;
2. Significantly reduce the density of this project; or
3. Table further consideration of this development until the residents in the area surrounding the proposed development can be provided with, and analyze, any MODOT opinions and analysis and consult with Springfield Public Schools regarding the effect of this development on affected schools.

TRAFFIC ON LECOMPTE ROAD (FARM ROAD 185)

Although the residents of Windsmore Subdivision have concerns about the effect of this development on Division Street and LeCompte Road intersection, the primary traffic concern of most residents pertains to the anticipated increase of traffic on LeCompte Road. The plan calls

¹ ALSO ADMITTED IN
OKLAHOMA AND ARKANSAS
² ALSO ADMITTED IN ARKANSAS

³ ALSO ADMITTED IN KANSAS
⁴ ALSO ADMITTED IN TEXAS,
CALIFORNIA, AND ARIZONA

Letter to Neal
Page 2
July 8, 2025

for two areas of ingress and egress on Division Street, but only one of those will allow a left hand turn onto Division Street going west. Traffic turning west onto Division Street, can then turn south onto LeCompte Road. Additionally, although the representative from Olsson suggested at the neighborhood meeting that there would be one exit directly from the subdivision onto LeCompte Road, there would actually be two entrances and exits, with one funneling traffic through the one street neighborhood of Bristol Park. This development will absolutely ruin that subdivision.

As you know, LeCompte Road is a narrow, hilly two-lane road between Chestnut Expressway and Division Street. The additional traffic from approximately 530 residential units at the corner of Division Street and LeCompte Road will create a significant safety issue on LeCompte Road. The intersection of LeCompte Road and Chestnut Expressway is already dangerous. Adding this much additional traffic will create even more safety issues.

Please do not take any further action on this Planned Development, until the residents of Windsmore Subdivision can evaluate the MODOT study.

SCHOOL OVERCROWDING

It is my understanding that Hickory Hills School is already crowded, adding 530 or so additional residential units would create even more of a burden on that school.

IMPACT OF DENSITY ON SURROUNDING

This many large apartment buildings is an astounding increase in density for this location. To change this location from what has been agricultural zoning to a Planned Development, is an unreasonable change in the character of the area. The change in density will adversely affect the value of those homes within Windsmore Subdivision which back up to LeCompte Road (although frankly, the decrease in the value of those homes may not compare to the loss in the value to the homes in Bristol Park).

Over the last few years, appropriate single-family developments have been approved along LeCompte Road, and at the south end of LeCompte Road. We can understand why the City might approve a minor increase in density at the corner of LeCompte Road and Division, however, this 530 unit proposal is not a reasonable increase in density.

If the Department of Planning and Development is not inclined to reject this proposal, I respectfully request that it at least be tabled to give Windsmore residents an opportunity to attend a more accessible neighborhood meeting. The neighborhood meeting which was held on June 26, 2024 at Greenstay, took place in a room which would not permit all of the interested people to enter the room. The moderator said that this was the only place within the authorized area where the meeting could take place. However, I am aware that Cooper Estates has a clubhouse, which could accommodate at least 200 people. It would be beneficial to all involved to have another

Letter to Neal
Page 3
July 8, 2025

meeting after neighbors in this area have had an opportunity to review the MODOT study.

Thank you for your consideration. I would be glad to discuss this matter with you or anyone in your department.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Andrew K. Bennett', with a stylized, flowing script.

Andrew K. Bennett

AKB:kcg
18911-001/1346421

June 25, 2025

City of Springfield
Dept. of Planning and Zoning
P.O. Box 8368
Springfield, MO 65801-8368

RE: Project 3830 E. Division East of Cooper Estates

FACT 1. We have lived on the NE side of Springfield since 1980 and there is no other apartment complex like this proposal is size and scope.

Fact 2. The entire area is almost single family homes within subdivisions.

Fact 3. Traffic - Division is only a two lane road and cannot handle the additional traffic from the proposed project.

Fact 4. Springfield underground is adding more warehousing and a strip center creating more traffic.

Fact 5. The train tracks on Division west of US 65 for E & W traffic causes massive backups when trains are passing.

Fact 6. Someone from Planning and Zoning needs to come out and drive around to see the situation for themselves.

Please do not allow this development to change our landscape forever.

Regards,

Pam and Bernie Burrier
1155 N. Chesire Ct.
Cooper Estates

From: [Beth Carroll](#)
To: Zoning@springfieldmo.gov
Cc: wjfarley@gmail.com
Subject: Proposed Development at 3830 E Division Street
Date: Friday, June 20, 2025 10:16:20 AM

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

Secured by Check Point

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

I am writing in response to a notice I received regarding a neighborhood meeting on June 26 about a proposed development at 3830 E Division Street. My name is Beth Wannemacher Carroll, and I live at 3739 E Cromwell Lane in the Cooper Estates neighborhood. My house is located along the fence, close to the corner of Division and LeCompte. Any development will directly impact me, but I understand that land development is inevitable. However, it should be the right development for the city and for all those who already enjoy living in this area. It is important that developers consider the negative impact their current extensive development plan will have on the neighbors on all sides.

It is already difficult to exit the back gate of Cooper Estates or navigate the Division/LeCompte intersection during peak times. With the proposed Springfield Underground development traffic, and hundreds more vehicles with this development, I do not see how it will be manageable.

The current mixed development plan that includes a multi-family apartment complex will directly affect property values, overburden roadways that are already congested, create road and traffic hazards, and will inevitably lead to overly crowded classrooms at Hickory Hills elementary and junior high schools.

Please weigh all of these considerations carefully before approving the current plan.

Thank you for the opportunity to comment.

Beth W Carroll
417-849-4556

From: [Gayla Flyod](#)
To: Zoning@springfieldmo.gov
Subject: 3830 E Division Street
Date: Thursday, June 19, 2025 8:08:52 AM

Please before allowing more housing developments out east Division Street the city / MODOT needs to look at Division and LaCompte road first.

There is no left turn lane or signal light and with all the cars and semi truck traffic it's not a safe intersection. It has a hard time now carry the

Traffic we have out here with out 500 hundred plus new homes. Living out east division and trying to get out of our neighborhood can be very difficult at times. All we ask is please address that intersection first then look at more housing development. Its for safety of all out East Division. Thank you,

RE: Strong Opposition to Proposed Development at Division & Le Compte

June 20th, 2025

Dear Planning & Zoning Commission / City Council Members / Commissioners,

I am writing as a concerned resident of Windsmore, located near the site of the proposed residential development at the southeast corner of Division Street and Le Compte Road. I **strongly oppose** this development in its current form and urge the Planning & Zoning Commission to **DENY** its approval due to the serious and lasting consequences it may pose to our community.

The scale and density of the proposal—550 residential units, including over 400 apartments—are fundamentally incompatible with the existing character of our neighborhood and raise significant concerns in the following areas:

1. Traffic and Safety

This project would substantially increase traffic along Division Street and Le Compte Road, neither of which is designed to accommodate such a volume. Multiple planned entrances and exits only heighten the risk of congestion, accidents, and delayed emergency response times. A full, publicly reviewed traffic impact study is necessary before any approval is granted.

2. Infrastructure and Public Services

Hundreds of new households would place considerable strain on water, sewer, waste management, and other city services. It remains unclear whether the current infrastructure can support such expansion without significant upgrades, costs that may ultimately fall on taxpayers.

3. School Overcrowding

Local schools are already operating near or at full capacity. The additional student population generated by this development—particularly from the high number of apartment units—will further strain educational resources, enlarge class sizes, and compromise educational quality.

4. Neighborhood Character and Property Values

The introduction of high-density apartment buildings is out of alignment with the low-density, single-family character of the surrounding community. Such a shift risks permanently altering the neighborhood's identity, reducing privacy, and lowering surrounding property values.

5. Environmental and Drainage Concerns

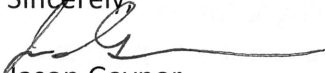
The removal of green space and increase in impervious surfaces will exacerbate stormwater runoff, potentially leading to long-term drainage and flooding problems for nearby residents, issues that are often underestimated and difficult to reverse.

6. Transparency and Accountability

This proposal comes from an out-of-state developer (East Division Development, LLC, based in California). This raises concerns about long-term accountability, responsiveness to community issues, and ongoing property maintenance. The developer has no stake in our schools, our infrastructure, or the long-term well-being of this community.

This development, as currently presented, is not in the best interest of our community.

Sincerely,



Jason Gaynor

3965 E Windsmore Drive

Springfield, MO 65802

Jason.gaynor@lpl.com

417-766-2210

July 2, 2025

City of Springfield

Dept of Planning and Development

PO Box 8368

Springfield MO 65801-8368

Re: Planned Development 392 located at 3830 E Division St

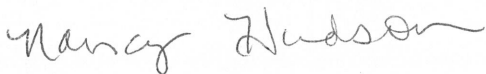
To Whom It May Concern:

I am writing to express my concerns about the planned development 392 located at 3830 E Division Street. My home is located at 1360 N Cooper Boulevard in Cooper Estates. I am concerned about the total number of units proposed (530) for the approximately 48 acres. That is an extreme number of units in an area that has very few rental units. I understand that the City is striving to have mixed developments, but I feel if this number of units is built, Hickory Hills School will be overcrowded, and the Springfield Fire Department and Springfield Police Department will be stretched even thinner than they are now (since they do not even currently have the number of employees they need for the existing city limits). It is not wise to create a large number of units without having the infrastructure to handle it in place beforehand.

I understand that the developer may want to rent all the units, so that does not help citizens buy their first home.

Please do not approve the plans as they were presented to the neighborhood meeting on June 26. I am not opposed to the property being developed, I just believe the current plans will cause more problems than they will solve.

