



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

October 9, 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 25, 2025
3. **COMMUNICATIONS.**
 - 3.1. September 2025 Planning and Zoning / City Council Actions
4. **CONSENT ITEMS.**
 - 4.1. Relinquishment of Easement 964
2709, 2713 & 2719 South Austin Avenue (Applicant: Dyke Industries, Inc.)
 - 4.2. Request to Acquire 549
1436 West Hovey Street (Applicant: City Utilities of Springfield)
5. **UNFINISHED BUSINESS.**
 - 5.1. Z-16-2025
2565 North Kansas Expressway (Applicant: Neal Wood, Morris Loan and Investment Company)

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.

- 5.2. Planned Development 392
3830 East Division Street (Applicant: East Division Development, LLC et al)
- 5.3. Subdivision Variance 360
3830 East Division Street (Applicant: East Division Development, LLC et al)

6. PUBLIC HEARINGS.

- 6.1. Z-19-2025
3907 South York Avenue and 4000 South Jonathan Avenue (Applicant: Brenda Boehm / Boehm Family Trust and Wire Road Development, LLC)
- 6.2. Z-21-2025
426 North Warren Avenue (Applicant: Paul Mueller Company)
- 6.3. Z-22-2025
2404 East Sunshine Street (Applicant: Deckard & Ward, LLC)

ADMINISTRATIVE ACTION: SUBDIVISION

- 6.4. Preliminary Plat of Mercy Springfield South Campus
6375 South Innovation Avenue and 6217 South Southwood Avenue (Applicant: Tea Properties of Missouri II, LLC)

ADMINISTRATIVE ACTION: SUBDIVISION

- 6.5. Preliminary Plat of J & M Tillman Center
1650 South Ingram Mill Road (Applicant: J & M Tillman, LLC)

7. OTHER BUSINESS.

- 7.1. Subdivision Variance 359
3303 & 3315 South Campbell Avenue (Applicant: Wal-Mart Stores, Inc., 8721)
- 7.2. Initiate Land Development Code Text Amendments
Citywide (Applicant: City of Springfield)
- 7.3. Initiate Update to the Official Zoning Map
Citywide (Applicant: City of Springfield)

8. ADJOURN.

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

Dan Scott, Vice Chair
Helen Gunther
Christopher Lebeck
Betty Ridge

Randall Doennig, Chair

Bruce Colony
Eric Pauly
Bill Knuckles
Layne Hunton

September 25, 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 (zoom) and Commissioner Hunton. Absent: Commissioner Lebeck.

Staff in attendance: Justin Crighton, Planning and Development Assistant Director, Bob Hosmer, Planning Manager, Daniel Neal, Senior Planner, and Laura Vales, Assistant City Attorney.

APPROVAL OF MINUTES.

The minutes of September 11, 2025 were approved.

COMMUNICATIONS.

Sunshine Corridor Study Design Charrette on Tuesday, September 30, 2025 from 2:30 to 4:00pm and it is a drop-in workshop. Combining Planned Development 392 and Subdivision Variance 360, but with separate votes each.

CONSENT ITEMS.

UNFINISHED BUSINESS.

COMMISSION ACTION: (amend speaking time)

Planning and Zoning Commissioner Scott moved reduce speaker time to 3 minutes for the entire agenda and allow for the applicant's representative rebuttal time of 3 minutes. Commissioner Knuckles 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: (combine presentations 5.1 and 7.1)

Planning and Zoning Commissioner Scott motioned to combine presentations 5.1 and 7.1 (5.1.- Planned Development 392 and 7.1 – Subdivision Variance 360). Commissioner Knuckles 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.

Planned Development 392
3830 East Division Street
Applicant: East Division Development, LLC et al

Mr. Neal states that this is a request to rezone approximately 48 acres of property from County A-1, Agriculture District to Planned Development No. 392 and request 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 Danvers Road in Bristol Park Subdivision to the south.

Commissioner Gunther asked if there are legal ramifications for not using the road. Ms. Vales responded that she is not aware of any legal ramifications at this time and that it is a county road.

Commissioner Scott asked how long Mr. Neal had worked with the developer and if the proposed development meets the eight criteria that is used to evaluate the project. Mr. Neal responded that it does meet the intent of the comprehensive plan criteria.

Mr. Doennig opened the public hearing.

Mr. Will Hoey, 550 St. Louis Street noted the reason why the developer wanted to come back was the removal of the 4th story of the units, however one more apartment complex was added to offset the loss of 70/80 units. He also wanted to highlight the distance from the property line to the apartment complexes, i.e., to the south, it is approximately 310 feet from the property line and approximately 500 feet from the right of way of LeCompte Road. He noted that at the 2nd neighborhood meeting that it was suggested eliminating the connection directly to the neighborhood to the south and new traffic improvements and adding ownership to some of the units.

Commissioner Colony noted his comments from the last meeting where no one is happy about having development in their backyard and serious concerns regarding the traffic and asked if the developer would be agreeable to amend the application to include language that would require traffic mitigation and offering an amendment.

COMMISSION ACTION: (amend traffic impacts)

Planning and Zoning Commissioner Colony motioned to mitigate the traffic impacts generated by this development, the applicant shall contribute a portion of the cost of constructing the planned signal improvements at the intersection of Division Street and LeCompte Road. Such funds shall be escrowed prior to the issuance of building permits and construction of all required improvements must be completed by the applicant prior to certificates of occupancy being issued for phase 1 buildings. Commissioner Scott 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.

Discussion about the property line and the apartment complexes and Cooper Estates.

Mr. Matt Capen, 5039 S. National Avenue, principal architect and went over the comprehensive plan on the design use, stating emphasis on design over use. "Chapter five, states at the center of a comprehensive city plan lies the fundamental need to go guide the development and redevelopment of land with an emphasis on balanced growth on the city's edges and revitalization of established neighborhoods and corridor" and noting Forward SGF provides guidance on future use and design of the land. "Chapter seven, neighborhood revitalization will play a critical role in improving Springfield's housing stock, homeownership and economic success of residents. This includes growing inclusive and welcoming neighborhoods with a

variety of housing densities that support residents of all backgrounds and the ability to comfortably age in place.”

Commissioner Scott asked for clarification on the entrance from LeCompte.

Mr. Jonathan Peitz, 550 E. St. Louis Street and here to talk about the roadway improvements. The developer has agreed and is included as part of the traffic study which has been accepted by MoDOT and the City of Springfield for a right turn lane from Division Street onto LeCompte and a right turn lane at P2, a right turn lane at P1. P2 will be right out only and P1 will have full access, but is currently in discussion between the developer, the City, and MoDOT on what the contribution will be.

Mr. Ricky Haase, 550 E. St. Louis Street, representing the developer and noted they had several meetings and looked at options on different types of housing and what the comprehensive plan was calling for. He stated that he has met with various HOA's and incorporated their comments as well as have a second neighborhood meeting, stating that the development is thoughtfully phased and carefully designed to meet the city's vision and future growth.

Questions about the median on Division Street and restriping which will be coordinated with MoDOT.

Commissioner Colony asked if the developer, the City and MoDOT have had conversations about the traffic signal and the traffic concerns, Mr. Haase noted that they are still having meetings.

Mr. Bernie Burrier, 1155 N. Chesire Court noted the change since 1980 and questions why the developer will be adding apartments, and that people are wanting to protect the value of their homes and would like the developer to move the project to another location.

Commissioner Scott asked if the speaker was aware that there is an approved multi-family housing across the street for 432 units. Mr. Burrier stated that he was not aware of that but emphasized the protection of home values.

Mr. Joe Farley, 3730 E. Cromwell noted at the last meeting an amendment was passed limiting the height of the apartments to three floors but stated that the reduction in the total number of units is insignificant and should be limited to 2.6 units per acre for a total of 124 units. He also noted that Springfield Underground has opened a third entrance and with more truck traffic as well as additional runoff that will disappear into the existing sinkhole and that the developer has acknowledged the sinkhole.

Commissioner Pauly asked for clarification on the sinkhole and where it feeds to.

Mr. Codichini, Stormwater, Public Works noted that there is a depression on the property and could have been an old farm pond and the developer must provide a geotechnical report by the time of the public improvements.

Commissioner Colony asked if the city has requirements and plans for the developer and Mr. Codichini noted that it will be based on the geotechnical study and if it is a sinkhole then a boundary will be established with a 25-foot buffer around it or if it is small or could be remediated then it will be discussed at that time.

Mr. Ken Carter, 1302 N. Fenchurch Lane commented on the apartment units and parking spaces and that there is not adequate parking based on the number of the units, he also expressed concerns regarding traffic egress/ingress.

Commissioner Colony asked if he has looked at the developer plans and the traffic improvements already designed, and Mr. Carter stated that he is only dealing with the traffic within the development and is not sure that the proposed modifications will be adequate to handle the traffic.

Mr. David Rosenbuth, 4459 E. Kentbrook Drive expressed his concerns for the proposed development and that it does not align with the spirit and letter of Forward SGF noting that the area east of Hwy 65 off Division Street is composed of traditional single-family neighborhoods and is one of the fastest middle-class families and preserving its quality of place is critical and supporting low intensity elements, this proposed development does not reflect that vision, stating that 10 midrise apartment buildings are not low intensity by any reasonable standard.

Ms. Denise Rosenbuth, 4459 E. Kentwood Drive expressed concern over the increase of traffic in a tight area and that it does not account for the rapid growth in the surrounding neighborhoods and gave examples which subdivisions are planning for more development.

Mr. Roy Erwin, 4372 E. Kentbrook Drive and voiced his concern over the density of the apartments and ask for a redesign at a lower density that would complement the scale and character of the surrounding neighborhoods.

Ms. Roberta Osborn, 3504 E. Cooper Blvd, asking for the Commission to reject rezoning the parcel and keep the area zoned for single-family residential.

Mr. Mark Nelson, 4404 E. Kentbrook Drive noted that the staff report states that it is partnering has been done, but tonight it is still in the process of being negotiated and it needs to be put in writing and monies need to be escrowed and voiced his concern regarding the traffic increases as well as ingress/egress issues.

Mr. Chuck Cox, 4273 E. Sherwood Ct, stating that they will introduce more than 500 residential units into a narrow corridor already under strain and it could easily add 1,500 more trips per day as well as the industrial traffic from the Springfield Underground. He also noted a fatality from a neighborhood person when riding her bicycle on Division Street and that there have been several other near misses and asks for the Commission to prioritize public safety.

Commissioner Ridge stated that she has noted while driving around the area that a lot of people come out east on Division and turn around in the neighborhood.

Mr. Cox stated that they are getting a lot of 18-wheelers coming and making U-turns at the first intersection to the neighborhood.

Discussion about tractor trailers and the proposed development.

Mr. Mike Bettlach, 4366 E. Sherwood Street and here to discuss concerns that were discussed about the major intersection along Division Street and Highway YY, noting that the exit ramp traveling south on Hwy 65 is inadequate as a single and it will back up down the ramp. He voiced his concern regarding the safety for the drivers in the area and gave out examples of current and proposed driving conditions.

Ms. Carmen Jones, 1405 N. Bristol Avenue stated that there was a financial analysis done to determine if the development will have affordable one-bedroom apartments, etc., the analysis show that a one-person household cannot afford a one-bedroom apartment and that a two person could barely afford the rent. She commented on the missing middle, and it appears that the apartments will be unavailable for the very people that Springfield wants to help.

Commissioner Hunton asked about the affordability of the homes/apartments and if she is wanting more affordable units (low-income options) and Ms. Jones noted that she would like it to be people that can afford to live there.

Mr. Darlene Matrone, 1722 N. Waterstone Avenue stated that she is a resident who values the character and long-term health of the community noting that these apartments will not be affordable and gave examples of what some of the current apartments around Springfield cost and believes this will cause high vacancy.

Amie Rogers, 4450 E. Lancaster understands what makes neighborhood desirable and what create value as well as buyers and what repels them. She expressed serious concerns regarding the proposed development due to the dramatic change of neighborhood character and spoke about the density of Cooper Estates and what the proposed development would have and that it is not a gentle transition, but a hard break.

Mr. Michael Smith, 1465 N. Bristol Avenue addressed the commissioners about their major concerns by asking the following questions. "We want to know why this revised proposal is still ultra-high density why not any allowable space was to be used for the low-density options." "We also want to know how this proposal, this revised proposal is not detrimental to the currently thriving neighborhoods that exist in this area." "How does it conform to the Comprehensive Plan because we don't feel like that has been adequately addressed with us as well revitalization and whether or not it would be a good fit for our neighborhoods." "How does this accomplish all of that and what does it do to match the character of the existing neighborhoods that already exist there?"

Mr. Phil Jones, 1405 N. Bristol Avenue stated that he believes the will of the people is not being and that the developers' ideas and plans are taking precedence of the logic of the neighborhood and asking if the city has the legal right to adversely impact the neighborhoods, to take the land, to cause the neighborhoods to suffer. He also said that proposed development is missing 4 or 5 guidelines and violates the ones that were written, and the developer was supposed to reduce the 74 units, it was reduced to 20.

Commissioner Scott stated that he had requested the reduction to three stories but make it clear that the developer could make up the density in other areas.

Mr. Dennis Owens, 4056 E. High Ridge Drive, would like the development to be single family homes as the proposed development does not fit and voiced his concern regarding traffic and congestion.

Ms. Catherine Kershaw, 1304 N. Fenchurch Lane, went over the comprehensive plan noting that the surrounding areas have single dwelling homes and to include multiple dwelling homes or rental property seems to be inconsistent. She voiced traffic concerns.

Ms. Barbara Schneider, 3827 E. Brookdale Terrace moved to the neighborhood to get away from the noise and traffic and feel the plan to allow an out-of-state contract to develop in this area would end the secure and peaceful life. She also noted that the schools and roads will not be able to handle the increase traffic.

Mr. David Childers, 3811 E. Brookside Terrace, believes there will be too much density and traffic and the possibility of people getting hurt if they only put out manual controls as reported in the press release.

Mr. Zickefoose, Traffic Engineering, Public Works, stated that it may been regarding current road work and may be talking about stop signs, however he is not sure.

Mr. Alec Martinez, 2144 E. Republic Road and here on behalf of the Bristol Park Community Association. He went over the density concerns and noted of the 8 criteria, that numbers 2, 3, 6 & 7 are not met with the property and proposed development.

Discussion regarding the logical reading of the code and the 8 criteria.

Mr. Frank Gardner, 3679 E. Cromwell Lane, voiced his concern over the density of the proposed development, he also said he has lived in Cooper Estates for 25 years talked about the sinkhole and remembers when they closed it. He would like the Commission members deny the request.

Discussion regarding the possible development across on Division Street.

Mr. Paul Lewis, 1450 N. Fenchurch Lane, voiced his concern regarding safety and security and stated he knew the person who was killed while riding her bike.

Ms. Sandy Hopper, 747 N. Summercreek Court, said that one of the biggest matters of the neighbors is a sense of trust and their trust has not been completely fulfilled by the inconsistencies from Planning and Zoning and the developer. She spoke about the developer decreasing the elevation, but he has had to change the density and said they could build other possibilities that would not increase the traffic or put a burden on the school system and that the proposed development is too dense.

Mr. Chelsea Davison, 142 Walnut Avenue, Rogersville and here to speak in support of the development, noting that the housing supply has not kept up with the new residents that have moved to the area. She also said the concerns about traffic are real, but this project won't be a sudden impact and that it is a phased development and aligns with the city and state's infrastructure.

Mr. Jim Blaine, 3625 E. Kimberly stating that the area is almost exclusively homeowners and that homeowners have a vested interest in the long-term health and prosperity of the community and believes this development will have a negative impact and noting the traffic issues.

Discussion on the growing trend in the industry that people, especially in the younger generation and upwardly mobile professionals don't want to own, they want to rent and that this is a locally built, local operated proposal.

Ms. Michelle Jacobs, 3905 E. Brookdale and stated that this proposal is very personal, and they have a vested interest in the outcome, noting that this will permanently affect their homes, property values and their daily lives. She stated that the surrounding area is comprised of single-family owner-occupied homes and the east side of Springfield is not the missing middle and neither is Cooper Estates, Bristol Park, and Wild Horse and the density is too much for the existing community. She also said that if this project is needed for Springfield, then it needs to be placed in a location better suited for high density housing.

Mr. Allen Jacobs, 3905 E. Brookdale stating that a third of their property borders on the lower portion and this will be 19 houses in that location and stated that this proposal is not a good fit and in the wrong location. He also noted that the area is not made for the proposed density and will affect traffic adversely and our neighborhood was supposed to be a low impact area.

Ms. Bonnie Farley, 3730 E. Cromwell Lane voiced her concern over the apartment buildings and the density and volume of traffic that will occur. She noted that on the city website there is reference to a zoning of R MX1 which is specific for the missing middle. It defines that zoning as single family detached houses, duplexes, multi-unit houses of two to four units and townhouses on large lots of six units maximum and what they are proposing is not representative of the missing middle.

Ms. Connie Kiser, 3893 E. Windsor Drive asking what has this California investor done with this development that would change your mind from your original denial of the project? She voiced her concerns over traffic, school overcrowding, and density issues.

Mr. Keith Abercrombie, 1236 Newcastle Avenue noting that the apartment complex does not belong on the proposed parcel of land, and it does not make sense for a person to spend ½ million on a home within an apartment complex. He went over the heading of growth areas and annexation, “the buildings shall be post-war residential neighborhoods that contain predominantly single family detached dwellings with uniform setbacks, building designs and parcel sizes. This developer, the design group, and even the city staff can spin this any way they want to. But you cannot ignore the fact that this complex does not meet this vision in chapter six of the vision plan.” He also voiced concern over sinkholes, traffic, and density.

Discussion on the summary of the ownership and that all design firms and contractors are local, but the capital using to fund the project is from California.

Mr. Doennig asked for options from the city attorney:

1. Go ahead and vote tonight, send it on to council as scheduled.
2. Close the public hearing but postpone the vote to the October 9, 2025, meeting in two weeks. It is important to note that closing the public hearing triggers a clock. (Under code, Section 363.67 (6), gives you 30 days to take a vote from on any rezoning issue and send that to get that recommendation to pass on to council).
3. Keep the public hearing open and to postpone to the October 9, 2025, meeting and to take up the issue again. Any speakers who spoke this evening would not be eligible to speak as this is a continuation of the public hearing.

COMMISSION ACTION: (postpone / keep public hearing open – Planned Development 392)

Planning and Zoning Commissioner Scott motioned to postpone Planned Development 392 to the October 9, 2025 meeting with the condition that the public hearing remain open to allow for additional speakers.

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.

PUBLIC HEARINGS.

OTHER BUSINESS.

Subdivision Variance 360

3830 East Division Street

Applicant: East Division Development, LLC et al

See above for combined presentation and comments/discussion.

COMMISSION ACTION: (postpone / keep public hearing open – Subdivision Variance 360)

Planning and Zoning Commissioner Scott motioned to postpone Subdivision Variance 360 to the October 9, 2025 meeting with the condition that the public hearing remain open to allow for additional speakers.

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.

ADJOURN.

PNZ City Council Results

Meeting Dates From: 09/01/2025 **To:** 09/30/2025

Project Info	PNZ Hearing Date / Result	1st City Council Hearing Date / Result	2nd City Council Hearing Date / Result
Planned Development 392 3830 E DIVISION ST	9/25/2025 Tabled		
Z-15-2025 1012 W BUENA VISTA ST	9/11/2025		
Relinquishment of Easement 965 1414 W ELFINDALE ST	9/11/2025		
Z-17-2025 3358 N MULROY RD 5242 E FARM ROAD 104	9/11/2025		
Z-18-2025 1544 N NATIONAL AVE	9/11/2025		
Z-20-2025 COD 276 1755 S NATIONAL AVE 1739 S NATIONAL AVE 1745 S NATIONAL AVE 1111 E SUNSHINE ST 1119 E SUNSHINE ST 1133 E SUNSHINE ST 1141 E SUNSHINE ST 1138 E UNIVERSITY ST	9/11/2025		
PPlat of The Vibe Crossing 3861 W UNIVERSITY ST	9/11/2025		
Subdivision Variance 360 3830 E DIVISION ST	9/25/2025 Tabled		
Z-14-2025 COD 274 2808 N FORT AVE	8/14/2025 Approved	9/8/2025 Complete	
PPlat of Fort Amor 2808 N FORT AVE	8/14/2025 Approved	9/8/2025 Complete	
Conditional Use Permit 483 1027 E WALNUT ST	8/14/2025 Approved	9/8/2025 Complete	
Planned Development 393 5585 S ROBBERTSON AVE	8/14/2025 Approved	9/8/2025 Complete	
PPlat of Chimney Rock Subdivision - Revised 3040 S ARCADIA AVE	8/14/2025 Approved	9/8/2025 Complete	

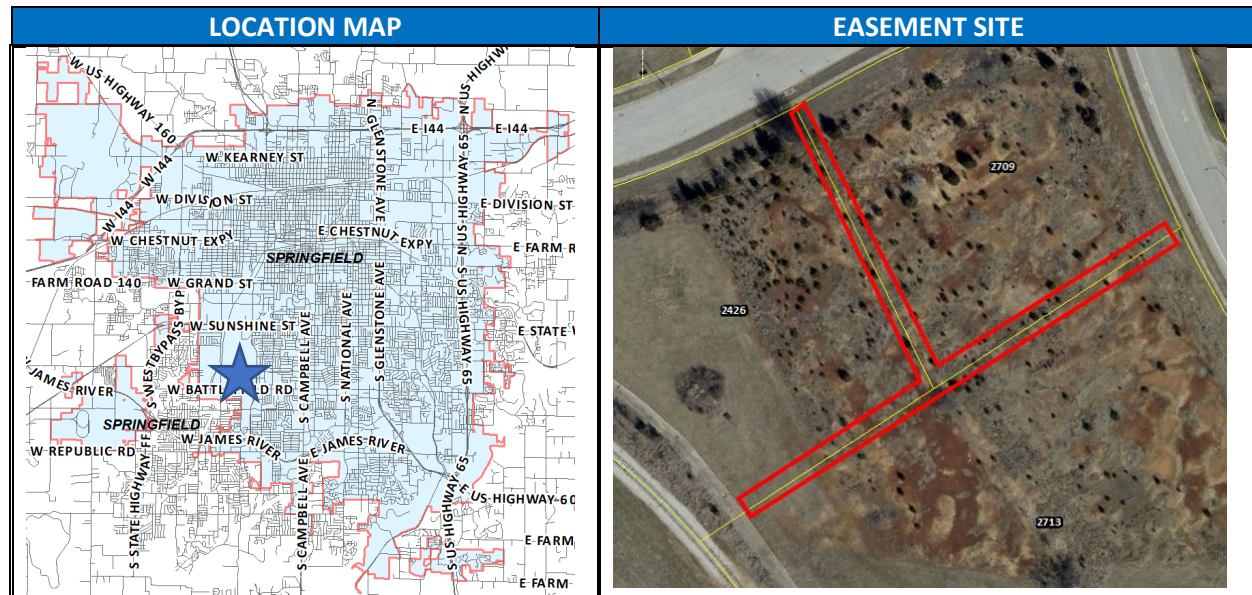
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Relinquishment of Easement 964
Location:	2709 South Austin Avenue
Total Acres:	0.14 acres
Applicant:	Dyke Industries, Inc.
Existing Land Use:	Vacant
Planning and Zoning Commission:	October 9, 2025
City Council:	N/A
Staff:	Tyler Hession, Associate Planner, (417) 864-1615
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of RE 964 as submitted in the staff report. (All commission motions are made in the affirmative.)
Required Vote:	A majority of five (5) voting members shall be required.

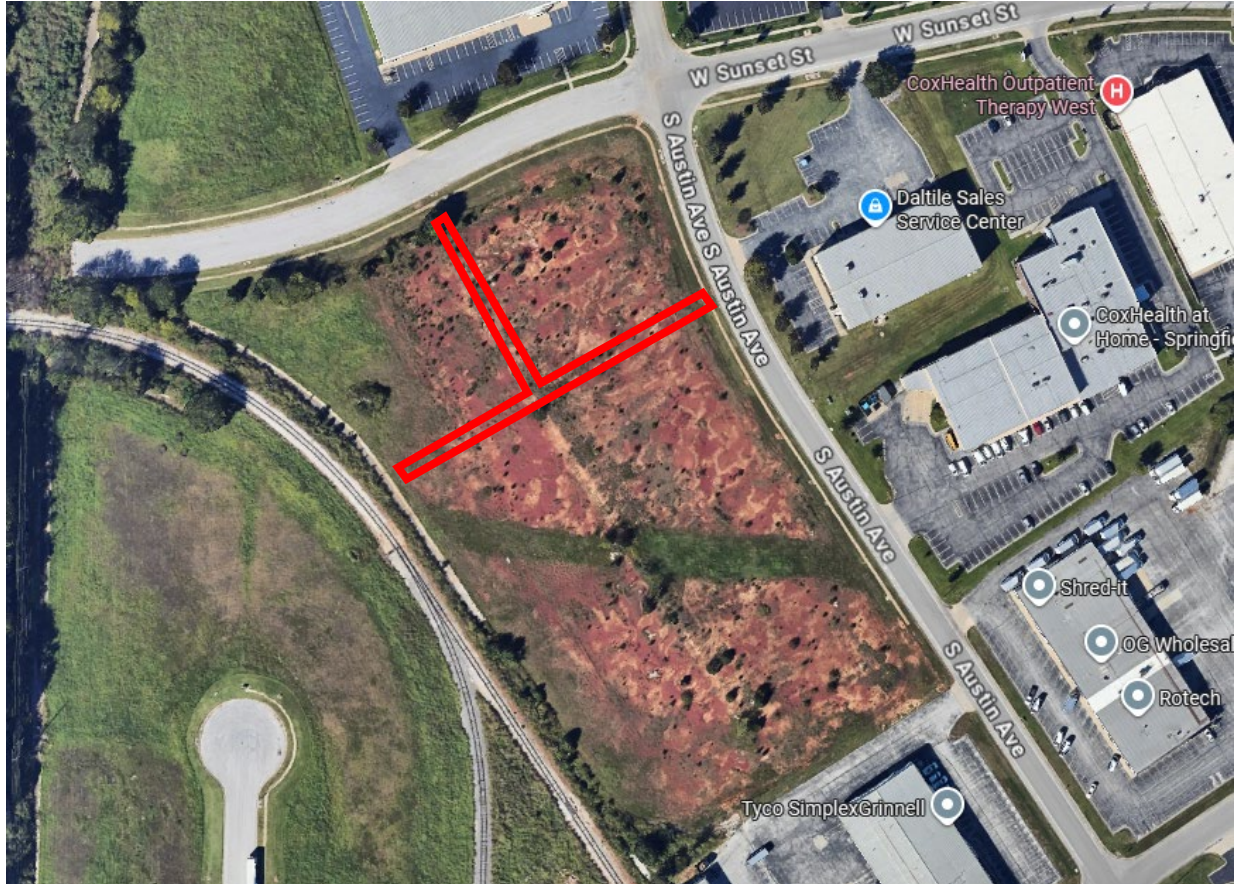
PROJECT SUMMARY:

The applicant, Dyke Industries, Inc., is requesting to relinquish a utility easement to facilitate the development of the property. No replacement easements are to be dedicated.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT

PLANNING AND ZONING COMMISSION AUTHORITY:

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

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

DEPARTMENT COMMENTS:

1. AT&T:

AT&T facilities will not be in conflict with this relinquishment. AT&T has facilities along the east side of S Austin Ave and along the North side of W Sunset St. Please contact cb670v@att.com if more information is needed.

2. ES CLEAN WATER SERVICES:

No issues with relinquishment.

3. CITY UTILITIES:

No issues with proposed relinquishments. No apparent impact to CU facilities.

4. PLANNING AND DEVELOPMENT:

1.The applicant is requesting to relinquish a utility easement to facilitate the development of the property.

2.The Planning and Zoning Commission has the authority to relinquish easements if the relinquishment does not affect public utilities.

3.No one has objected to this request to date.

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

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

STAFF RECOMMENDATION:

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

PLANNING AND ZONING OPTIONS:

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

REQUIREMENTS FOR APPROVAL:

TABLE A

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

DEVELOPMENT REVIEW STAFF REPORT**LEGAL DESCRIPTION:**

A PARTIAL RELINQUISHMENT OF THE 5 FOOT WIDE UTILITY EASEMENTS ALONG THE WEST LINE OF LOT 1 AND THE EAST LINE OF LOT 2 AND ALSO THE SOUTH LINES OF SAID LOT 1 AND 2 AND THE NORTH LINE OF LOT 3 OF BATTLEFIELD BUSINESS CENTER NO. 13, A SUBDIVISION IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER, LOT 1, BATTLEFIELD BUSINESS CENTER NO. 13, A SUBDIVISION IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI; THENCE S25°01'36"E, ALONG THE WEST LINE THEREOF, A DISTANCE OF 5.01 FEET TO THE POINT OF BEGINNING; THENCE N62°04'18"E, A DISTANCE OF 5.01 FEET; THENCE S25°01'36"E, A DISTANCE OF 231.97 FEET; THENCE N58°02'11"E, A DISTANCE OF 213.52 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE LEFT, A DISTANCE OF 10.08 FEET, SAID CURVE HAVING A RADIUS OF 1072.83 FEET AND A LONG CHORD OF 10.08 FEET WHICH BEARS S24°53'11"E; THENCE S58°02'11"W, A DISTANCE OF 387.11 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE LEFT, A DISTANCE OF 10.08 FEET, SAID CURVE HAVING A RADIUS OF 618.72 FEET AND A LONG CHORD OF 10.08 FEET WHICH BEARS N39°09'10"W; THENCE N58°02'11"E, A DISTANCE OF 166.02 FEET; THENCE N25°01'36"W, A DISTANCE OF 232.68 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE LEFT, A DISTANCE OF 5.01 FEET, SAID CURVE HAVING A RADIUS OF 844.87 FEET AND A LONG CHORD OF 5.01 FEET WHICH BEARS N62°05'05"E TO THE POINT OF BEGINNING, CONTAINING 6,207 SQ. FT.

EXHIBIT A

A PARTIAL RELINQUISHMENT OF THE 5 FOOT WIDE UTILITY EASEMENTS ALONG THE WEST LINE OF LOT 1 AND THE EAST LINE OF LOT 2 AND ALSO THE SOUTH LINES OF SAID LOT 1 AND 2 AND THE NORTH LINE OF LOT 3 OF BATTLEFIELD BUSINESS CENTER NO. 13, A SUBDIVISION IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER, LOT 1, BATTLEFIELD BUSINESS CENTER NO. 13, A SUBDIVISION IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI; THENCE S25°01'36"E, ALONG THE WEST LINE THEREOF, A DISTANCE OF 5.01 FEET TO THE POINT OF BEGINNING; THENCE N62°04'18"E, A DISTANCE OF 5.01 FEET; THENCE S25°01'36"E, A DISTANCE OF 231.97 FEET; THENCE N58°02'11"E, A DISTANCE OF 213.52 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE LEFT, A DISTANCE OF 10.08 FEET, SAID CURVE HAVING A RADIUS OF 1072.83 FEET AND A LONG CHORD OF 10.08 FEET WHICH BEARS S24°53'11"E; THENCE S58°02'11"W, A DISTANCE OF 387.11 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE LEFT, A DISTANCE OF 10.08 FEET, SAID CURVE HAVING A RADIUS OF 618.72 FEET AND A LONG CHORD OF 10.08 FEET WHICH BEARS N39°09'10"W; THENCE N58°02'11"E, A DISTANCE OF 166.02 FEET; THENCE N25°01'36"W, A DISTANCE OF 232.68 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE LEFT, A DISTANCE OF 5.01 FEET, SAID CURVE HAVING A RADIUS OF 844.87 FEET AND A LONG CHORD OF 5.01 FEET WHICH BEARS N62°05'05"E TO THE POINT OF BEGINNING, CONTAINING 6,207 SQ. FT.

WILSON SURVEYING CO., INC.
 Surveying / Engineering / Land Planning
 2003 S. Stewart, Suite 112 Springfield, Missouri 65804
 Email: Rick.Wilson@wilsurveying.com
 (417) 522-7870

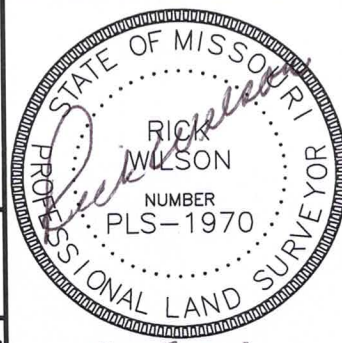
Prepared For:

DYKE INDUSTRIES

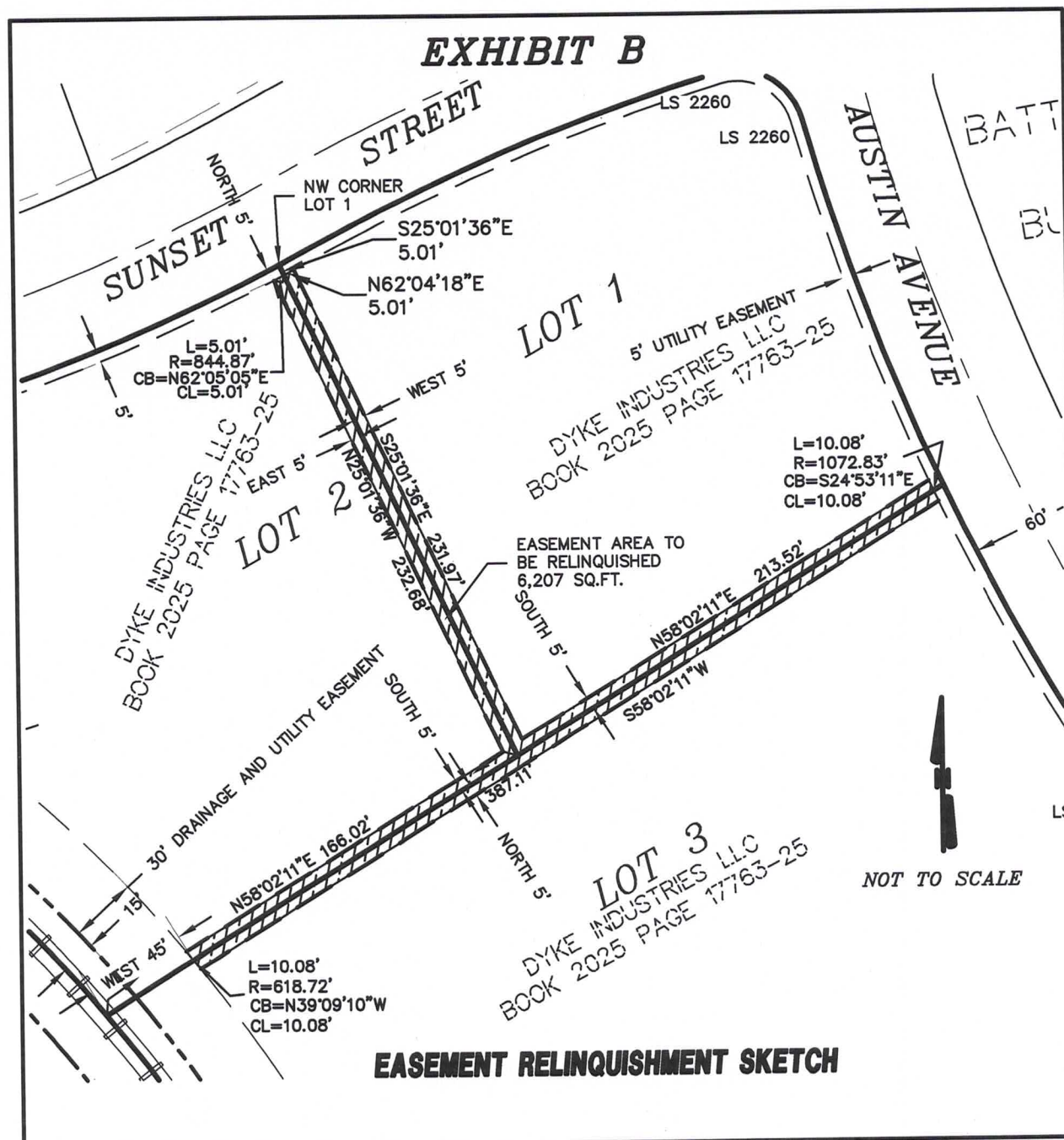
DATE: AUGUST 18, 2025

PROJECT NO.: 2025-091
 REF: DRAWING NO.: WA-106-489-EX

SHEET NO.
 1 of 1



8-19-25



THIS EXHIBIT IS BASED ON A SURVEY OF THE PROPERTY SHOWN, THE FIELD PROCEDURES MEET THE CURRENT STANDARDS.

THIS IS **NOT** A PROPERTY BOUNDARY SURVEY DRAWING AND THE DRAWING DOES **NOT** MEET THE CURRENT STANDARDS FOR PROPERTY SURVEYS.

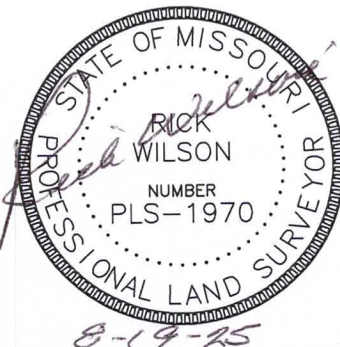
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 TELE. 417-522-7870 FAX 417-522-7874

PREPARED FOR:
DYKE INDUSTRIES

DRAWN BY: APW

PROJECT NO.: 2025-091
 DRAWING NO.: WA-106-489-EX



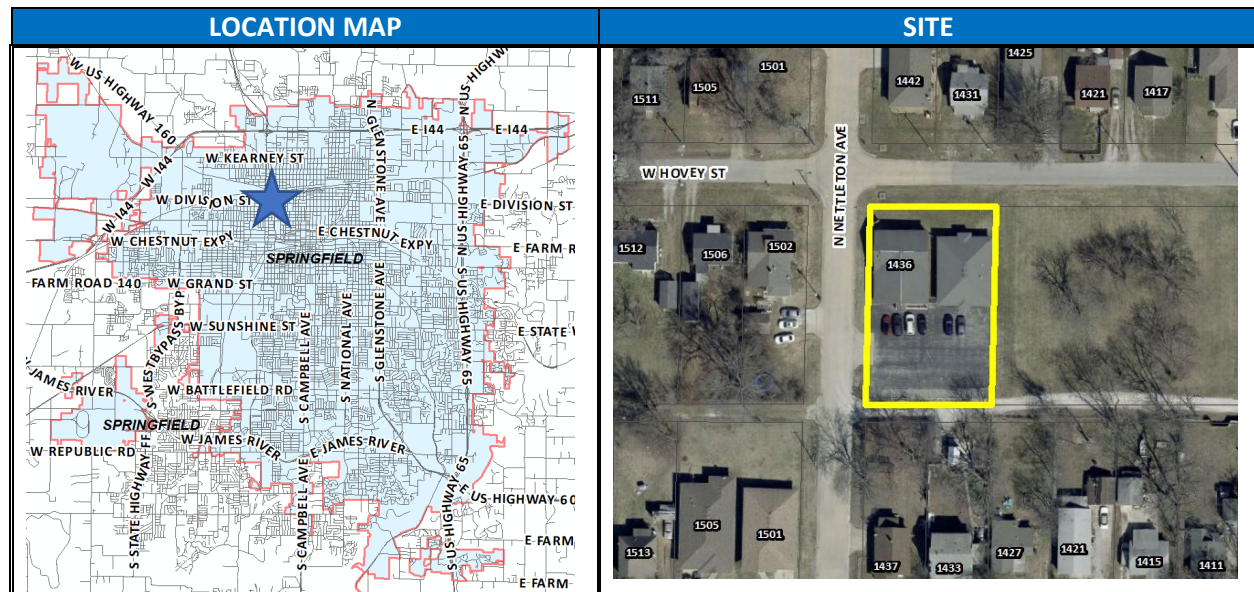
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Request to Acquire 549
Location:	1436 West Hovey Street
Total Acres:	0.36 acres
Applicant:	City Utilities
Existing Land Use:	Office buildings
Planning and Zoning Commission:	October 9, 2025
City Council:	November 3, 2025
Staff:	Andrew Menke, Senior Planner – (417) 864-1613
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve as submitted in the staff report. (All commission motions are made in the affirmative.)
Required Vote:	Requires 5 voting members to approve or deny.