Sincerely,



Nancy Hudson

1360 N Cooper Blvd

Springfield MO 65802

Phil Jones
1405 N. Bristol Ave.
Springfield, MO. 65802

July 5, 2025

City of Springfield
Dept. of Planning and Development]
P.O. Box 8368
Springfield, Mo 65801-8368

Reference: Planned Development 392 located at 3830 E. Division St.

Dear Springfield Planning and Development,

I just spent over an hour on the internet trying to understand the specific guidelines for zoning requirements related to new housing projects. After attempting to understand this information from The Top 10 Initiatives, in the Forward SGF Comprehensive Plan, I gave up. The detailed information and graphs are written in such small print I could not understand them, even after using a magnifying glass. It appears more effort was spent trying to convince the public about the need/value of such a plan, than trying to define **HOW** the plan is to be accomplished. It would seem it is not too much to ask for all of that verbiage to be distilled into the major expectations.

I then reread a couple of the News Leader's articles recently written by Marta Mize. She seems to have made an effort to define the **major HOWs** that define the standards/expectations of the City for new housing developments. I have listed here the major ones she mentioned in the articles:

1. Provide **missing middle housing** that falls between single family homes and multi-level apartment complexes.
2. The City will be identifying places that are a **good fit** for this development.
3. **Focus** will be **largely** on duplexes, townhouses and multi-unit homes **limited to 4 units**.
4. The housing types will match the character of the neighborhood
5. Housing types are to create confidence in the neighbors and encourage reinvestment.

When I compare these 5 guidelines to the Planned Development 392 at 3830 E. Division Street it appears this Proposal **violates all 5 of these guidelines**. The question has to be raised "How can the City of Springfield justify this proposal when it violates the SGF Forward Plan guidelines"?

Further analysis of the Proposal indicates some concerning facts:

Of the 530 units there are **428 rental apartments**

These **9 apartment buildings are 3 and 4 stories high**, containing 36 floors.

There are **787** paved parking spaces.

The housing density is **11**, which is **4 times the density of the adjoining subdivision**.

It is **7 times the density of the next-closest major subdivision**.

The car traffic from this subdivision could easily be 750 cars. Huge overload for Division.

Continued on page 2

Please notice I am **not** complaining about the number of **single family, duplex, villa, townhouses**. I understand and support the need in our City for more of these housing units. The **cluster** of 9 apartments in this small area is absolutely unique and inappropriate. The apartments result in a major change to the **Character** of the surrounding homes. These homes in the current subdivisions represent major investments for the owners. These owners chose the homes because of the unique, quiet, and low density environments. The proposed apartments certainly **damage** the Character of our neighborhoods. I **am suggesting** that this Proposal, **in present design**, needs to be **relocated** to the right area.

With a new Mayor and a new City Manager beginning July 7th, I am hoping there will be **more** attention to neighborhood Character and **less** priority on yielding to developer desires. The Forward SGF Plan can and should be a better balance of determining **HOW** the Plan is accomplished. Mr. Cameron claims he is “pro-process” and I am hoping he will lead the efforts to implement the Plan in a way that improves the bureaucratic process. **Much could be gained** for **both** the City and the citizens if the “HOWs” considered the existing neighborhoods and the supporting facilities. **Unless this is done** the initial developments, (if they are like the current Proposal) will (quoting Ms. Mize’s article) be extremely unfortunate and lead to a lot of strife, unhappiness and problems for everyone.

In summary, several conclusions can be made **if** the City approves this Proposal:

1. They will **continue to ignore** neighborhood input before Proposals are designed.
2. They do not care about the property values and preserving the **character** of neighborhoods.
3. They ignore the positive values of the guidelines defining WHAT implementation is done.
4. They have decided It is not an important priority to focus on **redevelopment** and **infilling** of **existing** corridors and **supporting local businesses** that are already in place.
5. They endorse **extreme** “high density housing”. Reasonable “high density” is acceptable;
6. They put more priority on **developer “wants”** vs those of the impacted neighborhoods.
7. They will “flex” the Plan’s guidelines to match what **they** want to be done.
8. They have **a strange definition** of “affordable housing”. We were told that the cheapest housing in this Proposal will be a 1 bedroom apartment for \$1350/month + HOA fees.
9. They endorse **the opposite** of “Revitalization” of the surrounding housing.
10. They are not concerned about spending public money providing **additional** schooling, fire protection, security, road widening and traffic control.
11. They are **encouraging investors** to spend \$Millions on a plot of land, proceed to design a development without neighborhood input, and then “**force feed**” approval of the Proposal.

Bottom Line: The City is running the risk of approving a Proposal that does not fit **this** location. There must be **other locations** that are more appropriate and have better **existing infrastructure**. The **redesign** of the Proposal by **eliminating** the apartments and **adding** more of the same types of **other** housing in the Proposal would be a more acceptable fit for this location. The City needs a “**Showcase**” to promote additional development without neighborhood animosity. **The City needs to show more good faith effort. Would the Commissioners and City Council members be willing to live near this Proposal? if not, then why are they expecting us to be happy about this Proposal?**

Phil Jones

From: [Connie Keiser](#)
To: [Neal, Daniel](#); zonin@springfieldmo.gov; jeffschrag@springfieldmo.gov; [Connie Keiser](#)
Subject: Rezoning & Proposed Olsson Development of property @ East Division & LaCompte Road at July 17, 2025 meeting
Date: Wednesday, July 9, 2025 11:14:21 AM

This email is to formally state my objection and concerns regarding the Olsson planned development and rezoning of the property located at East Division and LaCompte Road.

Upon receipt of this email, please forward it to all members of the Planning and Zoning Council as well as including it in the packet of information being prepared for the above July 17, 2025 meeting.

I am the owner of 3893 East Windsmore Drive, located in Windsmore Addition, off LeCompte Road. This development consists of 55 single residences on 30 acres with one entrance onto LeCompte Road. There are no townhouses or apartments in this development.

I am concerned about what appears to be the City's lack of attention and concern to major issues/concerns regarding this development and its effect on the surrounding communities; Bristol Park, Wild Horses, Cooper Estates, Windsmore and others.

These concerns became apparent at the developer's "neighborhood meeting" on June 26, 2025.

Several concerned residents tried to attend, however the room was too small to hold all who were there, which resulted in several people in the hallway unable to hear the presentation or ask questions.

No handouts were available for distribution; there were 4 easels at the front of the room which were difficult to see.

Ricky Haase, PE. representing the developer Olsson, responded to several of the attendees questions with the comment "...that will be answered in the packet of information available @ the Planning and Zoning meeting on the 17th".

That was the same response given when several asked about obtaining the information displayed on the 4 easels.

That is "way too late" as several attendees remarked.

MAJOR ISSUES

DENSITY

- Site is 48 acres
- 530 new doors consisting of
 - 12 single residences with garages
 - 14 townhouses with garages
 - Apartment buildings

- 5 four story buildings
- 7 three story buildings
- 630 parking spaces
 - The single residences and townhouses (with their garage spaces adds an additional 52 spaces; not counting vehicles parked in driveways.)
 - A possible total of 682 vehicles if all spaces are occupied.
 - For comparison the nearby Menards parking lot has +/- 400 parking spaces.
- Planned amenities; pool, paddle racket courts, basketball courts

INFRASTRUCTURE (roads, utilities etc)

- There was no discussion of the effects/or the plans regarding City Utilities, internet carriers, First Responders, City of Springfield road/street maintenance and additional costs etc. for this development.

If this proposed development is approved what is the additional cost to the City of Springfield's annual/ongoing budget for the additional first responders; Fire, Police, EMT, the additional street maintenance workers and their salaries, benefits and stations and additional vehicles?

TRAFFIC

- I was advised by two Planning and Zoning employees on June 27, 2025, the MODOT study/report for this development had not yet been completed/released as of that date.

At the very minimum this study/report would need to be completed, reviewed and discussed internally regarding its recommendations and proposed plans in order to address issues that come with this additional traffic prior to Planning and Zoning approval of this development let alone before recommending it to the City Council.

Was this report completed and distributed? If so when and to whom?

- This development has 3 planned entrances; 2 on Division of which one is a one-way, ie no left turn to Division allowed and one on LeCompte Road just north of the Bristol Park community.
- LeCompte Road is a narrow 2 lane paved County Road which was never intended to bear the amount of traffic resulting from the Hickory Hills addition, the Menards complex, Costco and the additional commercial developments.

Let alone the issue of the increasing frequency of 18 wheelers now utilizing the road making deliveries to the commercial businesses.

Let alone the additional new traffic as a result of the new entrances being built for Springfield Underground on Division and LeCompte Road.

SPRINGFIELD PUBLIC SCHOOLS

- Hickory Hills Elementary is already in an overcrowded situation.
- This proposed development is within the 1.1 miles guidelines of the "no busing available".
- There are no existing sidewalks to the school and no plans for new sidewalks to be constructed along Division.
- That means "private transportation" for the school children in this proposed development, a minimum of twice a day plus additional traffic re after school activities and special events.

ACTION REQUESTED

I am asking that this proposed rezoning and proposed development be denied and sent back to "the drawing board" to address these issues.

I am asking for common sense to prevail and have a single question:

If this affected you personally, ie your residence, your family and friends, your children's school, your commute to work, would you want this to go forward as currently proposed?

Thank you for your time, attention to this matter.

From: [Irv Miller](#)
To: Zoning@springfieldmo.gov
Subject: Zoning of property at corner of Le Compte road and Division
Date: Wednesday, July 2, 2025 11:59:16 AM

I'm very concerned about rezoning this property
There is inadequate and limited access for so many multifamily units to be built there!
Also, surrounding area is single family homes
And this high density development will adversely effect the surrounding property owners.

Also, I'm not sure how this will affect Hickory Hills school!
With the potential increase in children with such a high a density of families moving into apartments in the proposed development!