PROJECT SUMMARY:

City Utilities is requesting to acquire property generally located at 1436 West Hovey Street for temporary office space.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was annexed into the City in 1869, de-annexed in 1874, and annexed again in 1910. The property was certified as a tract of record in 1990 by AS-2915. As part of the citywide remapping in 1995, the property was zoned to HC, Highway Commercial. The following year the property was rezoned to R-TH, Residential Townhouse.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 11.7. - Legal status of master plan.

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

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

DEVELOPMENT REVIEW STAFF REPORT

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

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

COMPATIBILITY WITH COMPREHENSIVE PLAN:

The request to acquire the subject property is consistent with the recommendations of the *Comprehensive Plan, Forward SGF*.

The *Comprehensive Plan's Land Use & Development* chapter identifies this property as the Center City Neighborhood placetype; however, this is considered a transition zone between the Center City Neighborhood and Industry & Logistics placetype where uses recommended for either placetype could be appropriate.

CENTER CITY NEIGHBORHOOD

Due to their compact form and proximity to urban centers, these neighborhoods are places where residents should reasonably be able to walk, bike, or ride transit to meet some of their educational, employment, shopping, and recreational needs. Center City Neighborhoods are also integrated with key cultural and institutional uses, such as schools and places of worship that serve surrounding residents. Priority is given to the pedestrian environment to foster a walkable neighborhood. Planning for Center City Neighborhoods should strive to improve infrastructure and support the building types and uses that make these neighborhoods more complete, diverse, and accessible to residents.

DEVELOPMENT REVIEW STAFF REPORT

PRIMARY USES

Single-family detached

SUPPORTING USES

Single-family attached

Low-intensity multi-family

Low-intensity, neighborhood commercial

Parks, greenways, and open space

Public and private schools and places of worship

Low-intensity urban agriculture

INDUSTRY & LOGISTICS

The Industry and Logistics placetype consists of heavy and moderately intense manufacturing, distribution uses, and a range of operations that rely on proximity to the City's airport, interstate, and rail facilities. Businesses and operations that supplement and provide logistical support for larger operations are also accommodated, such as those with significant outdoor storage and parking and circulation lots for trucking and freight. This placetype is critical to Springfield's economy and employment base and is enhanced as such with improved access management, clear wayfinding, and gateway features. Planning for this placetype involves a highly collaborative effort to preserve and help procure sufficient real estate for industrial parks, airport, rail operations, and expansion needs.

PRIMARY USES

Personal and outdoor storage

Light industry

Warehousing and distribution facilities

Heavy industry and manufacturing

Airport, railroad, and freight facilities

SUPPORTING USES

Parks, greenways, and open space

Urban agriculture

Office, hospitality, retail sales and service

Government, healthcare, and institutional facilities

Maker spaces, artisan, and innovation spaces

Universities, colleges, and vocational schools

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	R-TH	R-TH	R-TH	R-TH
LAND USE	Residential	Residential	Undeveloped	Residential
PLACETYPES	Center City Neighborhood	Center City Neighborhood	Industry & Logistics	Center City Neighborhood

DEVELOPMENT REVIEW STAFF REPORT

LAND ACQUISITION POLICY:

Planning and Zoning Commission adopted the following policy statement for land acquisition by public bodies:		Applicant's Response:
1.	All land acquisitions shall be consistent with the adopted Plans and Policies.	City Utilities will follow the adopted Plans and Policies of the City.
2.	Proposals for land acquisition and public uses shall consider the effect of the proposed use on the surrounding land uses and shall include measures to mitigate any adverse effects of the proposed use on the surrounding uses.	City Utilities currently has no plans to change the use.
3.	If no immediate use is intended for the acquisition and the negotiated contract does not include the previous owner removing the structure, existing sound structures should be retained unless such retention is not economically feasible. The current use should be continued, the structure should be used in a manner consistent with adopted plans until such time as the land will be cleared for the use for which it was acquired, or the structure should be moved to a suitable location.	City Utilities will utilize the existing building for temporary office space as needed.

DEVELOPMENT REVIEW STAFF REPORT

4.	At a minimum, the acquiring agency should either attempt to preserve architecturally or historically significant structures in place or make the structures available to the previous owner or public for moving or solicit bids from individuals and firms interested in salvaging those items which have architectural significance. Disposition of the property when conducted by a City agency shall be made pursuant to City ordinances including the City purchasing manual.	Existing structures to remain for now.
5.	To the extent possible, the acquiring agency shall make all structures to be removed, regardless of historical or architectural significance, available to the previous owner or public for moving and reuse at another location. Disposition of property when conducted by a City agency shall be made pursuant to City ordinances including the City Purchasing Manual.	Not applicable at this time.

STAFF ANALYSIS AND RECOMMENDATION:

1. City Utilities is requesting to acquire property generally located at 1436 West Hovey Street for temporary office space.
2. The *Land Use & Development* chapter of the *Comprehensive Plan* identifies this property as the Center City Neighborhood placetype; however, this is considered a transition zone between the Center City Neighborhood and Industry & Logistics placetype where uses recommended for either placetype could be appropriate.
3. Offices are identified as a supporting use in the Industry & Logistics placetype. Low-intensity commercial uses are identified as supporting uses in the Center City Neighborhood placetype.
4. City Utilities will utilize the existing commercial buildings for temporary office space as needed.
5. The request to acquire the subject property is consistent with the recommendations of the *Comprehensive Plan, Forward SGF*.

STAFF RECOMMENDATION:

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

DEVELOPMENT REVIEW STAFF REPORT

PLANNING AND ZONING OPTIONS:

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



DEVELOPMENT REVIEW STAFF REPORT

LEGAL DESCRIPTION:

ALL OF LOTS FIFTY-FOUR (54) & FIFTY-FIVE (55), IN GRAYDON PLACE, AN ADDITION TO THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI.

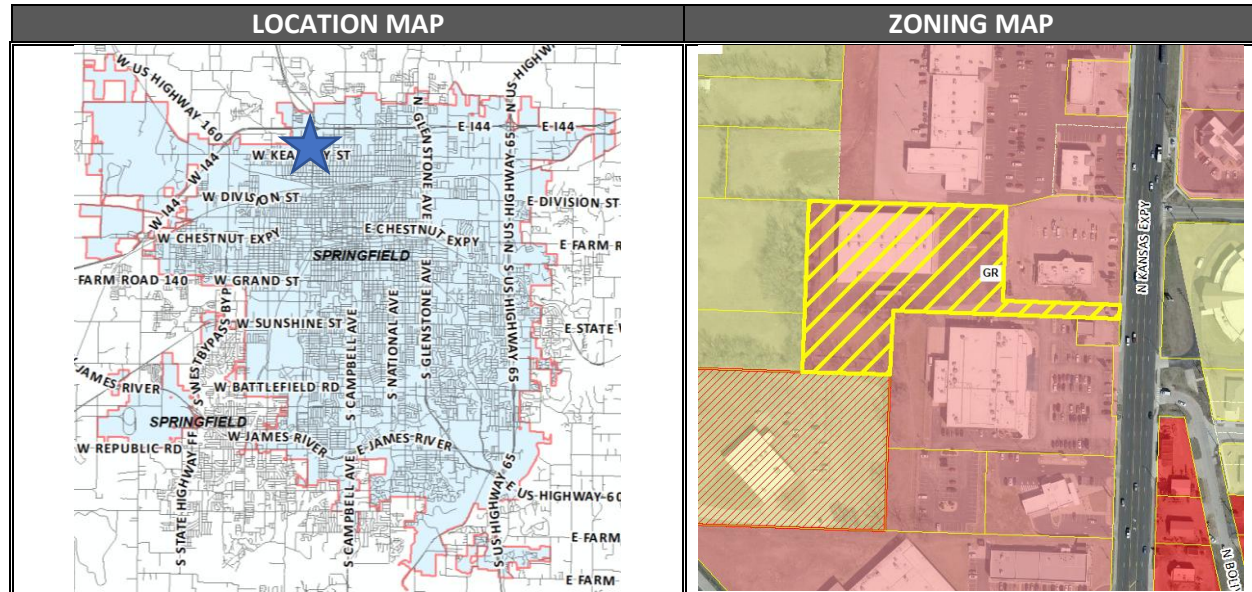
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-16-2025
Location:	2565 North Kansas Expressway
Total Acres:	2.90 acres
Applicant:	Morris Loan & Investment Corp Inc.
Existing Land Use:	Vacant retail building
Neighborhood Meeting:	September 8, 2025
Planning and Zoning Commission:	October 9, 2025
City Council:	November 3, 2025
Public Notification:	Mail, posted property, and legal in the Springfield News-Leader
Staff:	Michael Sparlin, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-16-2025 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

Request to rezone approximately 2.90 acres generally located at 2565 North Kansas Expressway from a GR, General Retail district to a HC, Highway Commercial District.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

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

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.

DEVELOPMENT REVIEW STAFF REPORT

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR HC DISTRICT
Use Limitations	(a) Streets through adjacent residential areas shall not be used to provide principal access for truck traffic to any nonresidential use in this district except on streets classified as expressways, arterials, or collectors. (b) No motor vehicle repair or maintenance work shall take place outdoors within 150 feet of the boundary of any residential district. (c) All sales, display or outdoor storage areas that would be routinely disturbed because of the nature of the activity being conducted or because of vehicular traffic, except those areas of nurseries and garden centers where living plants are located, shall be paved or otherwise improved with an all-weather, dust-free surface. (d) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (e) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (f) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22).
Minimum Lot Size	Not applicable to the HC District
Maximum Height	None.
Bulk Plane	All structures shall remain below a 30-degree bulk plane as measured from the boundaries of any R-SF or R-TH district.
Minimum Yard Requirements	1. <i>Front yard:</i> a. Twenty-five feet along a street classified as a collector or higher classification street or as required by section 36-453, supplemental open space, and yard regulations. b. Fifteen feet along a street classified as a local street or as required by section 36-453, supplemental open space, and yard regulations. 2. <i>Side yards:</i> None, except as required by section 36-453, supplemental open space and yard regulations, and the bufferyard requirements in subsection (8). 3. <i>Rear yards:</i> None, except as required by the bufferyard requirements in subsection (8).
Minimum Open Space	Not less than 20 percent of the total lot area shall be devoted to open space including required yards and bufferyards unless

DEVELOPMENT REVIEW STAFF REPORT

	modified in accordance with subsection 36-482(15). Open space shall not include areas covered by buildings, structures, parking, loading and other paved areas and internal streets. Open space shall contain living ground cover and other landscaping materials.
Design Requirements	(a) A site plan meeting the requirements of section 36-360, site plan review, shall be submitted and approved. (b) A landscape plan meeting the requirements of section 36-482, landscaping and bufferyards, and 36-483, off-street parking and loading area design standards, shall be submitted, and approved. (c) All off-street parking and vehicular use areas shall be screened from all residential uses in accordance with section 36-480, screening, and fencing. (d) All outdoor storage and refuse storage areas shall be screened from view in accordance with section 36-480, screening, and fencing. (e) Mechanical and electrical equipment, including air conditioning units, shall be screened from view in accordance with section 36-480, screening, and fencing. (f) Lighting shall be designed to reflect away from any adjacent or nearby residential area and in accordance with section 36-484, lighting standards. (g) Accessory buildings and structures shall meet the requirements of section 36-450, accessory structures and uses.
Buffering and Landscaping	Whenever any development in an HC district is located adjacent to a different zoning district, screening and a bufferyard shall be provided in accordance with sections 36-480, screening, and fencing, and 36-482, landscaping and bufferyards.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

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

The City Corridor placetype predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways with high volumes of traffic. This placetype is

DEVELOPMENT REVIEW STAFF REPORT

not only highly accessible by car, but also by walking, biking, and transit. City Corridors provide a wide range of shopping, service, entertainment, and employment destinations for both residents and visitors. Common uses within the placetype include chain restaurants, gas stations, hotels, national retailers, movie theaters, smaller offices, and a variety of support services.

Primary Land Uses:

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

Supporting Land Uses:

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

Characteristics

TRANSPORTATION & INFRASTRUCTURE

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

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

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

DEVELOPMENT REVIEW STAFF REPORT

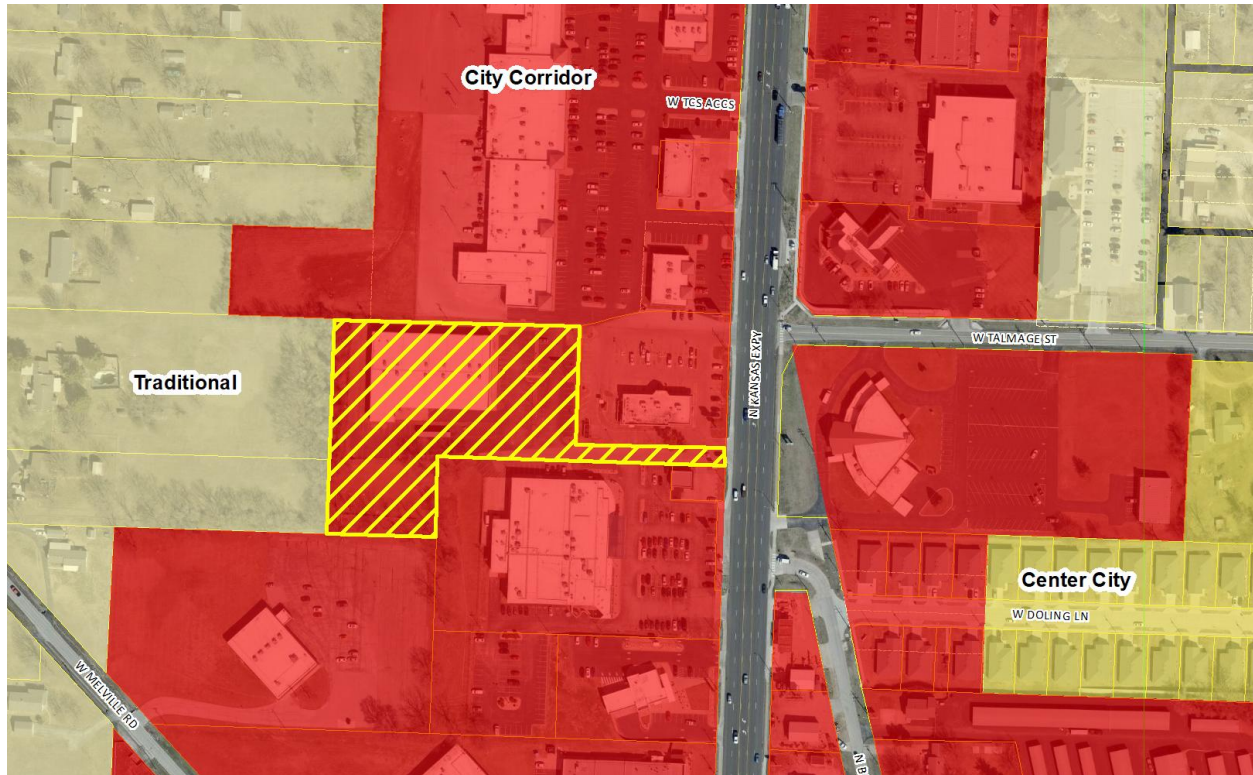
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- Lighting, landscaping, signage, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Design should avoid the placement of mechanical equipment along major roadways or should be completely screened, along with adequate spacing for storage of waste receptacles.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.
- Encourage code adjustments regarding parking minimums instead of parking maximums.

TRANSITIONS:

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

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



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

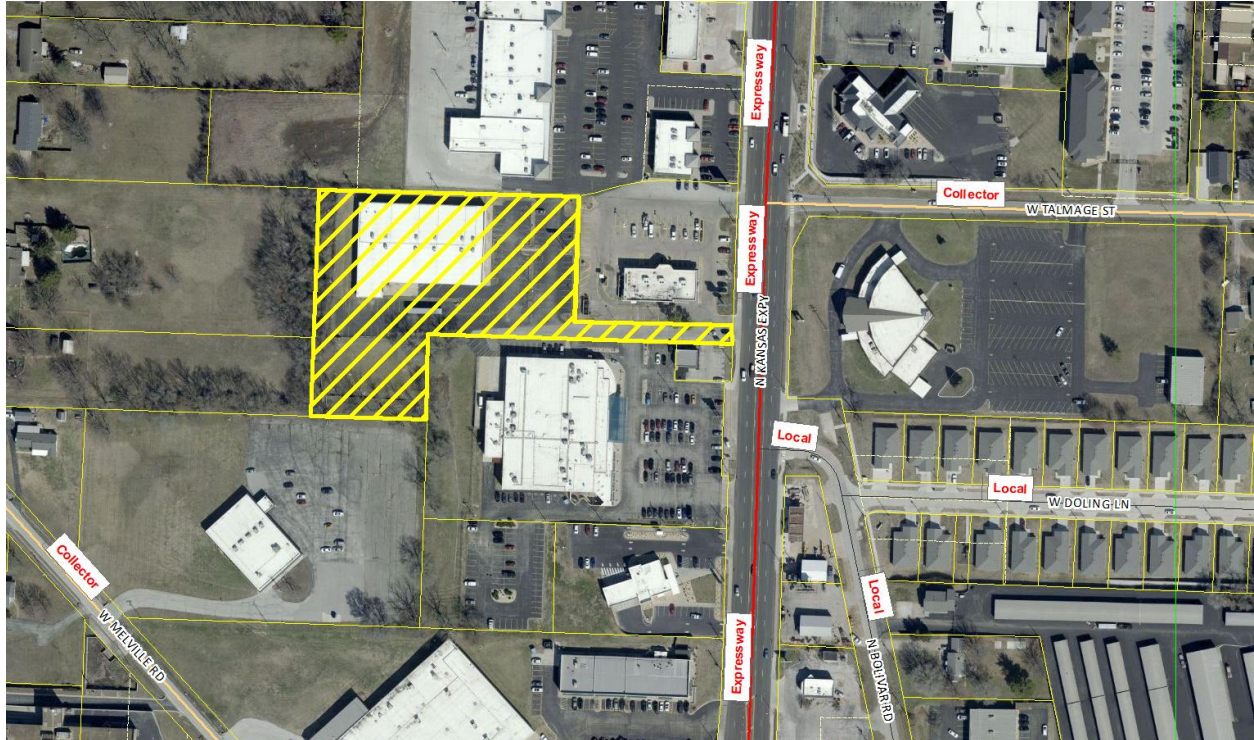
● **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype

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

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

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	GR	GR & R-SF	GR & R-SF	R-SF
LAND USE	Commercial uses	Library Station and commercial office building	Restaurant & Church	Single-family residence
PLACETYPES	City Corridor	City Corridor	City Corridor	Traditional neighborhood

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with the proposed rezoning.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues with rezoning.

DEVELOPMENT REVIEW STAFF REPORT

FIRE DEPARTMENT:

No issues with rezoning.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	Kansas Expy.	Expressway	MoDOT	65	45	20,500	No	Yes	Yes

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

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near this property. There is a bus stop just south of this property on Kansas Expressway.

IMPROVEMENTS - No improvements are required for this rezoning. A Traffic Impact Study (TIS) is not required for rezoning.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

	Drainage Basin	Fee in Lieu Flood Control	Fee in Lieu Water Quality	Stream Buffer	Sinkhole or Watershed	Floodplain/ Floodway
2565 N Kansas Expy	Spring Branch	FC Provided	No	No	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 is provided through the previous public improvement 4PW003928. Site drains to the existing dry detention basin.

WATER QUALITY REQUIREMENTS

N/A

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

N/A

SINKHOLES & KARST FEATURES

N/A

STAFF ANALYSIS AND RECOMMENDATION:

DEVELOPMENT REVIEW STAFF REPORT

1. The applicant is requesting to rezone approximately 2.90 acres generally located at 2565 North Kansas Expressway from a GR, General Retail district to a HC, Highway Commercial District. The applicant intends to establish a retail business with outdoor storage. The GR district does not allow outdoor storage.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the City Corridor placetype. This placetype predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers.
3. The City Corridor placetype lists retail services as a primary use. The HC district would be consistent with this use recommendation.
4. This subject property is adjacent to the City Corridor placetype which are key locations that rely on proximity to retail, commercial services, and employment centers.
5. 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.
6. There are few known changing conditions in the area affected that make the proposed rezoning necessary.
7. The range of uses in the proposed HC district are compatible with the uses permitted on other property in the immediate vicinity.
8. 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.
9. The impact 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.
10. 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.
11. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION:

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

PLANNING AND ZONING OPTIONS:

DEVELOPMENT REVIEW STAFF REPORT

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

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

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: RETAIL COMMERCIAL to HIGHWAY COMMERCIAL
(existing zoning) (proposed zoning)
2. Meeting Date & Time: August 21, 2025
3. Meeting Location: Big Lots 2565 N Kansas Expressway, Springfield, MO
4. Number of invitations that were sent: 78
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 1
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

Location of the propane. Stated (CW) this is in the outdoor fenced area with bollards.
Wanted to know the parking count. Stated (CW) it was 77 parking spaces with 5 ADA spaces.
Wanted to know about the shared fence. (CW) (NW) Showed the site plan with outside dimensions of the fencing area. (NW stated that it would not affect The Library Station).

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

Cathy West sent email to the missed attendees due to being to meeting after 5pm. Landlord Neal Wood was able to attend at scheduled time. We met with Haley White from the Library Station. I am asking for City of Springfield/P&Z Board leniency due to travel delays to not have the P&Z schedule remain at the Oct 6th hearing and not have have to be moved to November.

I, Cathy West (print name), attest that the neighborhood meeting was held on August 21, 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."

Digitally signed by Cathy West, Property Development Manager
DN: cn=Cathy West, o=City of Springfield, ou=City of Springfield, email=Cathy.West@springfield-mo.gov, c=US
Date: 2025.08.21 11:15:58 -0500

Signature of person completing affidavit

Cathy West

Printed name of person completing affidavit

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: RETAIL COMMERCIAL to HIGHWAY COMMERCIAL
(existing zoning) (proposed zoning)
2. Meeting Date & Time: September 18, 2025
3. Meeting Location: Big Lots 256 5N Kansas Expressway, Springfield, MO
4. Number of invitations that were sent: 78
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 0
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

None

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

None

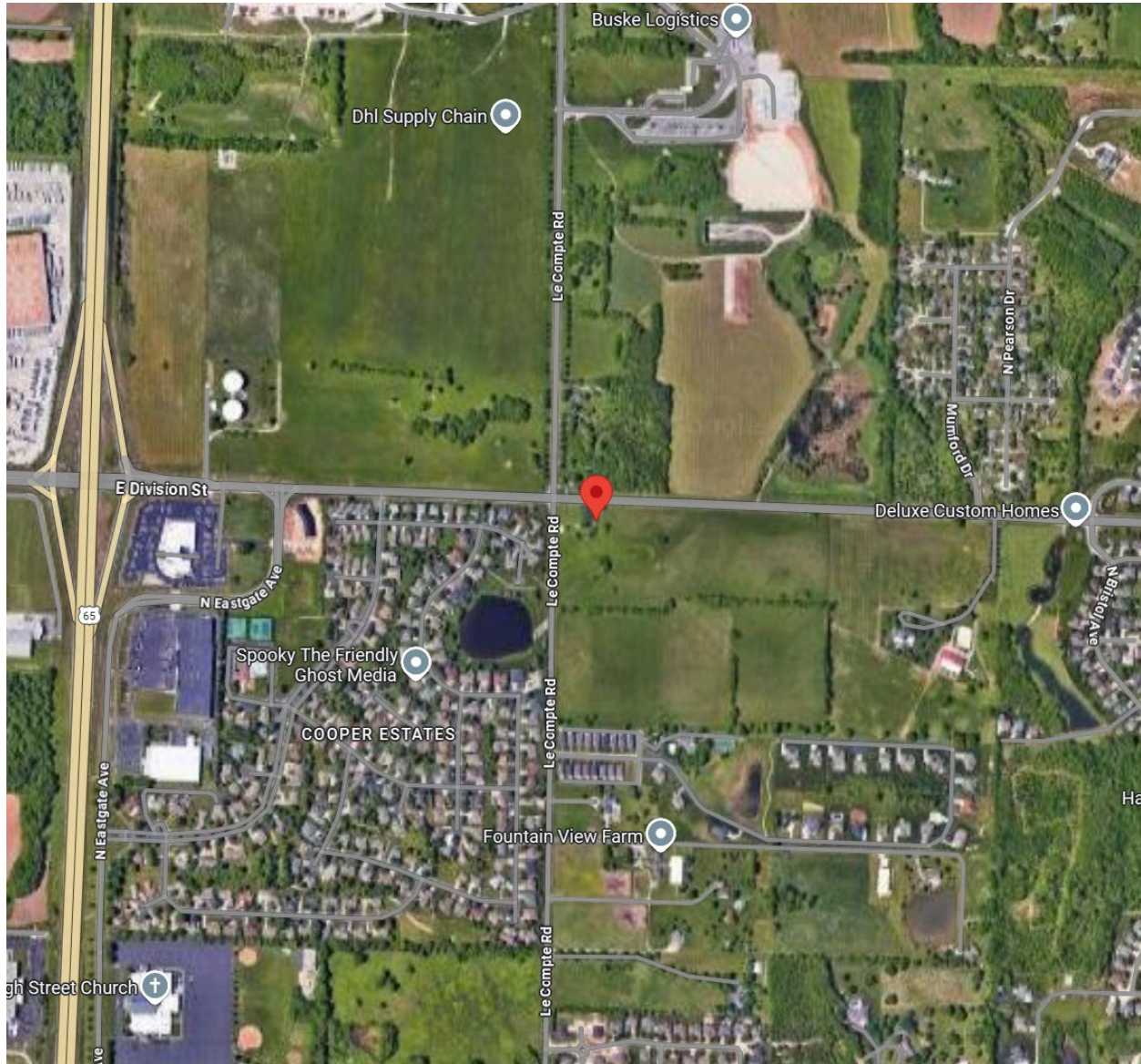
I, Cathy West (print name), attest that the neighborhood meeting was held on 8/18/25 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."

Cathy West
Signature of person completing affidavit

Cathy West
Printed name of person completing affidavit

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.

DEVELOPMENT REVIEW STAFF REPORT

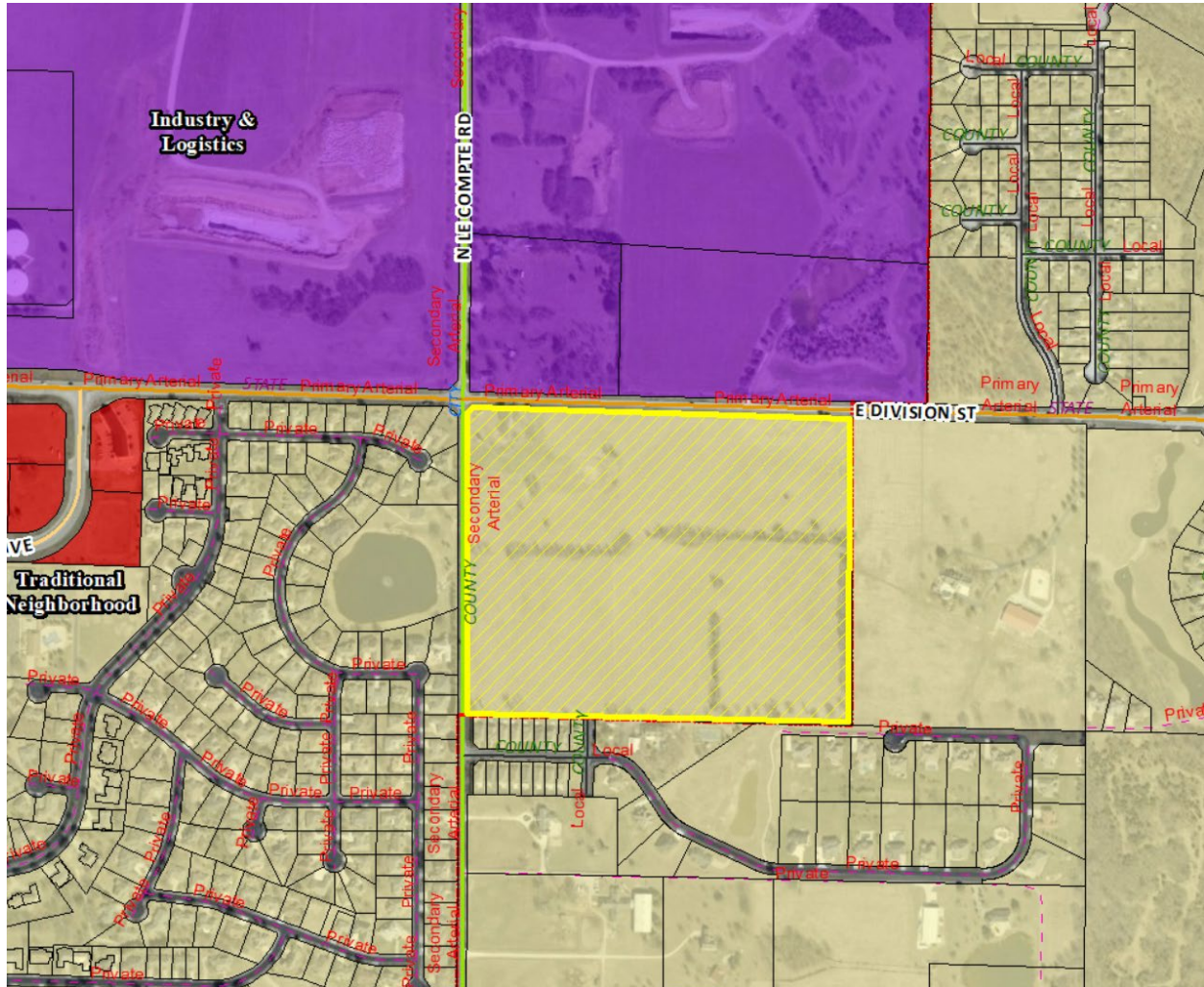
- Lower density residential uses are sufficiently screened and buffered between higher density housing and nonresidential uses.
- The design of higher density residential uses integrated into the Residential Neighborhood Placetype should complement the scale and character of the surrounding neighborhood. 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.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



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

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

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

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

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

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.

DEVELOPMENT REVIEW STAFF REPORT

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.

DEVELOPMENT REVIEW STAFF REPORT

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 western 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

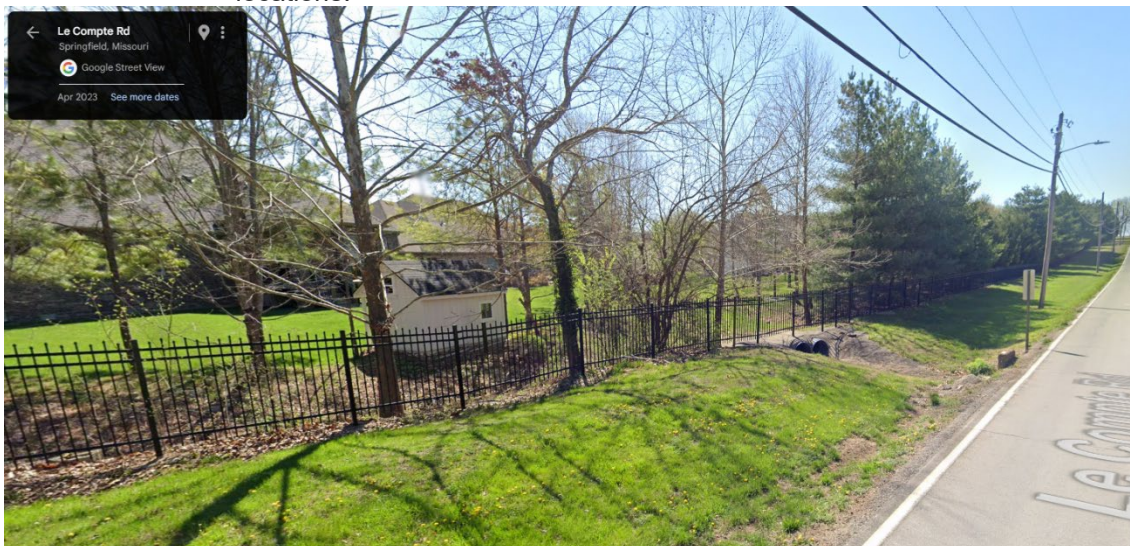
- Canopy trees. Offset the hedge and tree trunks from the back of curb (or parking blocks) to allow for bumper overhang.
2. Required bufferyard along eastern property line
 - a. For each 100 linear feet of apartment use abutting the existing single-family property to the east, provide 1 canopy tree, 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

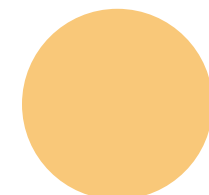
- a. A final development plan, showing conformance with the requirements of this Exhibit, shall be submitted to the Administrative Review Committee and approved in the manner described below prior to the issuance of any building permits or prior to the commencement of any of the permitted uses or improvements 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.

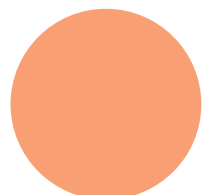
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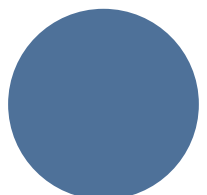
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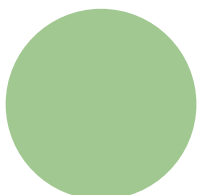
apartments



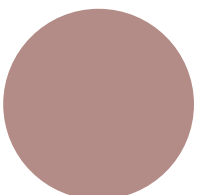
townhome



duplex



single-family lot



villa lots

August 28th, 2025

division & le compte development



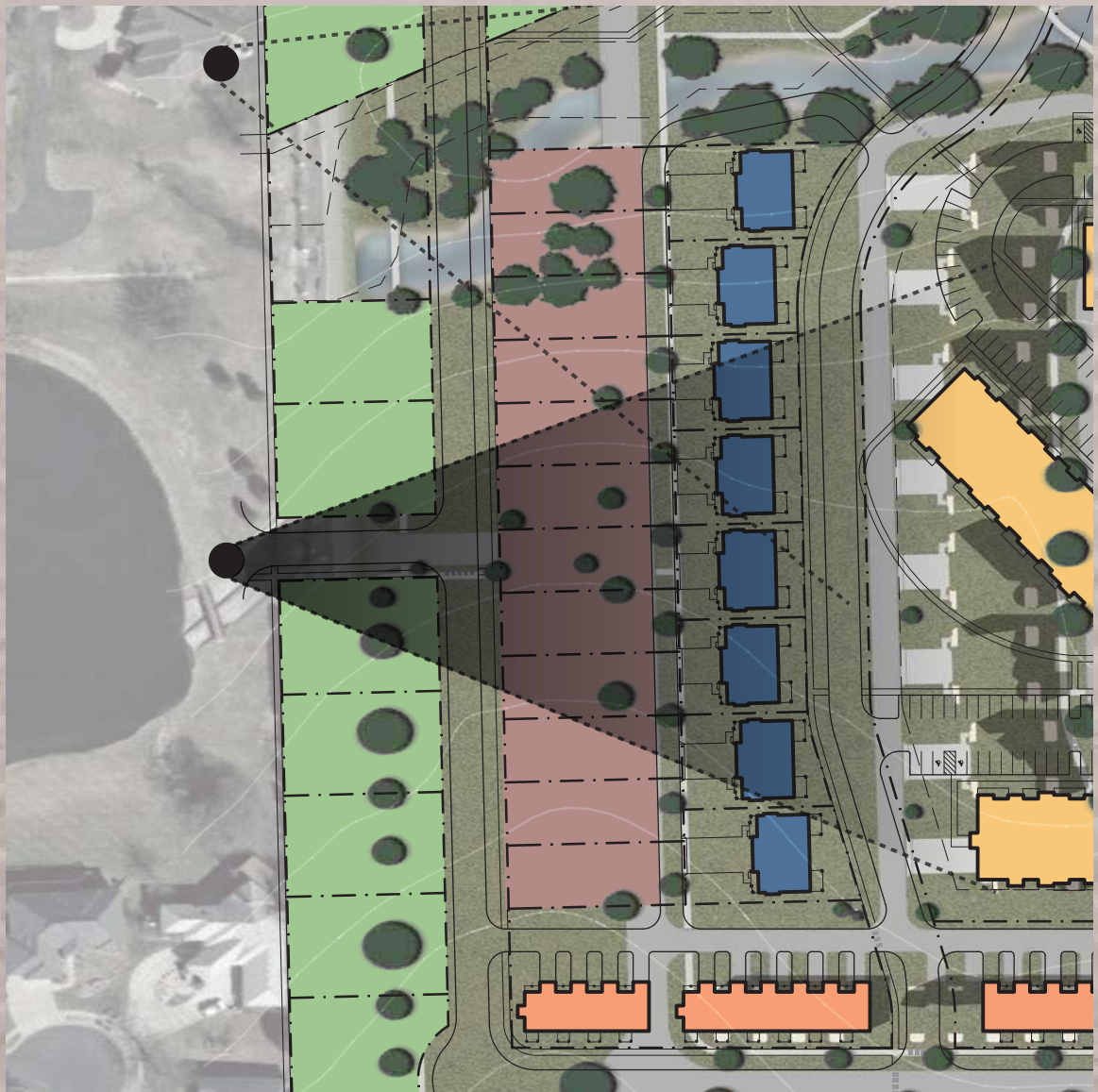


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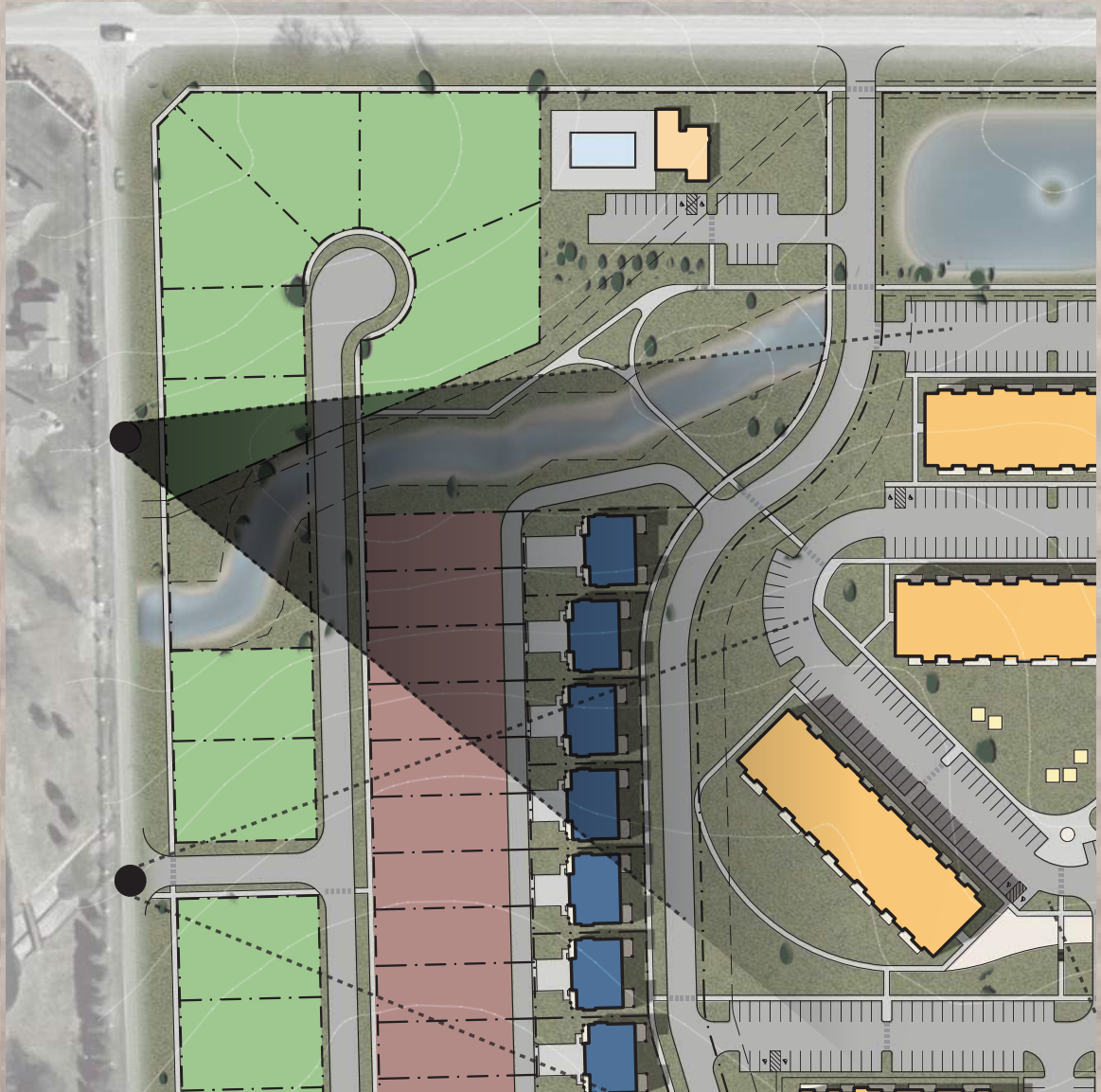
division & le compte development