Thank you for considering my concerns

Respectfully
Irv Miller
743 n Fallbrooke Terr
Springfield MO 65802

Sent from my iPhone

From: [Connie Keiser](#)
To: [Neal, Daniel](#)
Subject: Re: Rezoning & Proposed Olsson Development of property @ East Division & LaCompte Road at July 17, 2025 meeting
Date: Friday, July 11, 2025 8:36:08 AM

Here are pictures taken Friday morning July 11, 2025 about 8:15 am, just South of the Windsmore Estates entrance.

This is a clear example of one of the many traffic issues with LaCompte Road.

And these are work trucks NOT 18 wheelers.

Please add this to [the report being prepared](#) for the upcoming July 17, 2025 meeting.





RE: Strong Opposition to Proposed Development at Division & Le Compte

June 20th, 2025

Dear Planning & Zoning Commission / City Council Members / Commissioners,

I am writing as a concerned resident of Windsmore, located near the site of the proposed residential development at the southeast corner of Division Street and Le Compte Road. I **strongly oppose** this development in its current form and urge the Planning & Zoning Commission to **DENY** its approval due to the serious and lasting consequences it may pose to our community. I WAS NOT INITIALLY OPPOSED TO THIS PROJECT UNTIL I SAW THE CHEAPLY DESIGNED AND POORLY PLANNED COMMUNITY.

The scale and density of the proposal—550 residential units, including over 400 apartments—are fundamentally incompatible with the existing character of our neighborhood and raise significant concerns in the following areas:

1. Traffic and Safety

This project would substantially increase traffic along Division Street and Le Compte Road, neither of which is designed to accommodate such a volume. Multiple planned entrances and exits only heighten the risk of congestion, accidents, and delayed emergency response times. A full, publicly reviewed traffic impact study is necessary before any approval is granted.

2. Infrastructure and Public Services

Hundreds of new households would place considerable strain on water, sewer, waste management, and other city services. It remains unclear whether the current infrastructure can support such expansion without significant upgrades, costs that may ultimately fall on taxpayers.

3. School Overcrowding

Local schools are already operating near or at full capacity. The additional student population generated by this development—particularly from the high number of apartment units—will further strain educational resources, enlarge class sizes, and compromise educational quality.

4. Neighborhood Character and Property Values

The introduction of high-density apartment buildings is out of alignment with the low-density, single-family character of the surrounding community. Such a shift risks permanently altering the neighborhood's identity, reducing privacy, and lowering surrounding property values.

Shouldn't Springfield strive to preserve opportunities for upscale housing that are not diminished by high-density rental developments? New projects should be held to a standard that elevates the quality of our community, not lowers it. The house next door to the acreage is currently listed for 2.7 million dollars!

5. Environmental and Drainage Concerns

The removal of green space and increase in impervious surfaces will exacerbate stormwater runoff, potentially leading to long-term drainage and flooding problems for nearby residents, issues that are often underestimated and difficult to reverse.

6. Transparency and Accountability

This proposal comes from an out-of-state developer (East Division Development, LLC, based in California). This raises concerns about long-term accountability, responsiveness to community issues, and ongoing property maintenance. The developer has no stake in our schools, our infrastructure, or the long-term well-being of this community.

This development, as currently presented, is not in the best interest of our community.

Sincerely,



Tyler Padgett
826 N Fallbrooke Terrace
Springfield, MO 65802

*Elizabeth V. Parker
3989 E. Windsmore Drive
Springfield, MO. 65802
Cell: 816-812-4699
elizabethparker.notary@aol.com*

June 21, 2025

City of Springfield
Dept of Planning and Development
P.O. Box 8368
Springfield, MO 65801-8368

RE: **Proposed Development at Division & Le Compte**

Dear Sir/Madam –

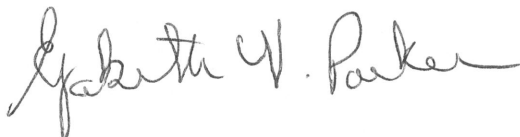
I am writing today to **discourage** you from approving and implementing the current proposed development at Division and Le Compte in east Springfield. I drive this intersection daily and it is already NOT SAFE. Traffic to and from Strafford on Division, as well as trucks to and from the underground on Le Compte, have already made this specific stretch of Springfield roads hazardous. Adding high density housing at this intersection will undoubtedly lead to further **DANGEROUS ROAD CONDITIONS.**

We must invest in road infrastructure in this area before allowing residential development. Our Farm Roads, Le Compte being a simple gully-sided farm road, cannot handle the stress of the proposed additional thousands of drivers daily. We MUST have curbs, sidewalks, turning lanes, traffic lights, and proper water runoff management in place before we simply invite over a thousand new residents to this corner of Springfield.

I come from the Kansas City area and I witnessed Lee's Summit, Missouri, FAIL to plan for growth by building huge subdivisions on farm roads creating traffic havoc. Conversely, I also witnessed Leawood, Kansas, PERFECTLY plan for growth by putting in all city infrastructure prior to approving the building of subdivisions. Your jobs are to PLAN for growth and prevent our city from catching up after growth has been approved. I strongly suggest you emulate the city planning our neighbors adopted in south Leawood, Kansas, rather than Lee's Summit, Missouri! I would be happy to take you on a driving tour if it would help open your eyes to both the right and the wrong way to grow a city.

Thank you for keeping our roads safe and managing our growth BEFORE it becomes treacherous.

Most sincerely,



June 23, 2025

City of Springfield
Dept of Planning & Development
PO Box 8368
Springfield, MO 65801-8368

Board members:

As a resident of Cooper Estates I am writing to express my opinion on the proposed development to the East of Cooper Estates. The proposed development plans approximately 550 units on 47 acres. That is a much higher density than near by residential neighborhoods. That would increase traffic and traffic noise on area streets. Division, Le Compte and Eastgate are two lane streets in this area. Recent developments have already increased traffic and traffic noise in this area. This tends to create congestion, delays, and increased chance of traffic accidents. The city of Springfield needs to do more to protect people's investment in their homes. The development should not be allowed with the planned density. Any development should be compatible with nearby residential neighborhoods.



Michael Richerson
1045 N Newcastle Ave
Springfield, MO 65802

From: [ROBERT SCHNEIDER](#)
To: Zoning@springfieldmo.gov
Subject: Re: 3830 E Division (plan 392)
Date: Saturday, June 28, 2025 12:30:56 PM

This is the first time you received an email from this sender (schneiders1959@sbcglobal.net). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Secured by Check Point

After attending the recent meeting with the rep from Olsson, we have several concerns for the plans presented.

We object to the plan of the entire area to be marketed as rental properties.

This will have an extreme effect on properties in our adjoining area.

The plan to use Danvers as an exit will cut through the middle of our subdivision with up to 500 cars daily.

The addition of that many apartments will also increase noise, crime and vandalism.

We hope the city planners will consider our concerns and make the the correct decision regarding this issue.

Robert Schneider

3827 E. Brookdale Terrace

417-343-8554

[Sent from AT&T Yahoo Mail on Android](#)

7/3/2025

Dear Sir,

I oppose the development of the property for Planned development, at 392 located at 3830 E. Division St. It would lower our property value.

Traffic would be a big problem.

Crime would increase and people rented usually don't take care of your property.

Besides the noise it would create, Please put villas, duplexes and townhouses that are maximum two story.

Please take this in consideration.

Thank you!

Laurenne Zimmerman
Home owner in Cooper Estates

July 13, 2025

Springfield MO

Planning & Zoning Commission/City Council

I am writing regarding Planned Development 392 located at 3830 E Division Street, Springfield, MO. These are the following Issues.

Traffic: This area is highly congested already with large trucks coming from the Underground, Associated Groceries, and area businesses who can no longer use I-44 due to road construction. During the year, the area is even more congested with vehicular traffic and school buses. With no light installed at the intersection the traffic situation is deadly. (We have had two bicycle deaths just in the last two years in this area as well) Adding 500+ apartment dwellers to this already congested area is not necessary.

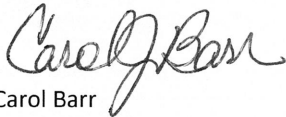
School Overcrowding: Hickory Hills School is already full. Between apartment dwellers and homes planned in this development, the school is not capable of handling additional students. Many teachers could be forced to give up their classroom to teach on a cart going from one classroom to another. This is unfair to the educators and school administrators as well as the students involved in those subjects.

Zoning: This area is zoned as Single Family. Why not keep the current zoning instead of developing a community that is so dense in population? The surrounding neighborhoods would be more inclined towards single home development of the property. There would be less traffic and overcrowding in the eastern half of the city.

City Protection: When investigating Fire Protection, there are no stations located east of Highway 65. With increasing numbers of people, structures, and roads incapable of handling large numbers, our fire protection for existing homeowners is at risk. The nearest Police Department is 3.5 to 7.9 miles away from the east location. This also places potential response time problems for the City Police.

Construction: This planned development will also take 3-5 years to complete. The neighborhoods around the Underground development have already endured a year's worth of blasting for Eastgate road expansion. As neighbors, we have been very tolerant of development. We are "done" with the mud on Division, the traffic congestion, the water runoff, and the constant sound of heavy equipment.

Please do what is best for the neighborhood surrounding the above property! Allow only single house development!



Carol Barr

1165 N New Castle Ave

Springfield MO 65802

July 13, 2025

Springfield MO

Planning & Zoning Commission/City Council

I am writing regarding Planned Development 392 located at 3830 E Division Street, Springfield, MO. These are the following Issues.