August 28th, 2025

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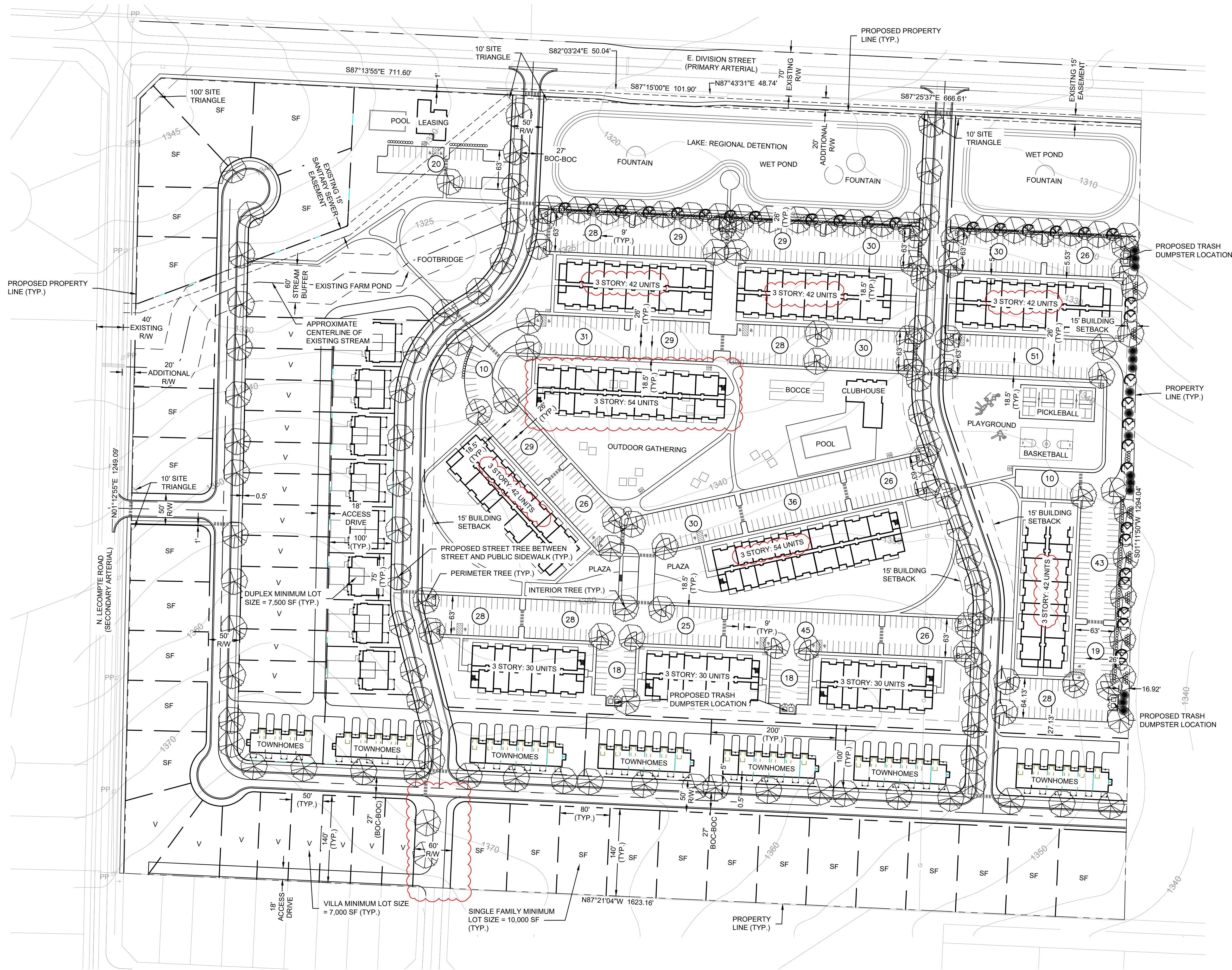
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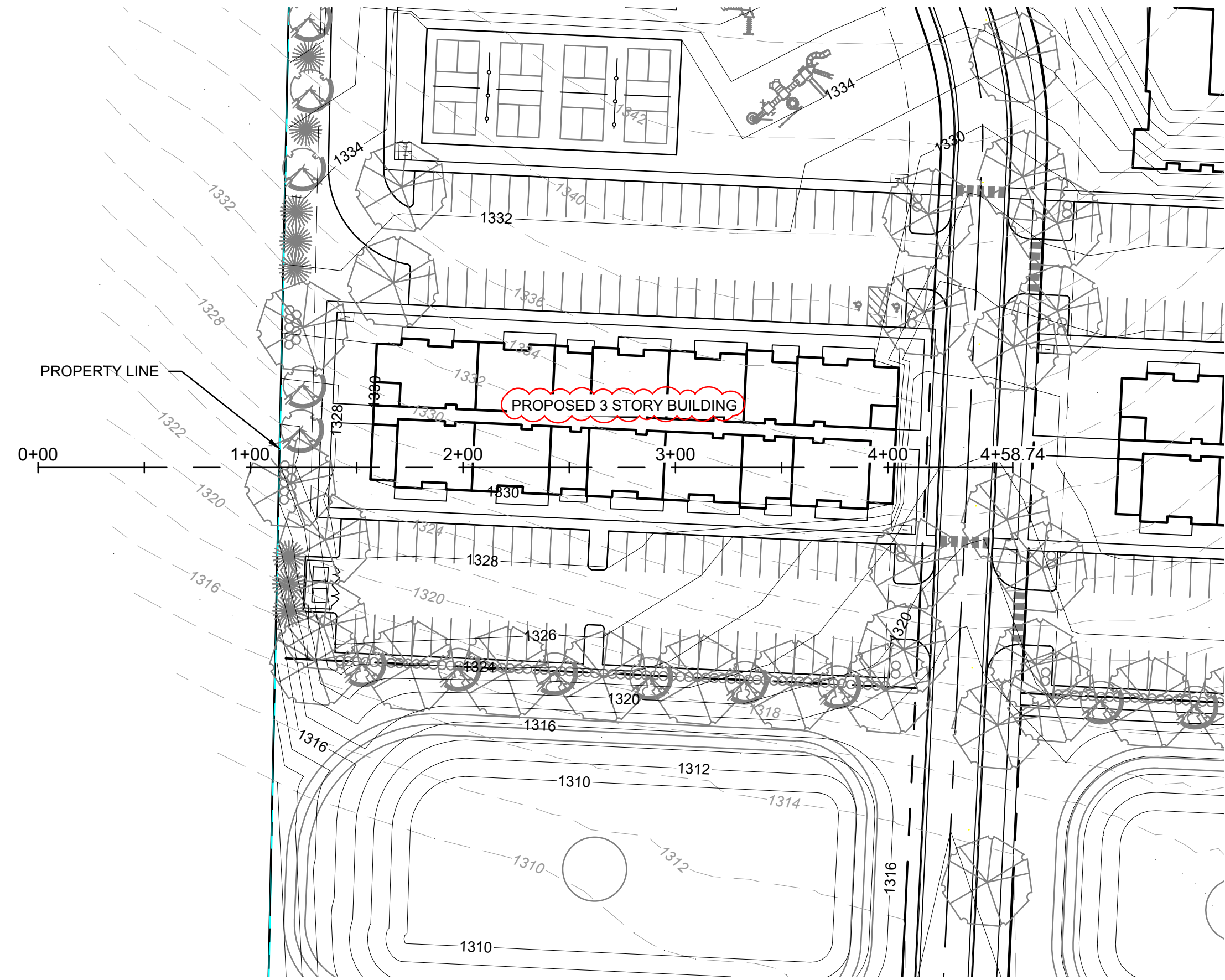
August 28th, 2025

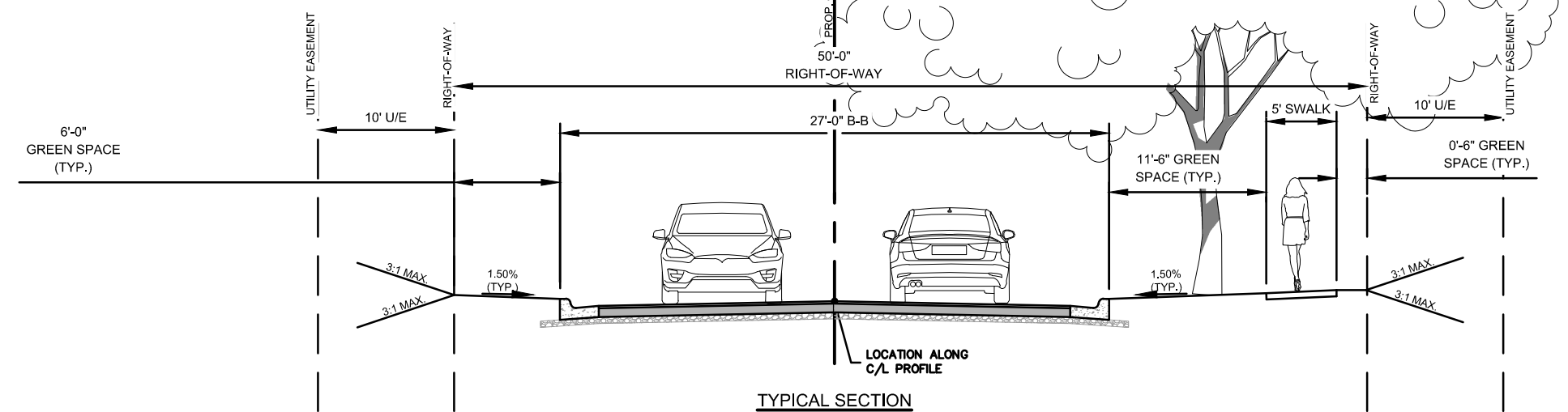
division & le compte development



SHEET
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
☒	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

LANDSCAPE CALCULATIONS:

Property is Zoned A-1 Agriculture (Greene County), rezoning to PD (mixed residential) and annexing into Springfield MO
Adjacent Property Zoning

North - IC with COD 210, and PD 229 AMD-2
East - GR (Greene County))
South - R-SF (varying density)
West - PD 19 - Cooper Estates single family subdivision

Apartment, Clubhouse and Leasing Office Areas
Impervious Area = 596,863.30 SF
Pervious Area = 527,856.98 SF
Total Lot Area = 1,124,720.28 SF
Total Open Space Required = 20%
Total Open Space Provided = 46.93%

PERIMETER LANDSCAPING

Northern Boundary - Adjacent to E. Division Street. No buffer requirement. No parking lot within 50' of the right-of-way, therefore, no screening requirement.

However, plantings are proposed in the PD to screen the northernmost apartment parking lots from the street. This includes canopy trees spaced at 50' with understory trees between them and a solid evergreen hedge paralleling the curb (with separation between the curb and hedge to accommodate bumper overhang).

Eastern Boundary - No street frontage. Adjacent property is A-1 Agriculture (with a single family use). Bufferyard C is proposed.

903 LF of eastern boundary

Per 100 LF of Bufferyard C (15' depth) landscape, provide 1 canopy tree, 2 understory or ornamental, 2 evergreen tree, and 4 shrubs

For 20' minimum depth quantities are reduced to 80% of the required total. Therefore:

Perimeter Landscape Required = 8 canopy trees, and 15 understory or ornamental, 15 evergreen tree, and 72 shrubs

Perimeter Landscape Provided = 8 canopy trees, and 15 understory or ornamental, 15 evergreen tree, and 72 shrubs

Plus Headlight Screening

Southern Boundary - No street frontage. Adjacent property is single family residential and proposed use is single family residential, no buffer requirements.

Western Boundary - Adjacent to N. LeCompte Road. No buffer requirement No parking lot within 50' of the right-of-way, therefore, no screening requirement.

Parking Lots within the site within 50' of New Street Right-of-way - Street frontage requires the following perimeter.

There is typically 63 LF of parking lot frontage for each location.

Required = 10 SF of perimeter green per each LF of Street Frontage

Required = 10 x (63 LF less 27' driveway) = 360 SF of perimeter green

Provided = 360 SF of perimeter green

Per 100 LF of perimeter landscape, provide 1 canopy tree, 1 understory or ornamental or evergreen tree, and 4 shrubs

Perimeter Landscape Required = 1 canopy tree, and 1 understory or ornamental or evergreen tree, and 4 shrubs

Perimeter Landscape Provided = 2 canopy trees, and 4 shrubs.

Streetscape Trees - To soften the site views and provide pedestrian scale, street trees are proposed for the PD at a minimum spacing of one street tree per LF of new right-of-way internal to the development. This excludes the E. Division Street and N. LeCompte Road right-of-ways.

INTERNAL LANDSCAPING

Leasing Office

5% of vehicular use area

Vehicular Use Area = 9,006 SF x 5% = 450 SF required parking island(s)

Interior Trees required = 1 canopy tree OR two understory trees per 30 parking spaces (or 12,000 SF) - 20 parking spaces (or 9,006 SF) = 1 trees required

Interior Island SF and Trees provided = 648 SF parking island(s) and 1 canopy tree

Apartments & Clubhouse

5% of vehicular use area

Vehicular Use Area = 262,936.91 SF x 5% = 13,146.85 SF required parking island(s)

Interior Trees required = 1 canopy tree OR two understory trees per 30 parking spaces (or 12,000 SF) - 787 parking spaces (or 262.937 SF) = 26 trees required

Interior Island SF and Trees provided =19,322.90 SF parking island(s) and 32 canopy tree

Public R.O.W. Tree Replacement

Each removed R.O.W. tree will be replaced at a rate of 1:1 with a tree of 2" caliper at installation.

1 existing right-of-way tree removed (refer to table on this sheet)

Required: 1 replacement R.O.W. trees

Provided: 1 replacement R.O.W. trees (within the new internal street R.O.W.)

Private Site Tree Replacement

A tree 6" or greater in diameter must be preserved or replaced with a tree of at least 2" in diameter - for a maximum total of 7 trees per acre. Trees meeting the landscape requirements in the zoning ordinance may be counted toward this requirement.

140 existing site trees removed (refer to table on this sheet)

Required: 140 replacement trees

Provided: 140 replacement trees (many are proposed within the new street R.O.W.)

Headlight Screening

Parking does not face directly into Residential property.

NO additional screening required.

Bike Parking

2 Bike spaces can be substituted for each required automobile space.

Therefore, up to 78 (maximum) automobile spaces can be removed.

Provided: 32 Bike racks; allowing for 64 bikes

ENGINEER:

OLSSON
RICKY HAASE
550 ST. LOUIS STREET
SPRINGFIELD, MO 65806
TELE: (417) 890-8802
FAX: (417) 890-8805

SURVEYOR:

GLOBAL PRECISION SURVEYING, LLC.
P.O. BOX 790
REPUBLIC, MO 65738
TELE: (417) 883-0300

OWNER/DEVELOPER:

NAPREDAK BUILDERS, LLC.
ATTN: JOSH BRYAN
300 S. JOHN Q. HAMMONS PKWY., SUITE 501
SPRINGFIELD, MO. 65806
TELE: (417) 838-8464

SITE AREA:

TOTAL SITE AREA = 48.16± AC. OR
2,097,793.47± S.F.

BENCHMARKS:

ELEVATION BENCHMARK: GR09AZ
INTERSECTION: LECOMPTE @ DIVISION
LOCATION: SW QUADRANT
SET BY: DNR
ELEVATION=1348.55

PRESENT ZONING:

CURRENT PROPERTY:
A1 - AGRICULTURAL (GREENE COUNTY)

ADJACENT PROPERTY ZONING:

NORTH - IC WITH COD 210, AND PD 229 AMD-2
EAST - GR (GREENE COUNTY)
SOUTH - R-SF (VARYING DENSITY)
WEST - PD 19-COOPER ESTATES SINGLE FAMILY SUBDIVISION

PROPOSED ZONING:

PLANNED DEVELOPMENT

UNIT TABULATION:

MULTI FAMILY:

1 BEDROOM UNITS	129 UNITS
2 BEDROOM UNITS	234 UNITS
3 BEDROOM UNITS	45 UNITS
SUBTOTAL	408 UNITS

RESIDENTIAL LOTS	QTY	
10,000 S.F. SINGLE FAMILY LOTS	26	26 UNITS
7,000 S.F. VILLA LOTS	20	20 UNITS
7,500 S.F. DUPLEX LOTS	8	16 UNITS
TOWNHOMES	7	40 UNITS
SUBTOTAL		102 UNITS

510 TOTAL UNITS ON 48.16 ACRES = 10.58 DU PER ACRE

MAX BUILDING HEIGHT:

3-STORY BUILDING

LOT SIZES & SETBACKS

SINGLE FAMILY

MINIMUM LOT AREA = 10,000 SQUARE FEET

MINIMUM LOT WIDTH = 80 FEET

MINIMUM LOT DEPTH = 125 FEET

MINIMUM SETBACKS

FRONT: 20 FEET

BACK: 25 FEET

SIDE: 5 FEET

SIDE YARD: 15 FEET

MAXIMUM STRUCTURE HEIGHTS: 2 STORIES EXCLUDING BASEMENT

DUPLEX

MINIMUM LOT AREA = 7,500 SQUARE FEET

MINIMUM LOT WIDTH = 75 FEET

MINIMUM LOT DEPTH = 100 FEET

MINIMUM SETBACKS

FRONT: 15 FEET

BACK: 20 FEET

SIDE: 5 FEET

SIDE YARD: 15 FEET

MAXIMUM STRUCTURE HEIGHTS: 2 STORIES EXCLUDING BASEMENT

VILLA

MINIMUM LOT AREA = 7,000 SQUARE FEET

MINIMUM LOT WIDTH = 50 FEET

MINIMUM LOT DEPTH = 100 FEET

MINIMUM SETBACKS

FRONT: 10 FEET

BACK: 20 FEET

SIDE: 5 FEET

SIDE YARD: 10 FEET

MAXIMUM STRUCTURE HEIGHTS: 2 STORIES EXCLUDING BASEMENT

TOWNHOME

MINIMUM LOT AREA = 20,000 SQUARE FEET

MINIMUM LOT WIDTH = 200 FEET

MINIMUM LOT DEPTH = 100 FEET

MINIMUM SETBACKS

FRONT: 5 FEET

BACK: 20 FEET

SIDE: 5 FEET

SIDE YARD: 15 FEET

MAXIMUM STRUCTURE HEIGHTS: 2 STORIES EXCLUDING BASEMENT

APARTMENT

MINIMUM SETBACKS

FRONT: 5 FEET

BACK: 15 FEET

SIDE: 15 FEET

SIDE YARD: 15 FEET

MAXIMUM STRUCTURE HEIGHTS: 4 STORIES EXCLUDING BASEMENT

APARTMENT PARKING CALCULATIONS:

RESIDENTIAL PARKING

(129) 1 BED @ 1.5/ = 194

(279) 2 AND 3 BED @ 2/ = 558

GROSS PARKING REQUIRED BY CITY = 752

STANDARD MULTIFAMILY PARKING CODE

PARKING ADJUSTMENTS

UNIT COUNT >50 (1/10 UNITS OVER 50)
(752-50) / 10 = -70 MAX.

BIKE REDUCTION = 10% = -75 MAX.
(78 BIKE RACKS WITH 2 BIKES EACH)

NET RESIDENTIAL REQUIRED BY CITY = 607 MIN.

STANDARD MULTIFAMILY PARKING CODE

TOTAL PARKING SPACES PROVIDED = 787 (INCLUDING 18 ADA)
TOTAL BIKE RACKS PROVIDED = 30 BIKE RACKS (2 BIKES ON EACH)

THE LEASING OFFICE FOR THE RESIDENTIAL PROPERTIES HAS 20 PARKING SPACES AND 2 BIKE RACKS (2 BIKES ON EACH)

OPEN SPACE/GREEN AREA:

APARTMENT, CLUBHOUSE AND LEASING OFFICE

TOTAL AREA = 1,124,720 SF

OPEN SPACE REQUIRED = 20% MIN.

OPEN SPACE PROVIDED = 588,587.51 SF (52.33%)

TOWNHOMES

TOTAL LOT SIZE = 100' X 200' (20,000 SF)

OPEN SPACE REQUIRED = 20% MIN.

OPEN SPACE PROVIDED = 8,590 SF (42%)

DUPLEXES

TOTAL LOT SIZE = 75' X 100' (7,500 SF)

OPEN SPACE REQUIRED = 30% MIN.

OPEN SPACE PROVIDED = 3,300 SF (44%)

VILLAS

TOTAL LOT SIZE = 70' X 100' (7,000 SF)

OPEN SPACE REQUIRED = 30% MIN.

SINGLE FAMILY

TOTAL LOT SIZE = 80' X 125' (10,000 SF)

OPEN SPACE REQUIRED = 30% MIN.

EXAMPLE PLANT LIST (SPECIES MAY BE MODIFIED DURING FINAL DESIGN)					
Qty	Abbrev.	Scientific Name	Common Name	Size	Notes
Canopy Trees					
XX	TH	Gleditsia triacanthos v. inermis 'SKYLINE'	Thornless Honeylocust	2" Caliper	Canopy
XX	BG	Nyssa sylvatica 'Wildfire'	Wildfire Black Gum	2" Caliper	Canopy
XX	SO	Quercus coccinea	Scarlet Oak	2" Caliper	Canopy
XX	WO	Quercus nigra	Water Oak	2" Caliper	Canopy
XX	PE	Ulmus americana 'Princeton'	Princeton Elm	2" Caliper	Canopy
XX	YW	Cladrastis kentukea	Yellow wood	2" Caliper	Canopy
Evergreen Trees					
XX	IA	Ilex x attenuata	Foster Holly	5' Ht. min.	Evergreen
XX	JC	Juniperus chinensis 'Keteleen'	Keteleen Juniper	5' Ht. min.	Evergreen
XX	PS	Pinus strobus	Eastern White Pine	5' Ht. min.	Evergreen
Understory Trees					
XX	RB	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	2" Caliper	Understory
XX	EH	Ostrya virginiana	Eastern Hophornbeam/Ironwood	2" Caliper	Understory
XX	SB	Amelachier arborea	Serviceberry	2" Caliper	Understory
XX	FT	Chionanthus virginicus	White Fringe Tree	2" Caliper	Understory
Shrubs					
xx	IH	Illex glabra	Inkberry Holly	5 Gallon	18" min. installed height after pruning (immediately following installation)
xx	WH	Illex verticillata	Winterberry Holly	5 Gallon	18" min. installed height after pruning (immediately following installation)
xx	NB	Physocarpus opulifolius	Ninebark	5 Gallon	18" min. installed height after pruning (immediately following installation)
xx	FS	Rhus aromatica	Fragrant Sumac	5 Gallon	18" min. installed height after pruning (immediately following installation)
xx	VS	Itea virginica	Virginia Sweetpire	5 Gallon	18" min. installed height after pruning (immediately following installation)
Perennials					
xx	EA	Echinacea angustifolia	Purple Coneflower	1 Gallon	
xx	HS	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	1 Gallon	
xx	RH	Rudbeckia hirta	Black Eyed Susan	1 Gallon	

EXISTING SITE TREE REMOVAL TABLE	
SIZE	NUMBER REMOVED
6" AND GREATER	140
196 EXISTING TREES ONSITE	
140 EXISTING TREES REMOVED	
56 EXISTING TREES REMAIN	

EXISTING R.O.W. TREE REMOVAL TABLE	
SIZE	NUMBER REMOVED
6" AND GREATER	1
4 EXISTING TREES IN R.O.W.	
1 EXISTING TREES REMOVED	
3 EXISTING TREES TO REMAIN	

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Missouri COA #2005000285

BY

DESCRIPTION

DATE

REV. NO.

2025

PLANNED DEVELOPMENT EXHIBIT
SITE CALCULATIONS

NAPREDAK BUILDERS, LLC
3830 E. DIVISION STREET

SPRINGFIELD, MISSOURI

drawn by: _____ RPJ
designed by: _____ JKE
project no.: 025-01404
date: 06.09.2025

SHEET
5 of XX



townhome elevation example



apartment elevation example

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 - 0072
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 Shuman	3824 E Brookdale Ter.	417 839 7365
Dennis & Barbara Bergsma	3836 E Brookdale Ter	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 MASSART	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

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MORE
→

Mate Murphy

4360 Fentbrook Drive

417-848-1658

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
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
Joe Farley	"	417-725-2431

Sten Shollenberger

Flora & Martha Nelson

1731 N Bristol Ave

475 N Bellflower Dr.

5 ps. Mo. 65802

573-825-0064

TURN OVER
→

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Rikki Vienhage

Planning and Zoning Commission Page 46 of 85
1475 N. Grindstone Ave

417-820-2120

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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 & Beth 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: [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.

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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."

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ISSUES & QUESTIONS

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Original Project

- 530 doors on 48 acres which includes:
 - 9 apartments buildings
 - 5 four story
 - 4 three story
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There are no apartment buildings and no 3 or 4 story structures in any of these developments.

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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?

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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)
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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?

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

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

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

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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.

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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?

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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?
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- 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:

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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.

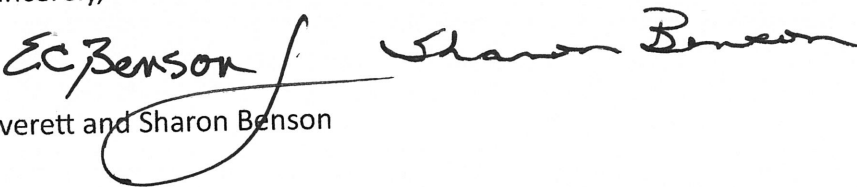
We strongly urge the Committee to reconsider Proposal 392 and/or pursue a more comprehensive stormwater management plan as a required part of the development proposal. This plan should include:

- 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](#).

Planned	392	NO
Development		408
Est. Cars	1020	APT
Day Trips	1.5-765	PARKING
	2-1020	607
Exit 3	Living	
	units	510

A meeting was held with MODOT's Project Planning and Traffic Departments. Here are the 7 **Specific** concerns that were discussed about the **major intersections** along Division/YY:

1. The majority of the **exit ramp** from 65 North onto Division is an inadequate, **single lane** for trucks and vehicles.
During rush hours there has been **backed up traffic down** the ramp and **onto** 65N
This will be even worse when Underground Storage adds **250 anticipated** semi trucks/day.
2. The stoplight at the **East** end of the **65 overpass** is **inadequate** for at least **4 reasons**:
 - a. The stoplight **only** controls the West and North directions.
 - b. The West turn lane **only** has a permanent "Yield" sign.
 - c. When trucks and cars are **waiting** at the stoplight to go **West or North**, the people wanting to go East are **blocked** from seeing the **overpass traffic** going East. This makes for a **dangerous situation** for trucks/cars wanting to **turn East** onto Division.
 - d. During the evenings the enormous **glare** from the Associated Wholesale Grocery's parking lot lights make it **impossible** to view traffic going East across the overpass..
3. We hear **Eastgate** interchange gets a **stoplight**. This means West-bound vehicles must now **stop** to permit **250** trucks/day to cross Division. **Also** trucks coming **from** Underground Storage wanting to get on Division West or 65 South will have to **cross traffic** to get into the correct lane.
4. The **new interchange** at **LeCompte** is very complicated. Cars and trucks will be running North, South, East and West, **sometimes** in opposite directions on the **same lane**. This intersection is going to require driver patience, and a complex **traffic control**. I have a detailed diagram if you would like to see the details.
5. **The ½ mile distance between the West side of the 65 overpass and LeCompte will have 4 stoplights. This is certainly a unique challenge for a highway.**
We can predict that drivers will be up in arms about the stoplight **delays and safety concerns**.
6. The intersection of **Wild Horse** and Division is a "**potential death trap**". The people wanting to turn onto Division can't see **55MPH traffic** going West on Division. This is because of a **hill** on Division that is **very close** to this intersection. When the 380 planned homes are added to this area, this intersection will be even more **dangerous**.
7. The remaining **12 additional** intersections from Highway 65 to Farm Road 197 already **add** more traffic and safety concerns.

MODOT **agreed** with these 7 concerns. They said there is **not** enough **money or priority** to fix these problems. They **admit** that the projected **750** additional vehicles from Proposal 392 would **increase** the **already inadequate** Division/YY situations. They have **no plans** for a **comprehensive study** of this entire Division/YY area.

All This reinforces your comments at our **last meeting** about the **inadequacy** of Division/YY..

A **comprehensive** study of traffic on Division is needed **before any more** traffic is added to **current** volumes.

For **all** the reasons mentioned, please **Deny** the requested **Rezoning** and **Proposal 392**.

FINANCIAL ANALYSIS OF ONE BEDROOM APARTMENT:

One-bedroom apartments are the **lowest cost** units in Proposal 392.

Developer stated these units would rent for \$1,350-1,500 + HOA fee per month.

For analysis: used \$1,400 rent + \$25 HOA fee for conservative estimate of rental charge.

One financial expert says total rent cost should be less than 25% of **take home pay**.

Calculating a generic amount of **payroll deductions** is a challenge.

Fair estimates of Fed/Mo, SS, Medicare were made.

Another financial expert said it should be **less** than 30% of **total income**.

The 30% limit is easier to use, **but** is being questioned by experts.

US Census Bureau provided **Median Income data for Springfield, MO**.

Latest data is from their 2023 reports. (\$ rounded up for ease of illustration)

"Affordability" was determined by **averaging** the conclusions for the two methods.

Analysis Method for 25% limit of **take home pay**: (author = Dave Ramsey)

	One Person	Two Person Household
Yearly Median Total Income	\$30,000	\$56,000
Yearly Pay check (estimated		
Fed/MO, SS, Medicare)	\$26,000	\$48,000
Monthly Income becomes	\$ 2,167	\$ 4,000
25% rent limit/month	\$542	\$1,000
Mo. Cost of 1 Bedroom + HOA	\$1,425	\$1,425
Affordability Result	(\$883)	(\$425)

Analysis Method for 30% limit of **total income**: (some lenders still use)

	One Person	Two Person Household
Yearly Median Total Income	\$ 30,000	\$56,000
Converted to Monthly Income	\$ 2,500	\$ 4,667
(no payroll deductions)		
30% rent limit/month	\$750	\$1,400
Mo. Cost of 1 Bedroom + HOA	\$1,425	\$1,425
Affordability Result	(\$675)	(\$25)

Note: some experts question this method because even though it is a higher percentage to cover insurance and utilities, it does not include payroll deductions that have significantly increased since this method was introduced several years ago.

To try to determine a **fair** analysis, the decision was made to **average** the two methods:

Average Affordability of two methods: **(\$779)** **(\$225)**

The intent is not to get a **precise** number, but a **general indication** of the **Affordability**.

Conclusions: **"One Person"** **can't afford** the rent.

The **"Two Person Household"** might **barely afford** the rent. **However**, because of the reasons stated above the experts probably would **not** recommend them renting.

Can these apartments **really** be classified by the City as **Missing Middle Housing**?

Good evening. I am here not just as a real estate professional, but also as a **resident** who deeply values the **character** and **long-term health** of my community.

You just heard a presentation about the Financial Analysis of the **cheapest** rental unit in Proposal 392. That analysis concluded that based on the Springfield median income data for a single person, these apartments are **not affordable**. I would like to add further comments on what that **reality means** for this development and for our **nearby** communities.

This concern is **how** the apartments in Proposal 392 will **compete** with existing similar apartments AND the additional **hundreds** that are being developed.

Zillow provided this data about the **current availability** of similar High End apartments in Springfield. They say 241 rental apartments are currently available in the price range of \$1,000 to \$1,600. In fact, many of these are **larger** than 1 bedroom units.

Napredak Builders is involved in Proposal 392. This builder already has an apartment complex named **Stone Creek Apartments** in Republic. Its **High End** apartments rent for \$842 for a studio apartment, 2 bedrooms for \$1258 and 3 bedroom/ 2 baths for \$1,467. This raises a question of why is this sister development renting a **3 bed/2bath** apartment for only about \$100 more per month than Proposal 392 **single bed** apartment. The Stone Creek ones also have the advantage of a more **relaxed environment** and **MUCH less traffic congestion**.

Perhaps the difference in costs is mainly due to the fact that the land for Proposal 392 cost **\$3,000,000** and the developer has the almost **impossible task** of getting a favorable Return On Investment

Another concern is the probability of a **high vacancy rate** at the Proposal 392 site. Renters not only have the affordability issue, but also they must be willing to endure the **terrible traffic congestion**, the continued **erosion of the character** of

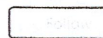
the general area, the **distance to shopping areas** and the **ultra-high density** of their own complex.

So **why** is high vacancy a concern to **current** residents? It is **not** just an investor problem, it is also a **neighborhood** problem. Vacancies in Ultra-High density rental units lead to **landlord concessions**, quick **tenant turnover**, and **instability**. This puts downward pressure on **surrounding home** values.

This could hurt **current housing** resale values and **push potential buyers to other areas**.

The City should be encouraging housing that meets the **real needs** of Springfield residents. This means **attainable homes for purchase**, **missing-middle price points**, and developments that **enhance** the fabric of the community, not **stress** it.

I am requesting that this Proposal, at this location, should be DENIED.



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Renting in Springfield: See what apartment costs looked like in August

Story by USA TODAY Network • 1d • 2 min read

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Apartment for Rent sign in East Providence.
© Kris Craig, The Providence Journal

Renters in Springfield saw apartment listing prices increase 5% from last year's median of \$1,095, an analysis of new data from rental marketplace [Zumper](#) shows.

The typical apartment listed for rent at \$1,145 in August. Median listing prices in Springfield are trending slightly upwards from last month's \$1,129 price.

The data covers all bedroom sizes, ranging from studios to four-bedroom units, within the specified metropolitan area. It reflects the median rent for all listings that were active at any given point during the month, according to Russell Middleton, co-founder of Zumper. New construction is included in the data and listings that are currently occupied or no longer available are excluded.

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Feedback

Information on your local apartment rental market, along with other useful community data, is available at data.news-leader.com.

One-bedroom apartments listed to rent at a median of \$890, slightly higher than July, when they were \$875. Since last year, one-bedroom rental prices rose 12% from \$795.

Two-bedroom apartments listed for rent were slightly higher than July at a central price of \$1,075, compared to \$1,063. Since last year, two-bedroom rental prices rose 9% from \$990.

Statewide, Missouri rental listing prices are slightly lower than July's median of \$1,295. One-bedroom rentals were listed for a typical price of \$990, slightly higher than July's average of \$980. Two-bedroom rental listing prices are nearly the same as July's central price of \$1,199.

In Springfield, the typical apartment listed for rent is 10% below the state median. One-bedroom rentals were 10% below the state median, while two-bedrooms listed 10% below.

Nationwide, apartment rental listing prices slightly decreased from last month's \$1,949 to \$1,925. One-bedroom rentals across the nation listed for a typical price of \$1,560, nearly the same as last month, while two-bedroom rental listing prices approximately the same as last month's median of \$1,838.

In Springfield, the typical apartment listed for rent is 41% below the national median. One-bedroom apartment rentals listed 43% below the national median, with two-bedroom rentals listed 41% below.

The median apartment rental prices used in this report are gathered from Zumper, which aggregates over one million active listings posted by brokers and landlords to Zumper's Landlord Platform and third-party listings from MLS providers to calculate median asking rents. Read more about their rent estimate methodology [here](#).

The USA TODAY Network is publishing localized versions of this story on its news sites across the country, generated with data from Zumper. Please leave any feedback or corrections for this story [here](#). This story was written by Ozge Terzioglu. Our News Automation and AI team would like to hear from you. [Take this survey](#) and share your thoughts with us.

This article originally appeared on Springfield News-Leader: [Renting in Springfield: See what apartment costs looked like in August](#)

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20 Red Flags That Scream "Don't Buy This House" to Real Estate Agents

My name is Amie Rogers and I'm a real estate professional with a deep understanding of what makes neighborhoods desirable-what creates value, what attracts buyers, and just as importantly what repels them. From that lens, I want to express **serious** concern about the proposed development- not just because of its scale and density but because of how dramatically it would change the character of our area. Let's start with a comparison. The nearby Cooper Estates has a density of 2.7 units per acre and this proposal is asking for 10.5 units per acre. That's four times the density of the very neighborhoods this project will sit beside. That's not a gentle transition, that is a hard break. Character is not just about aesthetics-it's about livability. It's about how a neighborhood feels to walk through, the types of homes you see and the quality of construction. The expectation that what's next door will be complementary and not clashing. What's proposed here-nine 3-story apartment buildings is not complementary, it's **disruptive**. In my work, when I bring buyers into neighborhoods like this one they are looking for space, peace and consistency. They're drawn to the look and feel of well-maintained single-family homes on generously spaced lots. That's the character they're buying into. It's not just about the house it's about the entire environment around it. Now imagine trying to sell a \$500,000+ home next to towering rental units with hundreds of transient neighbors, minimal greenspace, and parking lots for views. That's not just a tough sell it's a value drop waiting to happen. And let's be honest: renters aren't the issue. But a massive concentration of rentals with zero ownership opportunity doesn't reflect long-term investment in the community. It invites turnover and weakens neighborhood cohesion. That kind of imbalance undermines stability, and buyers sense that instantly. I want to ask: Does this proposal enhance the appearance and livability of our neighborhood, as required by the City's own development guidelines? Or does it do the opposite, jam in as many units as possible at the detriment of everything that makes this area desirable? In real estate, we say,

"location is everything." But location doesn't exist in a vacuum--it's shaped by zoning decisions just like this.

Approving this proposal would set a precedent that density outweighs character. That growth matters more than quality and that's not a message I think this Council wants to send.

I urge you--please deny this project. Protect what makes this part of Springfield special. Because once character is gone, you don't get it back.

MIKE + PHIL
5.

Mike and Phil SUMMARY SPEECH FOR PLANNING/ZONING COMMISSIONERS 9/25:

We are going to summarize our **major** concerns by asking a series of **questions**.

Why does this revised Proposal only respond to a **small** portion of your previous concerns?

Wasn't one of your concerns the **extreme density** in the original Proposal?

Didn't Commissioner Scott indicate **two things** to reduce the **extreme density**:

1. **Limit** all housing to **no more** than **3** stories, for maximum of **354** apartment units.
The original Proposal had **428** apartments – **354** = **74** units to be eliminated.
The revised Proposal has **408**, so why is it short by **54** apartments? .
2. Didn't Mr. Scott also say **any allowable space** was to be used for **lower density** options?
Is it acceptable for a **10th apartment** to be added to **recover** most of the 1 story **losses**?

The original Proposal had a density of **11.0**. Why is the revised one still **ultra-high density** of **10.5**?

Other concerns remain: How is this Proposal **compatible** with "immediate nearby land uses"?

Isn't it really violating being "**Not Detrimental** to the currently-thriving neighborhoods"?

How does it conform to the "**Springfield Comprehensive Plan**"?

In other words, how does it **conform** to that **Plan's major** guidelines for "**Missing Middle Housing**".

How is this Proposal a "**Good fit** for the neighborhood"? Or how does it "**Accomplish**

Revitalizing", "**Match the Character**", and "**Create Confidence in our Neighborhoods**"?

How does this Proposal **conform** to the City's "**Priority SGF Forward Plan Objectives**" of:

1. Public **Safety**. Think about risks even within the development, and traffic on Division..
2. Economic Development aimed at **improving residents' jobs and incomes**.
3. Increase **appropriate** housing with "**Missing Middle Housing**" **w/I Center City**

****Has even one approved Major Proposal had any backing from that specific neighborhood?**

Why have Developer desires apparently taken precedence over the **Will** of the People?