Traffic: This area is highly congested already with large trucks coming from the Underground, Associated Groceries, and area businesses who can no longer use I-44 due to road construction. During the year, the area is even more congested with vehicular traffic and school buses. With no light installed at the intersection the traffic situation is deadly. (We have had two bicycle deaths just in the last two years in this area as well) Adding 500+ apartment dwellers to this already congested area is not necessary.

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Please do what is best for the neighborhood surrounding the above property! Allow only single house development!



Pat Barr

1165 N New Castle Ave

Springfield MO 65802

City of Springfield
Dept. of Planning and Development
Attn. Daniel Neal, Senior Planner
P.O. Box 8368
Springfield, MO 65801-8368

July 15, 2025

RE: Planned Development No. 392
3830 East Division

Dear Mr. Neal,

I am writing regarding a sink hole located on the property to be developed that has not been addressed. For many years, residents in the area have recognized the presence of a sink hole in the Northwest corner of the property to be developed. In the architectural plot of this proposed development this area is consistently labeled "existing farm pond." One of our residents in Cooper Estates was born and raised just across Division Street from this property. She does not remember the area in question ever holding water.

Water drains along LeCompte Road ending up in the area in question. The hillside of the property to be developed drains to the same area. It has been observed the longest this area will hold water is one to two days. The water then disappears into a large sinkhole.

This same area previously opened up under and on our side of LeCompte Road. This resulted in fill material being placed, bridging placed, and repair of the road surface. Advanced Geosciences Inc. has published an article titled "The 7 Most Common Signs of Sinkholes and How To Test For Them." I have included a copy of the article with this letter.

This area meets five of the seven criteria.

We are requesting this development not be allowed to proceed until there has been proper geological evaluation of this area both for our safety and the safety of future residents of the proposed development.

Sincerely,



Joe Farley MD, president
Cooper Estates property Owners Association

Office Hours: M-F 8:30 AM - 5:00 PM



The 7 Most Common Signs Of Sinkholes & How To Test For Them

Submitted by markus on Mon, 09/12/2016 - 09:35



One way that sinkholes form is when water in the atmosphere reacts with carbon dioxide and forms a weak carbonic acid. As the slightly acidic rainwater moves through fissures in the limestone, it begins to dissolve and widens the fissures—which eventually creates air or water filled pockets. When those pockets become expansive, they're called "caves" or "voids." This is a common natural phenomenon in limestone or dolomite known as karstification can be dangerous, expensive, and life-threatening when the ceiling of a void weakens and caves in. This is a "sinkhole."



At large developments and building sites, knowing whether or not you're sitting on a **karst** area—an area with a high density of fractures, solution channels, and caves formed in limestone and thus, possible sinkholes—is critical and can greatly affect the value of the land. In this article, we'll discuss how to identify a sinkhole (including sinkhole detection and the most common signs of sinkholes), sinkhole inspection, and what to do once you've discovered a sinkhole.

Sinkhole Detection: The 7 Most Common Signs Of Sinkholes

Not all sinkholes provide surface expressions before opening up—but many do. And it pays to be aware of the most common indicators that your property may be situated right above a sinkhole!

Here are the most common seven signs of sinkholes:

1. A round circular depression in the earth.
2. Localized subsidence or depression anywhere on the property. In other words, an area that has dropped down relative to the surrounding land.
3. A circular lake, as this can be indicative of a sinkhole that has opened up and been filled with water.
4. A foundation settling—if part of the structure starts dropping down and cracking, this could be a sign of a sinkhole forming under a house or building.
5. Cracking on roads or pavement.
6. A sudden drop of well levels on a site, as this could be indicative of a sinkhole opening up and changing the water table beneath the site with no surface expression.
7. A small opening in the ground that rainwater seems to disappear into.

Note: If you know that you are building in an area with karst terrain that is sinkhole-prone—for example, if you're in Florida, Texas, Alabama, Missouri, Kentucky, Tennessee, or Pennsylvania—there is a far greater likelihood that you may have to deal with this issue in the future. Thus, it is wise to take a look around your property and the area in general for one of the seven signs of sinkholes listed above.

Sinkhole Inspection: How To Test For Sinkholes

If you identify signs of a sinkhole at your site, you'll have to test the area to see what kind of karst area or sinkhole you're dealing with. To do so, you'd set up several electrical resistivity survey lines over the site, image the target area, and look for high resistivity areas. These areas could indicate an air-filled void that hasn't yet caved in but will likely continue to subside.

If you find a void during your geophysical survey, you can also dramatically cut down on the cost of drilling, as it provides a more precise drilling target with a much higher success rate. If the area you image has a soil layer over the limestone—both of which that show up well in the data—and then a pocket with very high resistivity, you'd certainly want to drill into that and see what you're dealing with.

Do you need to conduct an electrical resistivity survey?

If you're trying to determine whether or not there's a sinkhole beneath your future construction site, conducting a resistivity survey is an effective way to determine the best course of action.

Advanced Geosciences Inc. (AGI) is the leading developer and manufacturer of geophysical imaging systems. Since 1989, we've been producing state-of-the-art electrical resistivity meters and products for resistivity and induced

polarization (IP) imaging. If you conduct your electrical resistivity survey using an AGI imaging system, our staff will be there to help you from start to finish with free technical support.

Ready to discuss your project?

Find out the best method and equipment for your geophysical survey.

Before you buy expensive equipment you may not need, get an expert's opinion on how to approach your project.

Let's Talk

CONTACT US

+1.512.335.3338

2121 Geoscience Drive

Austin, Texas 78726

Hours: 8:30a - 5p CST (M-F)

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From: [Matt Hartfield](#)
To: Zoning@springfieldmo.gov
Subject: Plan 392 - 3830 E Division
Date: Wednesday, July 16, 2025 5:18:04 PM

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

Secured by Check Point

City of Springfield - Dept of Planning & Development,

I am writing to formally express my opposition to the proposed changes outlined in Plan 392.

After reviewing the plan linked on the [civic clerk portal](#), I have concerns regarding its potential impact on traffic flow in the surrounding areas.

Specifically, Le Compte Rd would need to become a major feeder for supporting approximately 700 parking spaces. Considering the already overloaded traffic at Mill/Chestnut Expressway crossing MO-65 as fed from N Eastgate Ave, I believe these changes are not in the best interest of the local community and may conflict with the long-term planning goals of the City of Springfield.

I respectfully urge the Department to **reject** this proposal and to prioritize community input and sustainable development in any future revisions.

Please include this correspondence as part of the public record for Plan 392.

Sincerely,

Matthew Hartfield
823 N Grapevine Rd,
Springfield, MO 65802

To Whom it May Concern,

I am writing as a concerned resident of the Bristol Park community that is located directly south of the proposed development at the southeast corner of Division and Le Compte Street. I am writing to urge the Planning and Zoning Commission to carefully reconsider approving this due to lasting consequences it will have on my family and other surrounding neighborhoods.

The density of the proposed development having 550 residential units which would include 400+ apartments raises multiple concerns for the existing residential homes that currently reside in the area.

1. Strain on Infrastructure:

Rezoning often lead to a rapid influx of people. This puts a strain on existing roads that are already overcrowded, utilities and makes it harder for public and safety services.

2. Changes to Neighborhood Character:

Rezoning will significantly alter the aesthetic of and functionality of our neighborhood. Many residents built or purchased their homes here due to the large lot sizes, country feel for our lack of street lights and sidewalks, isolation and quiet, as well as being outside the city limits where we are not near large complexes. Rezoning will disrupt the uniformity of architecture and open spaces that are very much cherished by our residents.

3. Environmental Concerns: Rezoning can and will compromise green spaces and contribute to our neighborhoods environmental health and stormwater runoff. Without proper planning and accountability it could result in losing term drainage issues as well as:

*decreases biodiversity

*Increased greenhouse gas immersions from increased car usage and higher energy consumption from heating and cooling

*loss of natural ecosystems

4. Traffic and Safety:

The Development will drastically increase traffic flow along Division and Le Compte. These roads are not designed or equipped to handle the volume we would see with a new Development. With the multiple entrances and exits proposed, current residents are at the risk for major congestions, accidents and delays for emergency response vehicles. A comprehensive traffic study must be conducted and reviewed publicly.

5. School Overcrowding:

Springfield Public Schools are already operating at or near capacity. The influx of new students to Hickory Hills would gain particularly from the large number of apartments would put a massive strain on their educational resources, affect their class sizes and diminish the quality of instruction current students are receiving.

6. Lack of Transparency and Local Accountability:

The Developer is an out of state entity which raises concerns of long term accountability, response times to resident concerns, as well as their commitment to quality and upkeep to the proposed development.

I urge you to take further consideration for approvals until there is very clear transparency , impact analysis as well as public input. The voice of each of the surrounding neighborhoods that would be directly affected by this must be heard and have input in this process. The Proposed Development is not in the best interest of the community.

Sincerely,
Jessica Ingram

Joe D. Johnson
3912 E. Windsmore Dr.
Springfield, MO 65802
417-840-7754
jdjohnson753@gmail.com

July 12, 2025

City of Springfield
Dept of Planning and Development
P.O. Box 8368
Springfield, MO 65801-8368

In reference to Planned Development 392 located at 3830 E Division St.

Please be advised that we **OPPOSE** the new development. The proposal includes over 550 residential units, with more than 400 being high-density apartments. Our roads weren't built for this kind of traffic. Our schools can't absorb the overcrowding. Our community shouldn't be forced to bear the long-term consequences of short-sighted development.

Sincerely,



Joe & Sue Johnson

To: **City of Springfield**
Dept of Planning and Development
P.O. Box 8368
Springfield, MO
65801-8368

July 13, 2025

Concerning: **Planned Development 392 located at 3830 E Division St.**

To the City of Springfield,

As you know the residents of the neighborhoods surrounding this planned developments are deeply concerned by the lack of consideration of a number of issues that would be caused by such a large apartment complex in such a small area. We were told we should have been notified before this area was annexed into the city, but no one from any neighborhood knew this had happened. It is currently zoned by the city as a traditional single-family neighborhood and the developers are seeking to get it zoned for multifamily housing.