Is the City acknowledging the mounting-concern residents have about approved Proposals?

Does the City have the **legal** right to **ruin** neighborhoods **just** to implement housing **goals**?

Do Developers have the **legal** right to **use** a "**Planned Development**" to **violate** City **Priorities**?

How does this proposal **conform** to the requirement for "**Step Down**" among developments?

Does the City have **legal** authority to **annex** land for the purpose of assisting **bad** land investment?

Isn't this Proposal an example of illegal "**Spot Zoning**"?

Why isn't a **comprehensive** study of **runoff water** a **prerequisite** for further developments?

Didn't the City and the Developer seem to agree the **first** version of this proposal would **not pass**.

It is a **joke** to assume that the addition of a **stoplight** to LeCompte **solves** all the traffic problems.

This proposal has increased the total apartments from 3, then to 9, now to 10.

Let's **acknowledge the truth**, there is a **basic** problem with this Proposal:

The owner paid **\$3,000,000** for land that **can't produce** a positive ROI without violating the majority of the **concerns** that have been expressed, **and** the majority of **published** City Guidelines..

That **\$3,000,000** is the **major cause of the ultra high density and the additional traffic problems**.

The **City** must remember this **huge purchase price** was **not** their **fault**, nor **responsibility** to **solve**.

It is time for the City to **decide** whether they are going to **uphold** their published **Plans and Objectives** for Land Development, **or** are they going to **yield** to the Developer's **violations**.

We trust you Comm. to do **what is right** and **deny** this **Rezoning & Proposal once and for all**.

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

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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
Heida 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 5857
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 & Royce	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
Pat & WA/Kel	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
Andy & Suzanne 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 Axfoal	1170 W Scarlett Hwy	843 566-4105
Mike & KAREN BOATRIGHT	3823 E. Brookdale Terr	417 840-1346

Allen + Michelle Jacobs 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

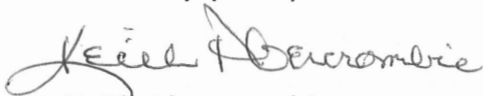
Dear Members of the Board,

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

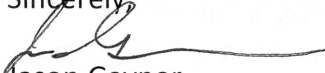
The removal of green space and increase in impervious surfaces will exacerbate stormwater runoff, potentially leading to long-term drainage and flooding problems for nearby residents, issues that are often underestimated and difficult to reverse.

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

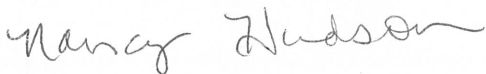
To Whom It May Concern:

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 –

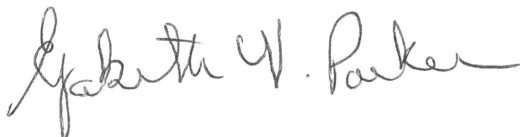
I am writing today to **discourage** you from approving and implementing the current proposed development at Division and Le Compte in east Springfield. I drive this intersection daily and it is already NOT SAFE. Traffic to and from Strafford on Division, as well as trucks to and from the underground 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!

Laurene 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.

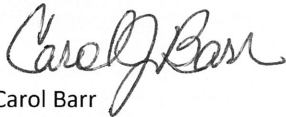
School Overcrowding: Hickory Hills School is already full. Between apartment dwellers and homes planned in this development, the school is not capable of handling additional students. Many teachers could be forced to give up their classroom to teach on a cart going from one classroom to another. This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

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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.

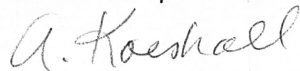
Traffic on Division is one of my biggest concerns. I go to work between 7:30 and 8:30 in the morning and entering Division from Cooper Estates is always difficult. Before any large housing development is put in, Division must be turned into a proper 4 lane road. And the congestion caused by the train 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 be a major safety issue.

2. Infrastructure and Public Services

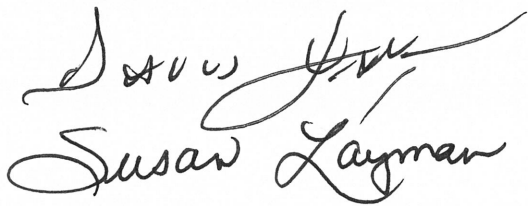
Hundreds of new households would place considerable strain on water, sewer, waste management and other city services.

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, reading "Susan Layman". The signature is written in dark ink and is positioned below the typed name and address.

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

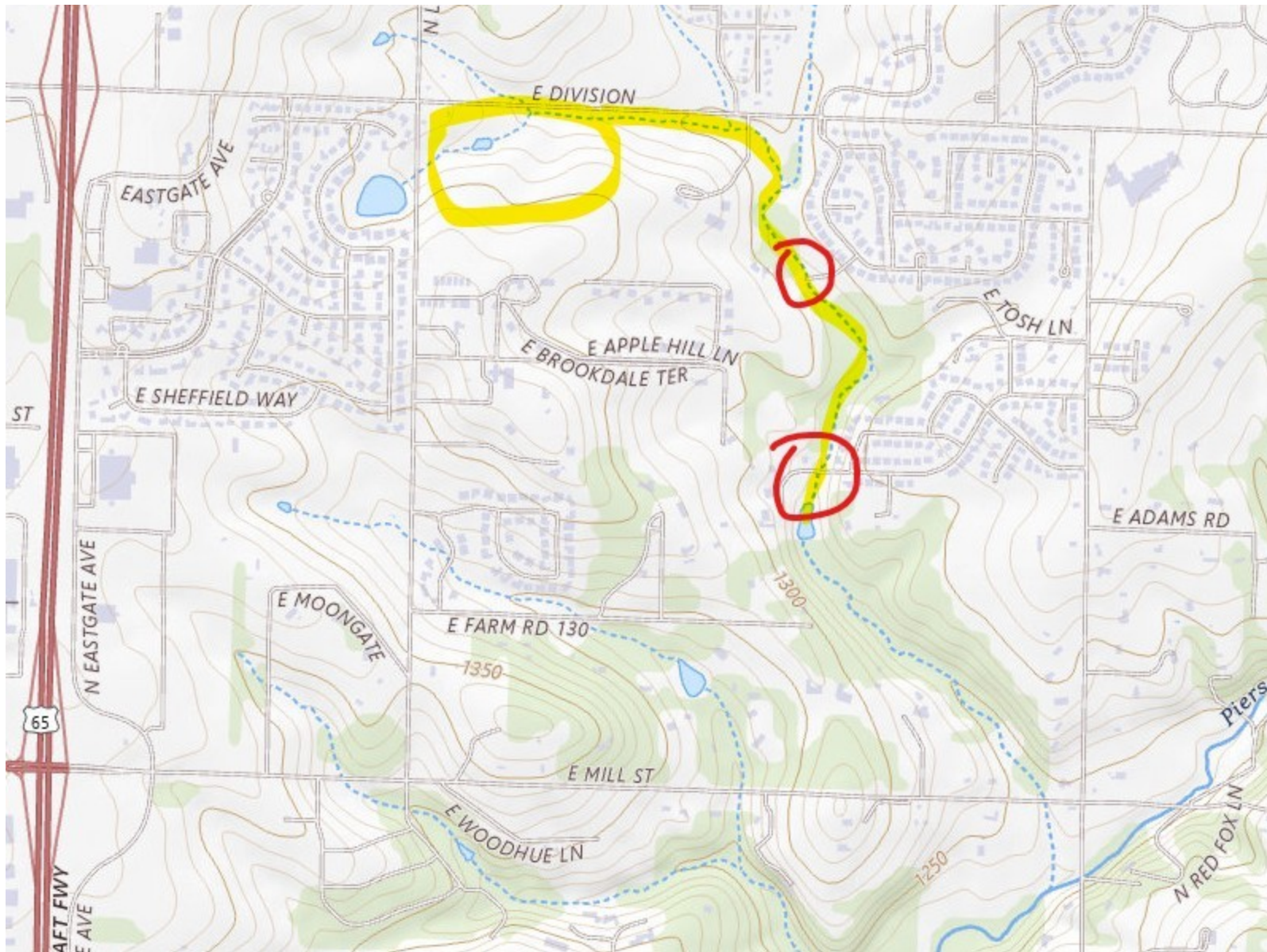
To City of Springfield Planning & Zoning,

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





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.

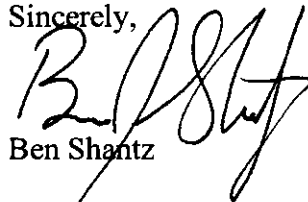
- School Busing

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.

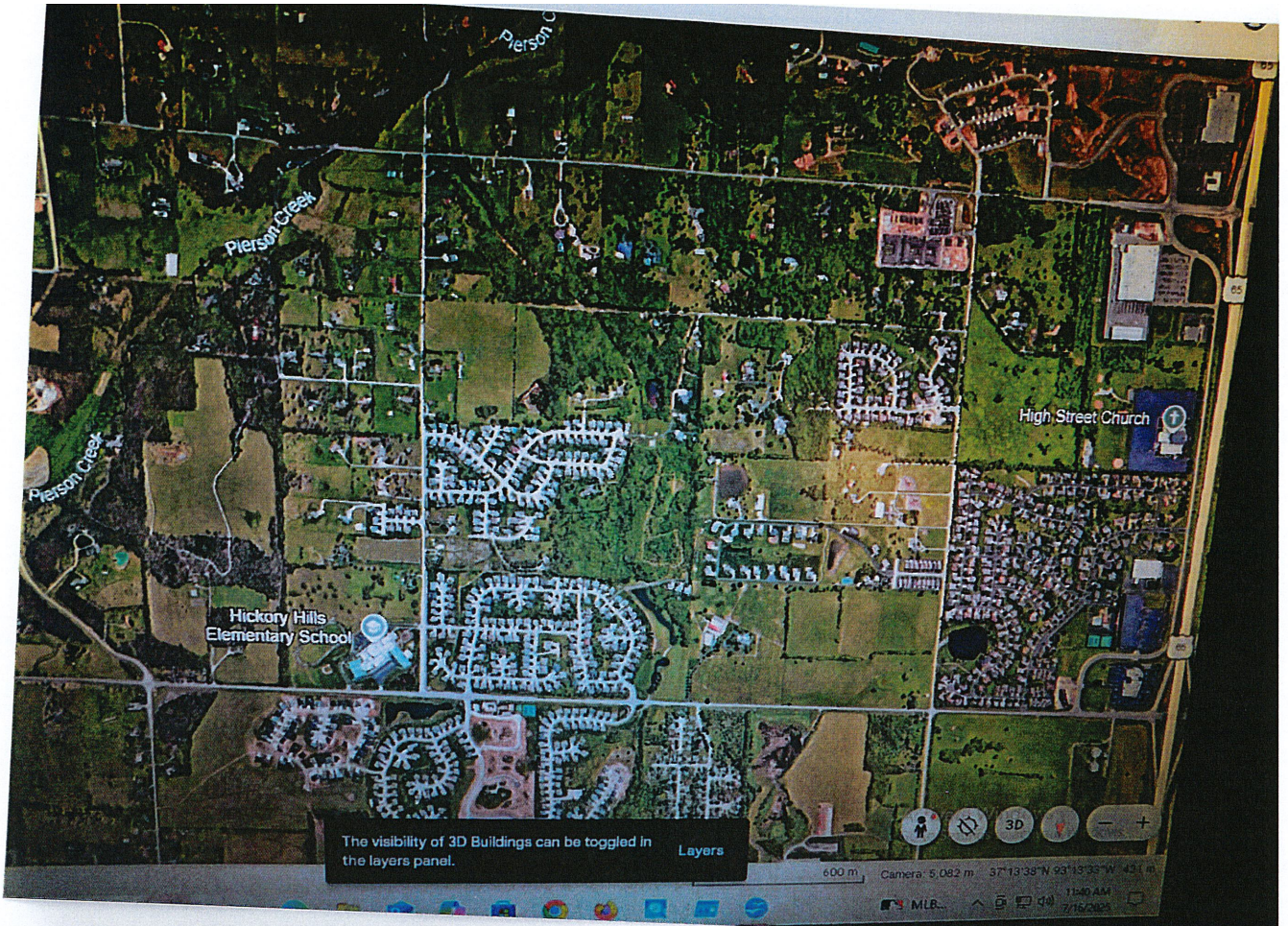
Should you have any questions about the contents of this letter or wish to speak with me or Bristol Park, please do not hesitate to call me. Thank you for your consideration on this topic.

Sincerely,



Ben Shantz

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









DEVELOPMENT REVIEW STAFF REPORT

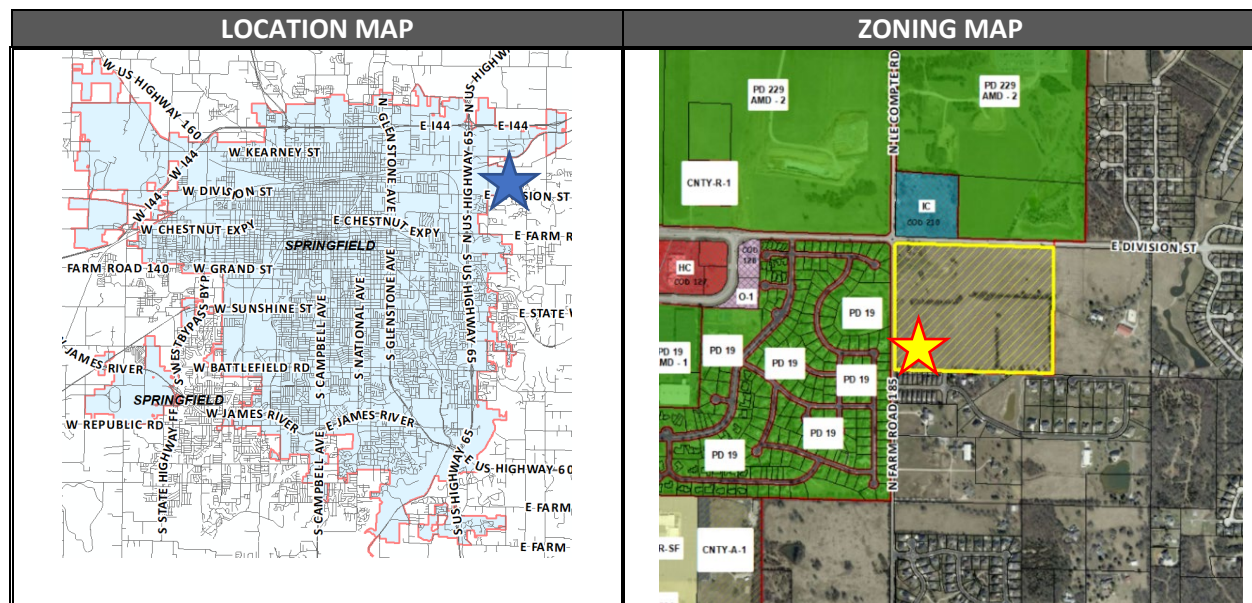
PROJECT INFORMATION	
Case Number:	Subdivision Variance 360
Location:	3830 E. Division Street
Total Acres:	48 acres
Applicant:	East Division Development, LLC Etal
Existing Land Use:	Agricultural/Undeveloped land
Planning and Zoning Commission:	September 25, 2025
City Council:	N/A
Public Notification:	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.

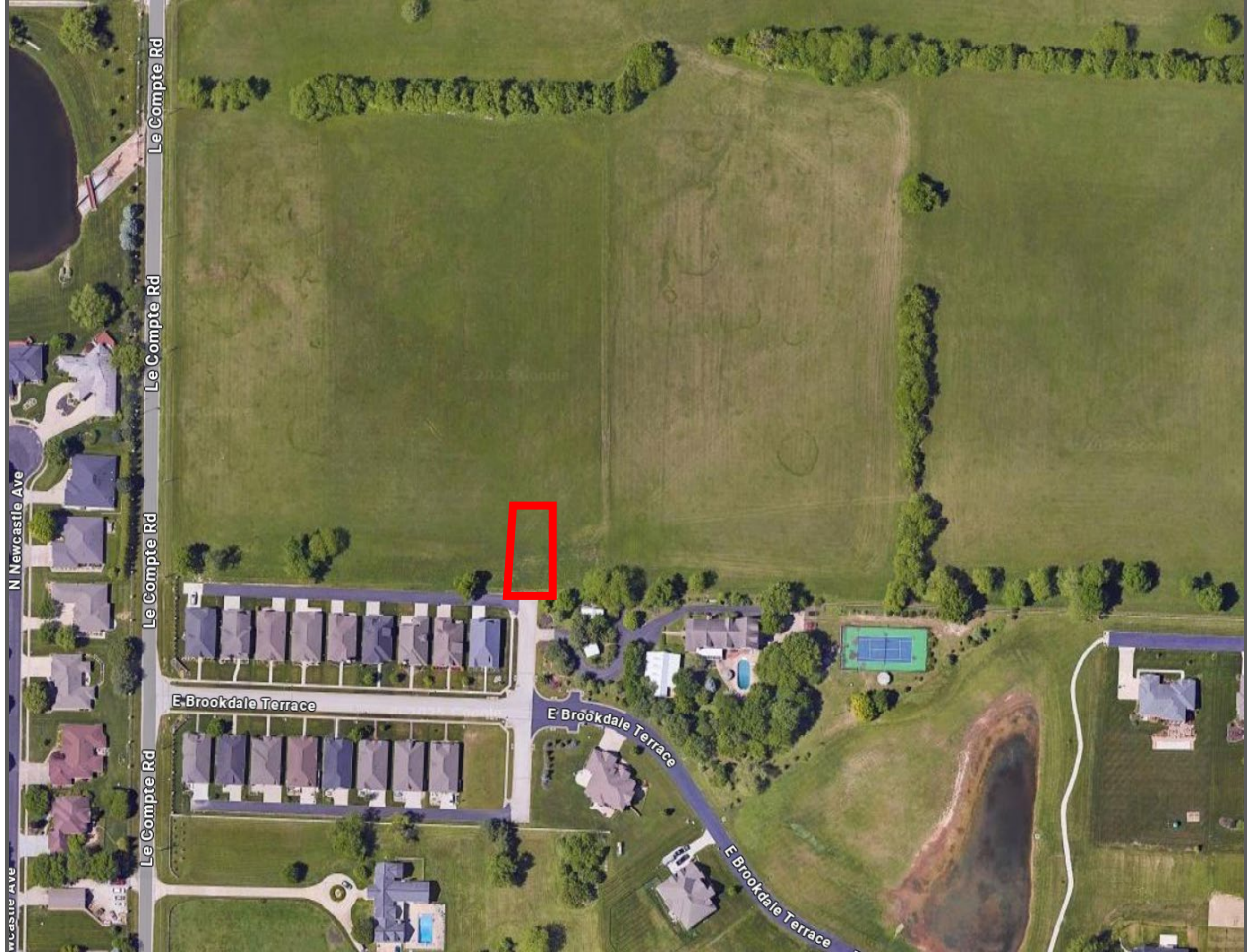
Section 36-243(2) of the Subdivision Regulations requires the arrangement of streets in new subdivisions to make provision for the continuation of the existing streets in adjoining areas.

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.

DEVELOPMENT REVIEW STAFF REPORT

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.

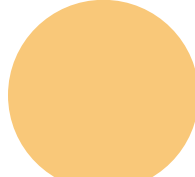
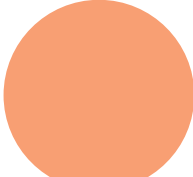
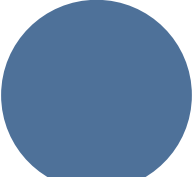
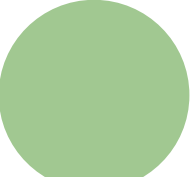
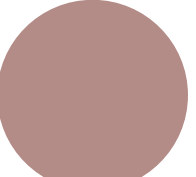
Surveyed Legal Description

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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-  apartments
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-  duplex
-  single-family lot
-  villa lots

division & le compte development

August 28th, 2025

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

DATE: September 25, 2025

TO: Planning and Zoning Commission

FROM: Michael Sparlin
Senior Planner

SUBJECT: Z-19-2025

The applicant has requested this case be postponed to the next Planning and Zoning Commission meeting on November 6, 2025.