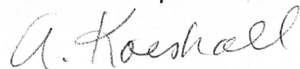
Traffic on Division is one of my biggest concerns. I go to work between 7:30 and 8:30 in the morning and entering Division from Cooper Estates is always difficult. Before any large housing development is put in, Division must be turned into a proper 4 lane road. And the congestion caused by the train just past 65 heading into town must be considered. Since the train passes frequently over Division, and often during rush hours, an overpass will be required to prevent a long wait.

A long time of construction will also obstruct traffic.

I request that this property remains zoned as single family housing!

Thank you for making wise decisions.

Anita Koeshall
3510 E Cooper BLVD



July 12, 2025

To: Planning and Zoning Commission

I am writing as a concerned resident of Windsmore, located within ½ mile of the proposed residential development at the southeast corner of Division St and Le Compte Rd. I strongly oppose this development in its current form and urge the Planning and Zoning Commission to DENY its approval due to the serious and lasting consequences it may pose to our community.

The scale and density of the proposal with over 500 residential units brings up significant concerns for this area of Springfield.

1. Traffic and safety

This project is dramatically going to increase traffic along Division St. and Le Compte Rd. This intersection is already a major problem with traffic and I believe even with the proposed improvements in the intersection and 3rd lanes it will continue to a major safety issue.

2. Infrastructure and Public Services

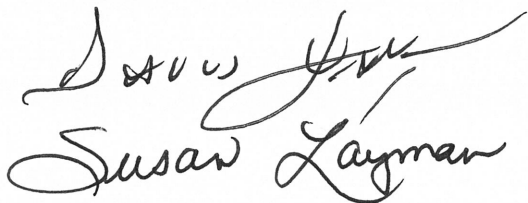
Hundreds of new households would place considerable strain on water, sewer, waste management and other city services.

3. School Overcrowding

Local schools are already near or at full capacity. With the high number of apartment units located less than two miles from a middle school, this project would place a severe strain on the resources at this school.

This development, as presented, is too densely populated for this area. Please sincerely consider my objections to this proposed development.

Sincerely,
David and Susan Layman
779 N. Fallbrooke Ter
Springfield, Mo 65802
417 693-0313

A handwritten signature in cursive script, appearing to read "Susan Layman". The signature is written in dark ink and is positioned below the typed name.

From: [Ryan McCormick](#)
To: Zoning@springfieldmo.gov
Cc: [Greg Box](#); [Strausie Stephens](#); [Gale Clithero](#)
Subject: 3830 E Division (plan 392)
Date: Tuesday, July 15, 2025 5:04:17 PM

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

Secured by Check Point

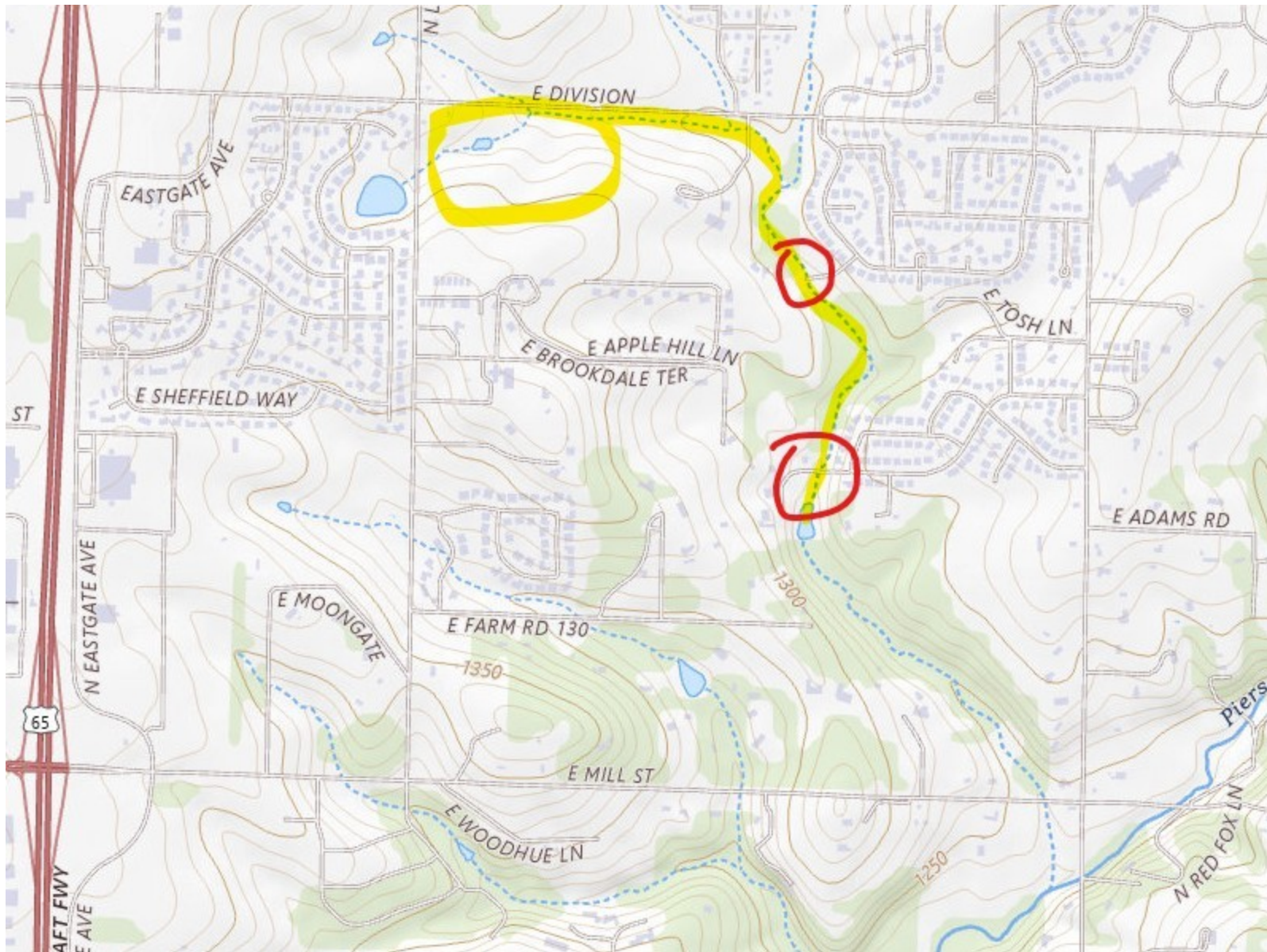
To City of Springfield Planning & Zoning,

Writing on behalf of the Pearson Meadows HOA in regards to the development proposal for the 48 acres at 3830 E Division. Our residents have similar concerns as others in the area, traffic, school crowding, and diminished property values.

However, we also have a concern about storm water runoff, as our HOA has 3 homes and a common area that are accessed via a bridge over a concrete culvert. The water from this development will follow the stream path East along Division, to the Wild Horse ponds and their culvert, then to ours and finally to Pearson Creek. Twice this year we have had significant rainfall that has put the water level to the bottom of our neighborhood bridge. I would imagine Wild Horse has had a similar experience as their ponds are regularly at the top of their available pool and cannot really capture very much stormwater.

Our concern is that adding to this could overwhelm the current infrastructure downstream of the development unless significantly more capacity and management is planned for upstream.

Thanks,
-Ryan McCormick
Pearson Meadows HOA



From: [Rajesh Bande](#)
To: Zoning@springfieldmo.gov
Subject: Comment on upcoming zoning @ 3830 E Division Street
Date: Saturday, July 19, 2025 5:32:11 PM

Hello City of Springfield Development review team,

We are writing in regards to the new proposed project at 3830 E Division Street Springfield MO by Olsson, Inc. We live within 185 feet of this land at address 4092 E High Ridge Ln, Springfield, MO 65802.

We believe the proposed zoning change to 392 with multifamily homes, apartments would cause a lot of negative impact on our neighborhood. It would increase air pollution, noise pollution, increased traffic, crime that would impact our safety, health and peace. Our school would be overcrowded which would impact our children's education and prosperity.

We strongly believe that this area can accommodate single family home neighborhoods only. We strongly oppose changing to such zoning.

We truly appreciate the city development team for providing us the opportunity to comment on this matter. We have strong faith in the city council that this proposed zoning change will not be allowed.

Regards,

Rajesh Banderudrappagari and Mamatha Nallacharu
4092 E High Ridge Ln, Springfield, MO 65802
Ph:501-529-8841

Maksim & Yelena Popov

3538 E Cooper Blvd
Springfield, MO 65802
417-983-3506
maks77im@gmail.com

July 9, 2025

City of Springfield
Department of Planning and Development
PO Box 8368
Springfield, MO 65801-8368

RE: Planned Development 392 located at 3830 E Division St

Dear Department of Planning & Development,

As current residents of Cooper Estates we are very concerned regarding the above mention planned development on E Division St. We attended the first meeting that was done by the engineering firm, studying the plans provided and are very concerned on how this development will negatively affect the surrounding neighborhoods and all of our property values that just received a tax hike. Having such a large apartment complex as you drive on Division would change the character of the area as well as lower the SF property values of surrounding neighborhoods. The traffic from this development will NOT be well absorbed on any surrounding streets, the MDOT study should have shown that. The apartments and houses in the planned development will NOT be affordable, starting price for a one bedroom as stated at the meeting will be \$1300, that doesn't help with providing affordable housing in the area. The infrastructure: schools, roads, traffic, water run off, etc. in the area are not sufficient to support additional 530 units. We would love to see this site get a single family neighborhood built, what it's currently zoned for, that will bring up surrounding property values, get adequate support from infrastructure and keep everyone happy.

Thank you for your consideration.

Sincerely,


Maksim & Yelena Popov





SpencerFane

Ben Shantz
Direct Dial: 417-888-1022
bshantz@spencerfane.com

File No. 5526813.0001

July 17, 2025

VIA EMAIL

Randall Doennig c/o City Clerk Anita Cotter
Chairman, Springfield Planning and Zoning Commission
1010 N. Booneville
Springfield, Missouri

RE: Planned Development No. 392

Mr. Doennig,

My firm Spencer Fane LLP represents the Bristol Park Community Association, Inc. (“Bristol Park”). Bristol Park is an association of neighbors who have deep ties to Springfield and are integrated into our city. Bristol Park has considered the information provided to date, and the information that has not been provided, and respectfully urges the Planning and Zoning Commission (“P&Z”) to table the request to rezone 3830 E. Division Street property to a planned development No. 392 consisting of 532 housing units (the “Proposal”), or, in the alternative, Bristol Park requests that P&Z deny the Proposal.

The Proposal does not comport with the comprehensive plan. The Forward SGF comprehensive plan calls for the city to strengthen and support existing neighborhoods. As part of that principle, the comprehensive plan recognizes that while new housing is needed there should be a *gradual* transition from higher-density development to single family homes. *See Forward SGF, Ch. 7* at p.70. The plan further states: “[a]dditional appropriate locations for higher density housing may be identified during the neighborhood planning process. The location of higher density residential development should be targeted to enhance and support existing transit and economic centers rather than drawing activity and investment away towards new centers.” *See id.* Chapter 5: Land Use reinforces this idea by restricting “[r]edevelopment of traditional single-family residential housing for higher-density housing or commercial should be limited to areas adjacent to *identified activity centers*, where circulation and access *will not negatively affect the adjoining neighborhood*.” *See Forward SGF, Ch. 5* at p.36 (emphasis added). Recognizing the Proposal seeks to develop newly-annexed land, Chapter 6: Growth identifies areas immediately surrounding Springfield for growth and developments within certain place types. This area is identified in the Forward SGF as a traditional residential neighborhood which includes “predominantly single-family detached dwellings with uniform setbacks.” *See Forward SGF, Ch. 6*, at p.58.

The Proposal seeks to develop 530 housing units on 48 acres on what is presently open pasture. Until 2025, the property was zoned agricultural. The property is bordered on three sides (East, South, and

West) by single-family detached residential neighborhoods. The area to the north is presently zoned industry and logistics, it is effectively an open field with partially-wooded areas along Division Street. The Proposal does not take into account the important development and land use principles applicable to east Springfield. For this reason alone, the Proposal should be at least tabled to give the developer adequate time to rework the Proposal into something that comports with Forward SGF. If a reworked proposal is not possible, then denial of the application is appropriate.

Failure to follow the comprehensive plan is just one of the many issues with the Proposal, as written. Below is a summary of several of the issues that have been identified with the Proposal. Each of these issues need to at least be further investigated in order for this commission to have sufficient information to assess the information it is legally required to review prior to making a determination on the Proposal.

- Inadequacy of MoDOT traffic study

Bristol Park has learned that MoDOT performed a traffic study along YY to assess the Proposal. While Bristol Park requested a copy of the traffic study from MoDOT, one has not yet been provided. However, we have recently learned that the MoDOT traffic study does not evaluate the entire corridor from Hwy 65 to Hickory Hills school taking into account future developments north of Division and east of the property. These material limitations on the scope of the study severely limit its usefulness in evaluating the actual future traffic conditions on Division and Le Compte should the Proposal (and other neighboring developments) move forward. As many members of this Commission already know, the intersection of Le Compte and Division is a one-way stop with poor visibility. Le Compte northbound is already severely congested at peak travel times. The Proposal does not address the traffic issues at the intersection. It is clear that a traffic signal is needed at the intersection of Division and Le Compte in order to address both existing traffic and life safety issues and to mitigate future issues that will arise from increased traffic.

- Sinkhole Identification and Issues

This commission is being presented with contradictory and incorrect information regarding the existence of a sinkhole on the property covered by the Proposal. The application states that there is not a sinkhole present on the Property, however residents, neighbors, and the developer representatives all know and acknowledge that a substantial sinkhole exists on the northwest corner of the property. When asked about the plans to deal with the sinkhole, the developer representative indicated that the sinkhole area would be left as greenspace. First, this commission needs to be presented clear and consistent information regarding the existence, size, and potential issues with construction in close proximity to the sinkhole on the property. Second, the sinkhole needs to be adequately considered in light of its adjacency to Pierson Creek and the anticipated construction activity. Pierson Creek traverses the property and often floods in high rain like we have repeatedly experienced this year. Analysis and thought should be given to whether the Proposal adequately protects water resources and poses any danger to expanding the existing sinkhole.

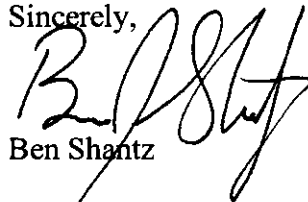
- School Busing

This Proposal contains 530 housing units, undoubtedly a number of those units will house school-age children who would fall within Hickory Hills elementary and middle school districts. Presently, Springfield Public Schools bussing policy states that free transportation is provided to children who live more than 1.0 miles from school. Exception is made if children living within 1.0 miles of school have to cross a barrier road. The Proposal seeks to develop land that is within 1.0 miles of Hickory Hills. While Division is a barrier road, the children in the development would not be required to cross Division to walk to Hickory Hills which sits on the south side of the street. There is no sidewalk running along the south side of Division from Le Compte to Hickory Hills. Unless changes are made, children without access to other forms of transportation and residing on the property would be forced to walk alongside Division street for at least 0.7 miles in order to get to school. Such a setup is dangerous and unnecessary. This life-safety issue must be further scrutinized before the Proposal can be considered.

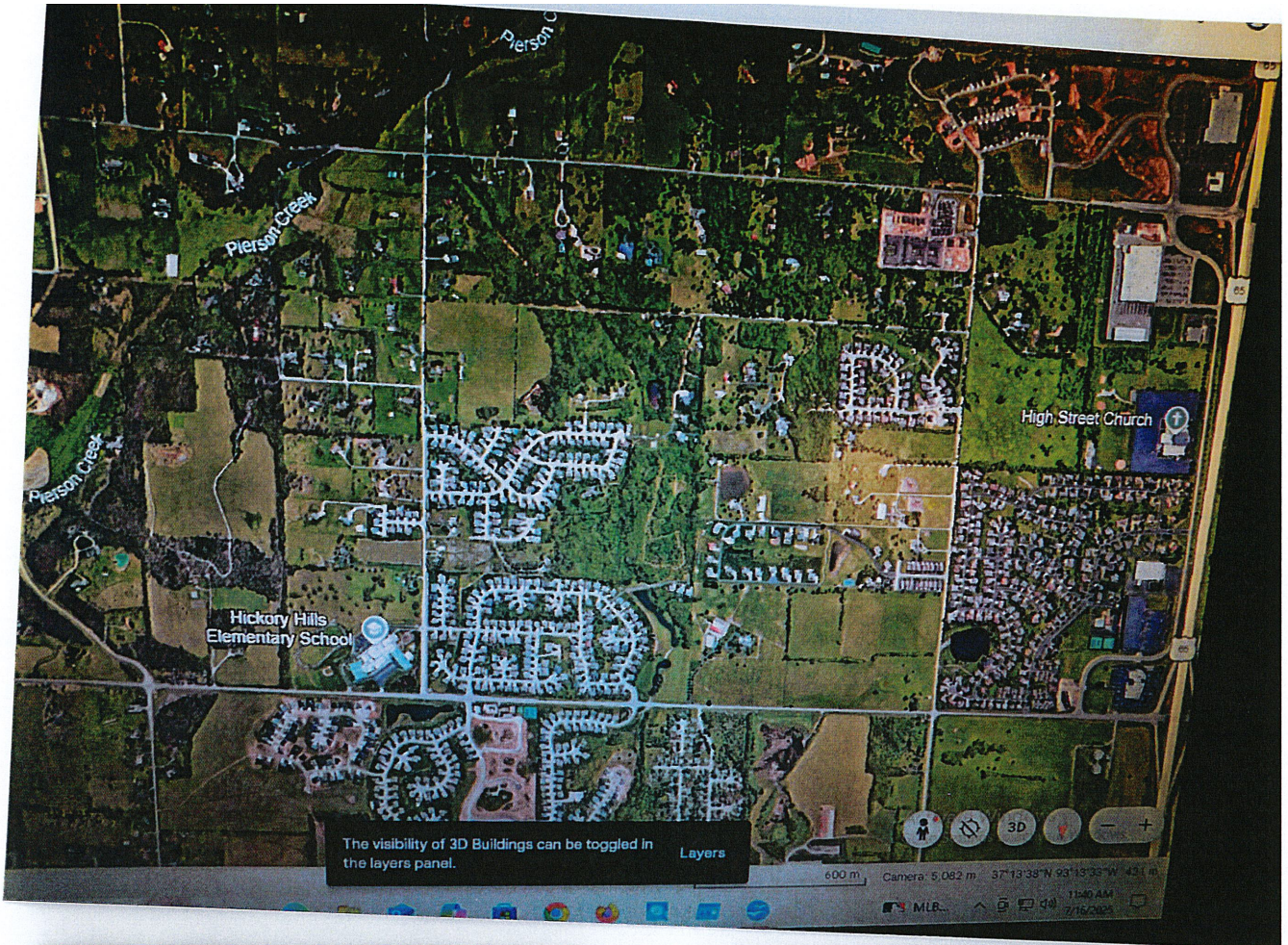
The neighbors of Bristol Park are not anti-development. They merely want to see responsible, safe development that accounts for the actual conditions of the existing property. The issues raised in this letter are just a few of the many issues that have already been raised by neighbors and concerned citizens. Bristol Park respectfully urges this Commission to table the Proposal, order a new neighborhood meeting be had, and obtain additional information from the applicable sufficient to evaluate the criteria set forth in the code and Forward SGF.

Should you have any questions about the contents of this letter or wish to speak with me or Bristol Park, please do not hesitate to call me. Thank you for your consideration on this topic.

Sincerely,


Ben Shantz

cc: Bristol Park Community Association, Inc.
Jordan Paul, City Attorney, (jpaul@springfieldmo.gov)









DEVELOPMENT REVIEW STAFF REPORT

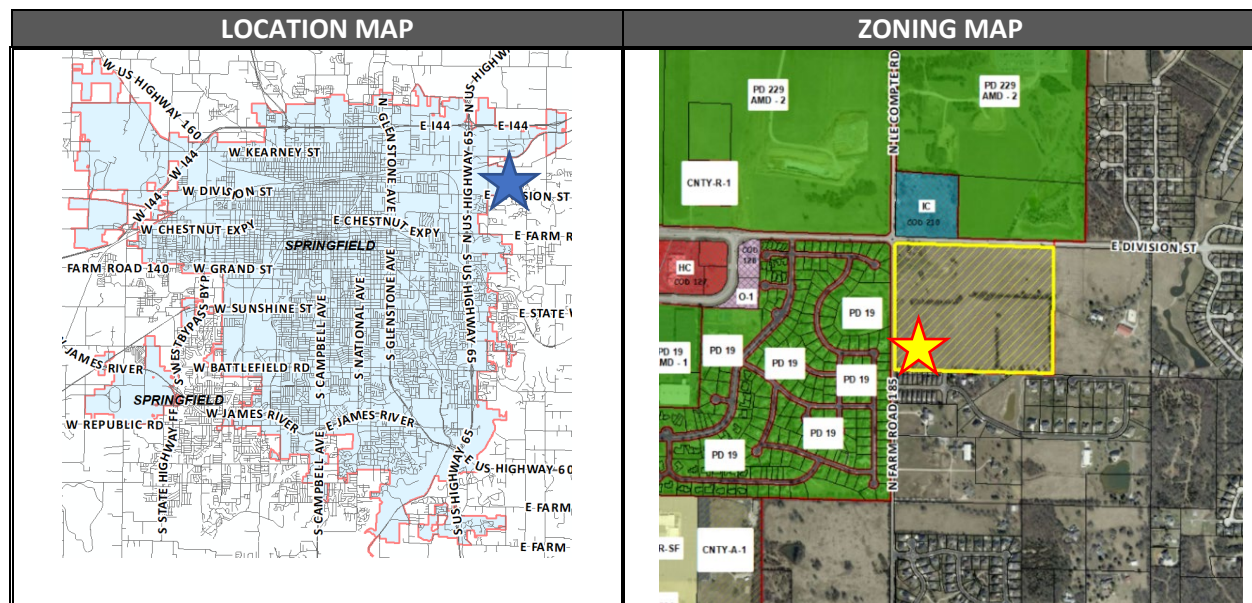
PROJECT INFORMATION	
Case Number:	Subdivision Variance 360
Location:	3830 E. Division Street
Total Acres:	48 acres
Applicant:	East Division Development, LLC Etal
Existing Land Use:	Agricultural/Undeveloped land
Planning and Zoning Commission:	September 25, 2025
City Council:	N/A
Public Notification:	Posted property
Staff:	Daniel Neal, Senior Planner
Staff recommendation:	N/A
Proposed motion:	Move to approve Subdivision Variance 360 subject to the variance approval criteria listed in Attachment 2 of the staff report on this item. (All commission motions are made in the affirmative.)
Required Vote:	A majority of five (5) voting members shall be required.

PROJECT SUMMARY:

The applicant is requesting a variance independent of Preliminary Plat to vary from Section 36-243(2) of the Subdivision Regulations. The requested variance is to allow the proposed development to not provide a street connection to Bristol Park (Brookdale Terrace) to the south, in conjunction with a proposed rezoning of property generally located at 3830 East Division Street.

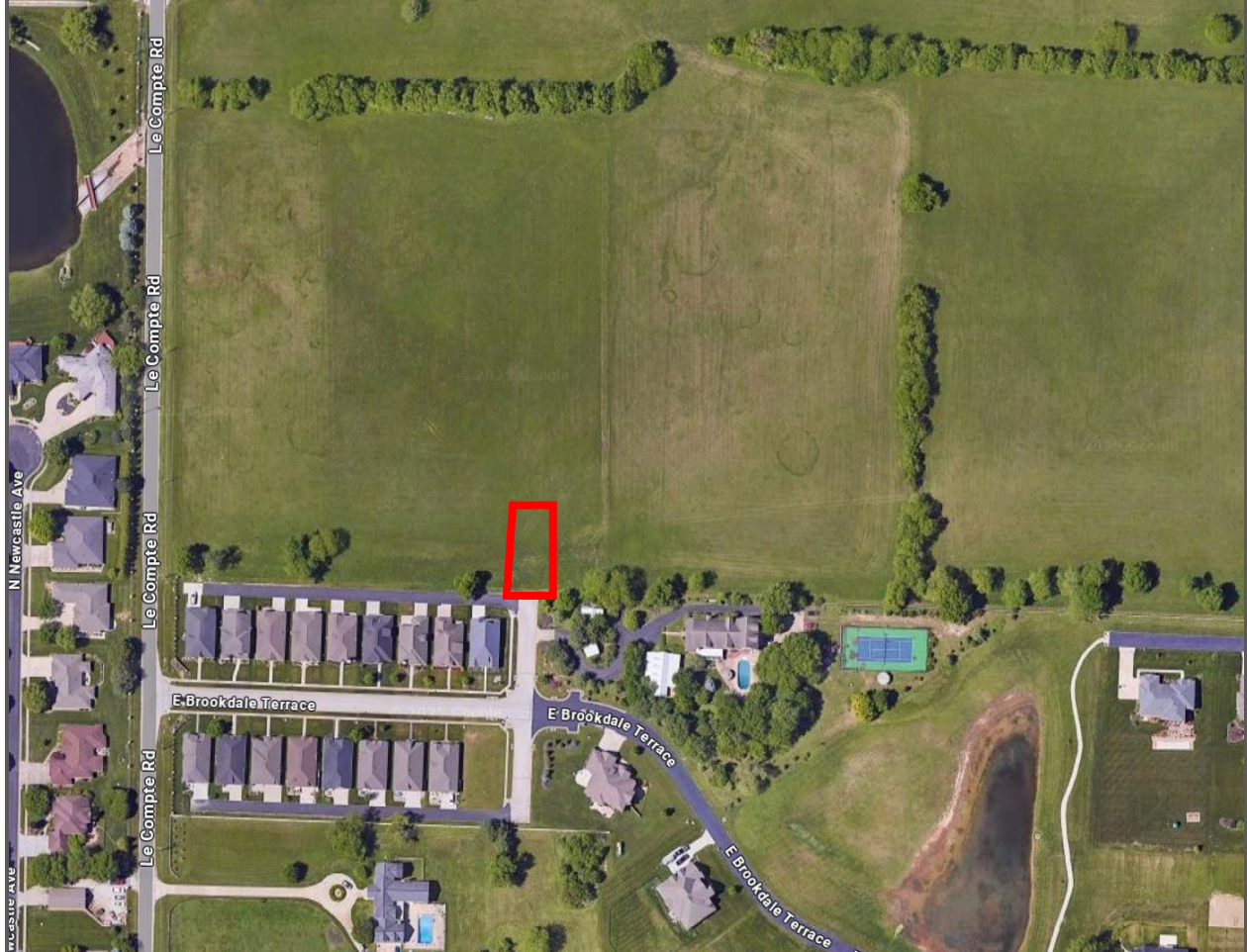
Section 36-243(2) of the Subdivision Regulations requires the arrangement of streets in new subdivisions to make provision for the continuation of the existing streets in adjoining areas.

If the variance is approved the proposed Planned Development 392 development would not be required to connect to the existing street stub to the south in Bristol Park Subdivision.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



PROPERTY HISTORY:

The subject property was recently annexed in 2025 and has the existing zoning of County A-1, Agriculture District.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-206. - Variances.

- (1) *General.* Deviations from and exceptions to the standards and procedures of this article may be granted by the city council, the planning commission or the director of planning and development, as set forth herein only if such deviations and exceptions conform to the

DEVELOPMENT REVIEW STAFF REPORT

following conditions and procedures. Such deviations and exceptions are referred to, for purposes of this article, as variances relative to zoning and other ordinances and codes effective in the City of Springfield. No application for preliminary plat which would create conditions requiring a variance or exception from zoning standards or other ordinances or codes by the board of adjustment, shall be submitted to the planning and zoning commission unless and until the applicant's request for variance or exception shall have been first submitted to and approved by the board of adjustment.

- (2) *Purpose and intent.* It is the purpose and intent of this variance procedure to provide relief from unusual hardship, inequitable construction procedures, design requirements which may be impractical and other conditions which occur with a specific parcel of land but do not occur in the normal subdivision process.
- (3) *Conditions of variance approval.* No variance shall be granted unless it is found that:
 - (a) There are special and unusual circumstances affecting said property such that the strict application of the provisions of this article would deprive the owner of the reasonable use of his land and is not the mere grant of a privilege; and
 - (b) The variance is necessary for the preservation and enjoyment of a substantial property right of the owner; and
 - (c) The granting of the variance would not be detrimental to the public safety, convenience or welfare or be injurious to other property in the vicinity.
- (4) *Recording required.* When a variance from these regulations has been approved, the details of such variance shall be recorded in the office of the Recorder of Deeds of Greene County. No such variance shall be recorded, however, until a 30-day period shall have passed during which time said variance may be challenged in a court of competent jurisdiction.
- (5) *Authority to grant variances.*
 - (a) The planning commission shall be empowered to grant variances with respect to the improvements and the design standards relative to lot dimensions and arrangements, street location, alignment, the location and alignment of easements, building lines and similar standards.
 - (b) City council shall review requests for variances only upon an appeal by an applicant from a denial of a request by the commission and only upon the written record made before the commission.
- (6) *Procedure.*
 - (a) Variances shall be reviewed in accordance with one of the two following procedures:
 1. Requests for variances may be submitted concurrently with the preliminary plat or final plat if it is a minor subdivision. The applications for variance shall be made on forms provided by the director and shall state precisely the provisions from which variance is requested along with the reasons therefor. Such variance application shall be reviewed and acted upon concurrently with the preliminary plat or final plat if a minor subdivision.
 2. Requests for variances independent of plat review shall be permitted if the applicant can show good cause why such request was not made at the time of the preliminary plat and shall be submitted on forms provided by the director along with a fee for administrative processing in

DEVELOPMENT REVIEW STAFF REPORT

the amount prescribed by ordinance. Such application shall be submitted to the commission.

3. Within 30 days after commission has acted on a variance, the city council may, by vote of council, elect to conduct independent review of any variances considered by the commission and may grant, reverse, modify or affirm the decision of the commission based on the provisions of this article and procedures for granting variances.

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	PD 229, 2 nd AM & IC COD 210	County PAD	County A-1	PD 19
LAND USE	Underground storage and undeveloped land	Single-family homes	Single-family home & agricultural uses	Single-family homes
PLACETYPES	Industry & Logistics	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is proposing to subdivide approximately 48 acres with a future preliminary and final plat and in conformance with Planned Development 392. The Subdivision Regulations require the continuation of streets to all adjoining areas.
2. The applicant is requesting a variance independent of a Preliminary Plat to vary from Section 36-243(2) of the Subdivision Regulations.
3. The applicant held a neighborhood meeting with Planned Development 392 and neighboring property owners don't want a street connection to Bristol Park Subdivision.
4. The future preliminary and final plat must meet all requirements of the Subdivision Regulations unless varied with this application.
5. The planning and zoning commission shall be empowered to grant variances with respect to the improvements and the design standards relative to lot dimensions and arrangements, street location, alignment, the location and alignment of easements, building lines, and similar standards.
6. If the commission approves the subdivision variance independent of the preliminary plat, the details of such variance shall be recorded in the office of the Recorder of Deeds of Greene County. No such variance shall be recorded, however, until a 30-day period shall have passed during which time said variance may be challenged in a court of competent jurisdiction.
7. The proposed subdivision variance was reviewed by City departments and comments are contained below. Variance approval criteria is provided in **Attachment 1**. The legal description of the property can be found in **Attachment 2**. The applicant has provided a preliminary development plan which shows the site without the continuation of the street in **Attachment 3**.

STAFF RECOMMENDATION:

1. N/A: Staff doesn't provide a recommendation on variance requests.

PLANNING AND ZONING COMMISSION OPTIONS:

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

1. The commission shall approve the subdivision variance.
2. The commission shall conditionally approve the subdivision variance.
3. The commission shall disapprove the subdivision variance.

PUBLIC NOTIFICATION AND COMMENTS:

DEVELOPMENT REVIEW STAFF REPORT

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

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

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT COMMENTS:

1. CITY UTILITIES:

No objections to the variance, however in lieu of a public street/ROW connection, CU would request a utility easement to connect to Gas/Water at N Danvers Ave from the proposed development.

2. DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No impact on public sewer.

3. FIRE DEPARTMENT:

No comments.

4. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

Subdivision Variance does not affect stormwater requirements. At time of development if N. Danvers Rd ROW is draining north a drainage easement and storm sewer may be required for the public improvements.

5. DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

No issues with proposed variance.

DEVELOPMENT REVIEW STAFF REPORT

ATTACHMENT 1 VARIANCE APPROVAL CRITERIA

Section 36-206(3) of the Subdivision regulations states in part: No variance shall be granted unless it is found that;	Applicant's Response
There are special and unusual circumstances affecting said property such that the strict application of the provisions of this Article would deprive the owner of the reasonable use of his land and is not the mere granting of a privilege;	The developer is requesting a subdivision variance during the rezoning process. This variance request is concurrent with Planned Development 392. This variance requests that our development does not provide a roadway connection to Bristol Park (E Brookdale Terrace), as requested by the surrounding neighborhoods. This variance is not merely granting a privilege. It is intended to appease neighboring property owners
The variance is necessary for the preservation and enjoyment of a substantial property right of the owner, and;	The existing neighborhood feels that connecting a proposed drive to the existing drive would detract from their ability to enjoy their property due to added traffic on their streets.
The granting of the variance would not be detrimental to the public safety, convenience or welfare or be injurious to other property in the vicinity.	The granting of this variance would not be detrimental to the public in any way. The existing development will function as is, and the new development does not require this connection.

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ATTACHMENT 2 LEGAL DESCRIPTION

Deed Legal Description

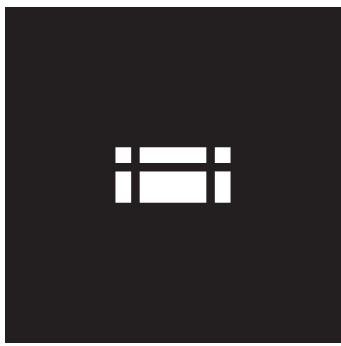
Book 2024 Page 010699-24

ALL OF THE NORTHWEST QUARTER (NW1/4) OF THE NORTHEAST QUARTER (NE1/4), AND THE WEST TEN (10) ACRES OF THE NORTHEAST QUARTER (NE1/4) OF THE NORTHEAST QUARTER (NE1/4) ALL IN SECTION FIFTEEN (15), TOWNSHIP TWENTY-NINE (29) NORTH, RANGE TWENTY-ONE (21) WEST IN GREENE COUNTY, MISSOURI, EXCEPT ANY PART USED FOR PUBLIC ROADWAYS.

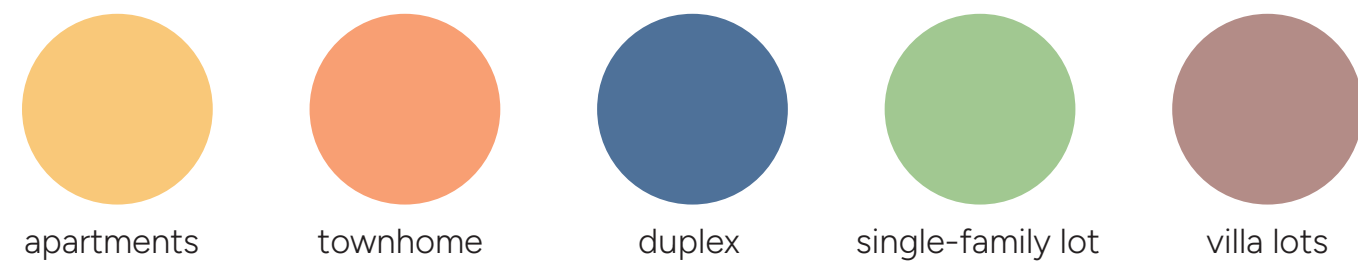
Surveyed Legal Description

A TRACT OF LAND, SITUATED IN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 29 NORTH, RANGE 21 WEST, GREENE COUNTY, MISSOURI, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER OF SECTION 15; THENCE SOUTH 87°17'03" EAST ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER, 1640.54 FEET; THENCE SOUTH 01°11'50" WEST, 34.39 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF STATE HIGHWAY "YY"; THENCE CONTINUING SOUTH 01°11'50" WEST, 1294.04 FEET TO THE NORTH LINE OF BRISTOL PARK SUBDIVISION RECORDED IN PLAT BOOK AAA PAGE 56, GREENE COUNTY RECORDER'S OFFICE; THENCE NORTH 87°21'04" WEST ALONG THE NORTH LINE OF SAID BRISTOL PARK SUBDIVISION, 1623.16 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF FARM ROAD 185; THENCE NORTH 01°12'55" EAST ALONG SAID EAST RIGHT OF WAY LINE, 1249.09 FEET TO A POINT ON SAID SOUTH RIGHT OF WAY LINE OF STATE HIGHWAY "YY"; THENCE NORTH 45°43'33" EAST ALONG SAID SOUTH RIGHT OF WAY LINE, 63.16 FEET; THENCE SOUTH 87°13'55" EAST ALONG SAID SOUTH RIGHT OF WAY LINE, 711.60 FEET; THENCE SOUTH 82°03'24" EAST ALONG SAID SOUTH RIGHT OF WAY LINE, 50.04 FEET; THENCE SOUTH 87°15'00" EAST ALONG SAID SOUTH RIGHT OF WAY LINE, 101.90 FEET; THENCE NORTH 87°43'31" EAST ALONG SAID SOUTH RIGHT OF WAY LINE, 48.74 FEET; THENCE SOUTH 87°25'37" EAST ALONG SAID SOUTH RIGHT OF WAY LINE, 666.61 FEET TO THE POINT OF BEGINNING, AND CONTAINING 48.16 ACRES OF LAND, MORE OR LESS, SUBJECT TO EASEMENTS AND/OR RIGHTS OF WAY.

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hdesigngroup



August 28th, 2025

division & le compte development