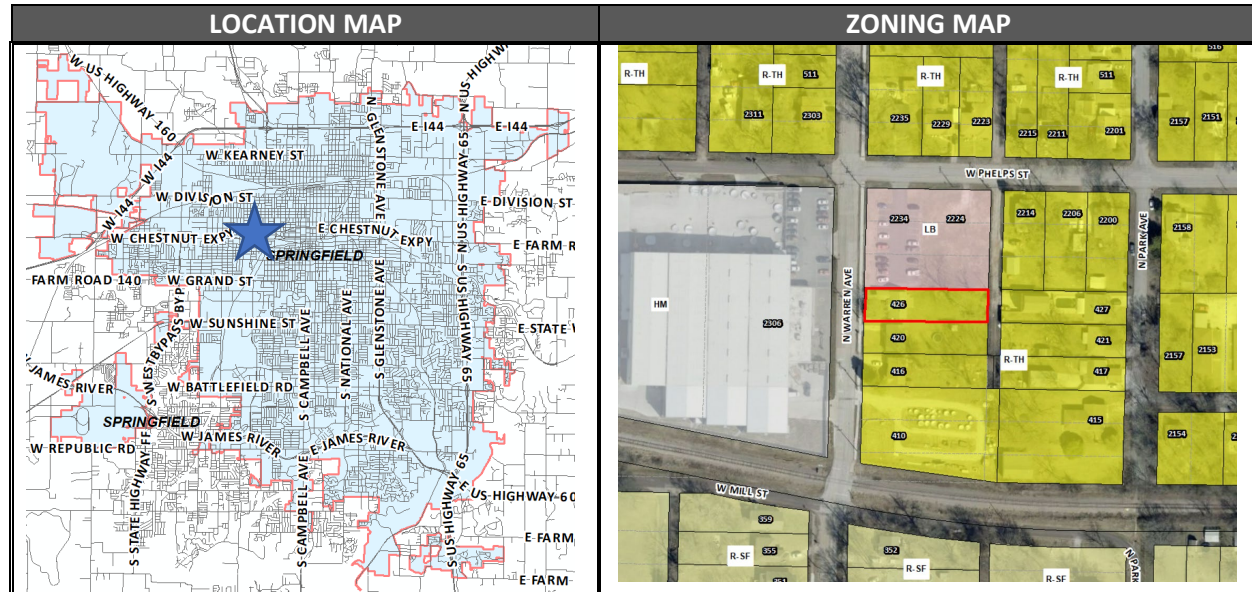
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-21-2025
Location:	426 N. Warren Avenue
Total Acres:	0.22 acre
Applicant:	Paul Mueller Company
Existing Land Use:	Single-family residential uses
Neighborhood Meeting:	September 4, 2025
Planning and Zoning Commission:	October 9, 2025
City Council:	November 3, 2025
Public Notification:	Mail, posted property, and legal in Springfield News-Leader
Staff:	Daniel Neal, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-21-2025 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

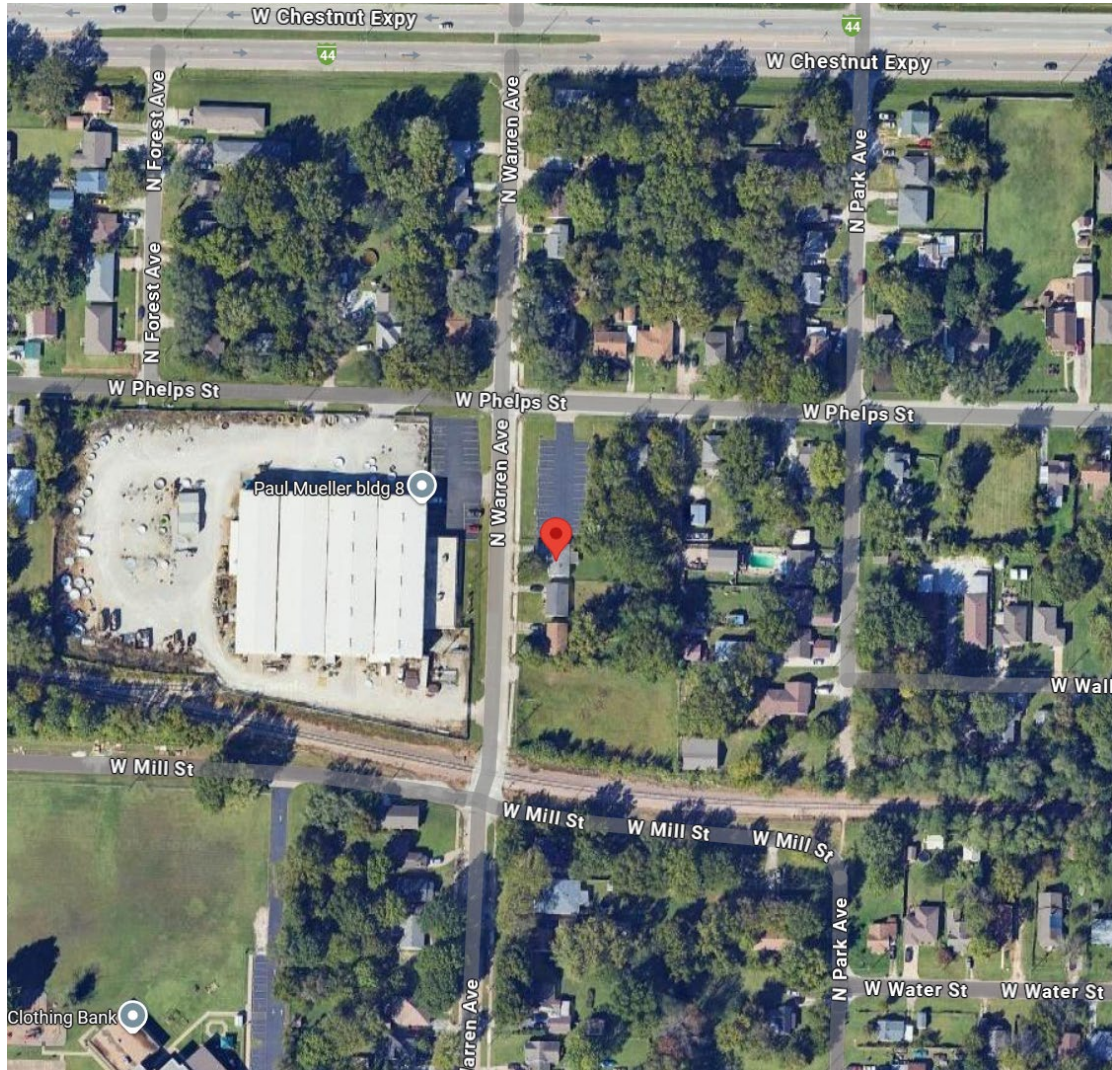
PROJECT SUMMARY:

Request to rezone approximately 0.22 acre of property generally located at 426 N. Warren Avenue from R-TH, Residential Townhouse District to LB, Limited Business District.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was rezoned to R-TH district in the city-wide remapping in 1995.

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 LB
Use Limitations	(a) All activities and permitted uses except off-street parking and loading facilities, drive-thru facilities, and day care activities shall be conducted entirely within a completely enclosed building. (b) No individual retail store, personal service establishment or other permitted use shall have a gross floor area greater than 5,000 square feet. (c) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (d) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (e) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22). (f) Streets through adjacent residential areas shall not be used to provide principal access for truck traffic to any nonresidential use in this district except on streets classified as expressways, arterials, or collectors.

DEVELOPMENT REVIEW STAFF REPORT

Maximum Height	1. Principal building: 25 feet. 2. Except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Minimum Yard Requirements	1. <i>Front yard</i>: a. Twenty-five feet along a street classified as a collector or higher classification street or as required by section 36-453, supplemental open space and yard regulations. b. Fifteen feet along a street classified as a local street or as required by section 36-453, supplemental open space and yard regulations. c. The front yard setback may be reduced below the minimum required above if a conditional use permit is approved in accordance with section 36-363, conditional use permits, or an approved preliminary plat in accordance with the city's subdivision regulations. 2. <i>Side yard</i>: None, except as required by section 36-453, supplemental open space and yard regulations. 3. <i>Rear yard</i>: 20 percent of the lot depth or ten feet whichever is greater. No more than 25 feet shall be required.
Minimum Open Space	(a) <i>Minimum open space</i>: Not less than 20 percent of the total lot area shall be devoted to open space including required yards and bufferyards unless modified in accordance with subsection 36-482(15). Open space shall not include areas covered by buildings, structures, parking, loading and other paved areas and internal streets. Open space shall contain living ground cover and other landscaping materials. (b) <i>Maximum impervious surface</i>: The combined area occupied by all main and accessory buildings or structures, parking, loading and other paved areas and any other surfaces which reduce and prevent absorption of stormwater shall not exceed 80 percent of the total area unless modified in accordance with subsection 36-482(15).
Buffering and Landscaping	Whenever any development in a LB district is located adjacent to a different zoning district, screening and a bufferyard shall be provided in accordance with sections 36-480, screening and fencing, and 36-482, landscaping and bufferyards.

DEVELOPMENT REVIEW STAFF REPORT

	A landscape plan, meeting the requirements of section 36-482, landscaping and bufferyards, and 36-483, off-street parking and loading area design standards, has been approved.
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COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

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

Redevelopment 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.

LAND USES 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

DEVELOPMENT REVIEW STAFF REPORT

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. • 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

- 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

- 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.

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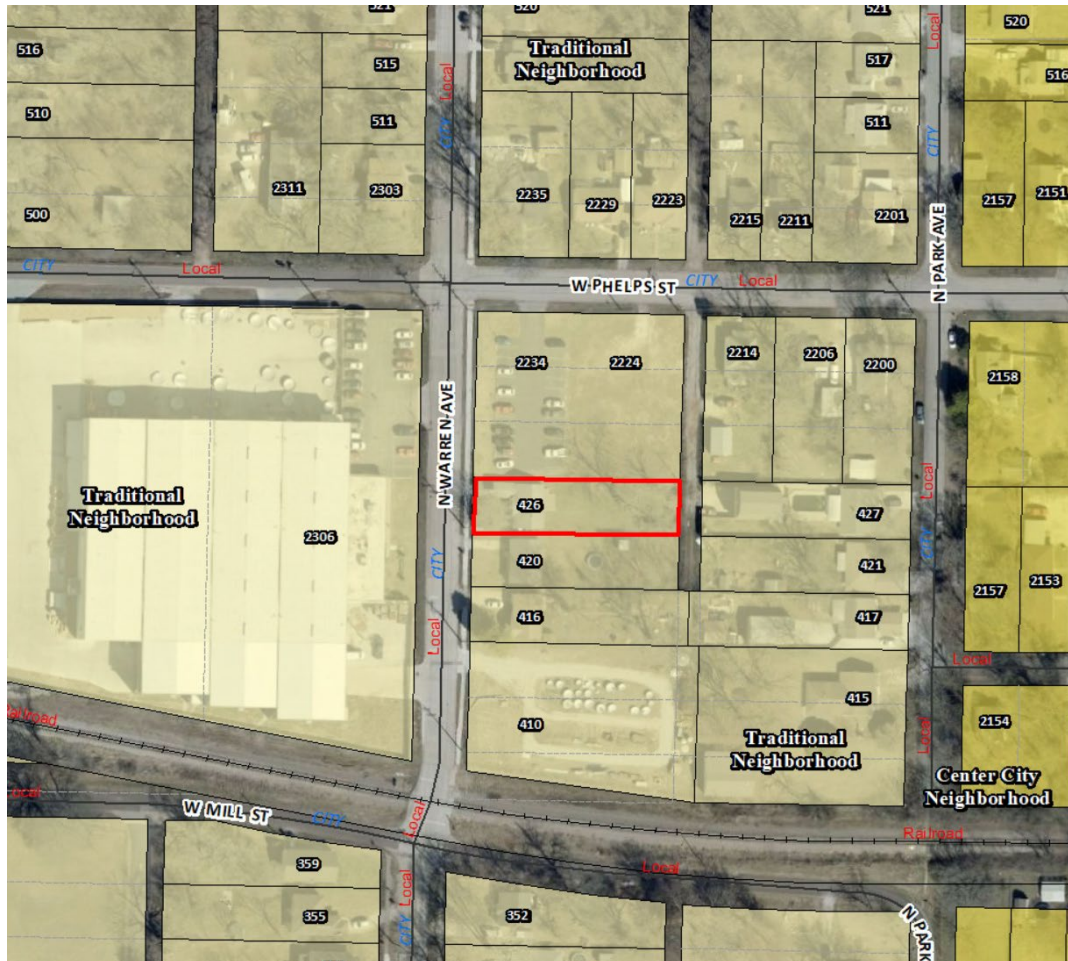
- Vehicular driveways are provided for each home and are accessed almost exclusively from the front or side street, limiting on-street parking opportunities.
- Neighborhoods are often self-regulated by covenants that limit use, size, and design of structures, as well as care and use of private amenities 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.
- 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.

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FUTURE PLACETYPE MAP:



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

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

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

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

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MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	LB	R-TH	R-TH	HM
LAND USE	Off-street parking lot	Single-family residential uses	Single-family residential uses	Manufacturing uses
PLACETYPES	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood

DEPARTMENT COMMENTS:

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

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No issues with the proposed planned development.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No objection to rezoning. Each property has access to public sewer.

FIRE DEPARTMENT:

No objections to rezoning.

MISSOURI DEPARTMENT OF TRANSPORTATION:

No issues with rezoning. Access to Division and West Bypass subject to approval by MoDOT as development occurs.

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	N. Warren Avenue	Local	City	25	25	440	Yes	Yes	Yes

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

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

IMPROVEMENTS - No improvements are required for this rezoning. A Traffic Impact Study (TIS) is not required for rezoning.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

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

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

DEVELOPMENT REVIEW STAFF REPORT

DETENTION AND DISCHARGE REQUIREMENTS

1. The rezoning from R-SF to LB is not triggering a flood control requirement. Detention is determined at time of development.

WATER QUALITY REQUIREMENTS

N/A

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

N/A

SINKHOLES & KARST FEATURES

N/A

ADDITIONAL STORMWATER REQUIREMENTS

N/A

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 0.22 acre of property generally located at 426 N. Warren Avenue from R-TH, Residential Townhouse District to LB, Limited Business District. The applicant intends to construct an off-street parking lot to serve the Mueller manufacturing building across the street to the west.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Traditional Neighborhood placetype. 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.
3. The placetype recommends 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. It also recommends lower density residential uses are sufficiently screened and buffered between higher density housing and nonresidential uses.
4. While the LB District appears to be inconsistent with existing zoning and land uses to the east and south, the proposed new off-street parking lot would be permitted in this district to

DEVELOPMENT REVIEW STAFF REPORT

serve the existing Mueller manufacturing operation to the north and west. The off-street parking lot has existed to the north of this property since at least 1980. The LB district is far more restrictive on incompatible uses than a rezoning to HM, which is consistent with the zoning across Warren Avenue. The range of uses in the proposed LB district were designed to be compatible with lesser intense residential uses. Because the permitted retail and personal service uses may be an integral part of the neighborhood, more restrictive requirements for light, air, open space, building design and landscaping are made than are provided in other commercial districts.

5. The development of the property will require a bufferyard along the east and south property lines immediately adjacent to the R-SF, Single-Family Residential zoning district. The minimum bufferyard required between LB and R-SF would be a bufferyard "Type C" at least fifteen (15) feet wide. For each one hundred (100) linear feet of bufferyard, there must be one (1) canopy tree, two (2) understory trees, two (2) evergreen trees and ten (10) shrubs.
6. The west side of the property will require perimeter landscaping along Warren Avenue and interior landscaping will be required if over 30 off-street parking spaces are provided following the requirements of Section 36-482, bufferyards and landscaping.
7. The subject property is located along Warren Avenue, classified as a local roadway. The property will need to be administratively combined following the Subdivision Regulations prior to the development of the site into an off-street parking lot.
8. 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 development.
9. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
10. The impact the uses, which would be permitted if the property were rezoned, will not significantly increase the volume of vehicular and pedestrian traffic, or reduce traffic safety in the vicinity. A Traffic Impact Study (TIS) is not required for this rezoning.
11. The proposed zoning will not correct an error in the application of this article but rather will provide a viable use of the property subject to the provisions of the zoning district.
12. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.
13. The proposed rezoning was reviewed by City departments and comments are contained in the staff report (above).
14. The applicant held a neighborhood meeting on September 4, 2025, regarding the rezoning request. A summary of the meeting is attached (Attachment 1).

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15. 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.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: R-TH to LB
(existing zoning) *(proposed zoning)*
2. Meeting Date & Time: September 4, 2025; 4-6:30 pm
3. Meeting Location: Springfield Fire Station #8, 1405 S Scenic Ave
4. Number of invitations that were sent: 113
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 3
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 neighborhood comments and response letter.

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

See attached neighborhood comments and response letter.

I, Martha Middleton (*print name*), attest that the neighborhood meeting was held on 9/4/2025 (*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."

Martha Middleton
Signature of person completing affidavit

Martha Middleton
Printed name of person completing affidavit

Neighborhood Meeting Notice

Date of Letter:

August 22, 2025

DEAR PROPERTY OWNER,

You have received a notice of a "Neighborhood Meeting" since all development applications involving an advertised public hearing require that a developer hold a neighborhood meeting and invite the property owners within 500 feet of the property and the officers of any neighborhood associations on file with the City of Springfield.

The applicant or representative below has filed an application with the City of Springfield for a change in land use, zoning or street vacation in your neighborhood.

APPLICANT CONTACT INFORMATION

Applicant/Representative Name: Lee Engineering & Associates LLC

Address: 1200 E Woodhurst Dr, Suite D200

City, State and Zip: Springfield, MO 65804

Phone Number: (417) 886-9100

E-mail: drichards@leeengineering.biz

PROJECT LOCATION: 426 N Warren Ave

PROPOSED CHANGES:

Provide details of the existing zoning and proposed zoning (planned development, conditional use permit, conditional overlay district or vacation of roadways).

Rezone from Residential Townhouse District (R-TH) to Limited Business (LB) to allow the parking lot for Paul Mueller to be expanded.

PUBLIC NEIGHBORHOOD MEETING

Date of Meeting: September 4, 2025

Location of Meeting: Springfield Fire Station #8 Community Room
1405 S Scenic Ave, Springfield, MO 65807

Time of Meeting: ● 4:00pm to 6:30pm

We look forward to seeing you at this meeting! Thank You!

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:		Telephone No.	
YOUR NAME:			
YOUR ADDRESS:			
PROJECT ADDRESS:			
COMMENTS:			

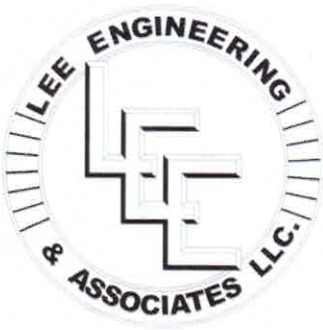
GIS Data - 426 N Warren Ave



OWN1	Own_Addr	CITYNAME	STATECODE	ZIP1
HS INVESTMENTS LLC	2545 E DIVISION ST	SPRINGFIELD	MO	65803
ONEIL, LUKE J	2200 W PHELPS ST	SPRINGFIELD	MO	65802
SLF INVESTMENTS LLC	12716 HIGHWAY 174	BILLINGS	MO	65610
P & B HOLDINGS LLC	3048 SE CLIFTON AVE	SPRINGFIELD	MO	65808
COLE, ALEX	420 N WARREN AVE	SPRINGFIELD	MO	65802
SIMS, CAROLE L TR	887 RONDA SEVILLA	LAGUNA WOODS	CA	92637
BRETZ, WILLIAM	417 N PARK AVE	SPRINGFIELD	MO	65802
WILLIAMS, STEVEN L ETAL	2506 N KELLETT AVE	SPRINGFIELD	MO	65803
TACKETT, ERIC	427 N PARK AVE	SPRINGFIELD	MO	65802
VIGIL, EVELYN MARLENE	3632 S DAYTON AVE	SPRINGFIELD	MO	65807
PAUL MUELLER COMPANY	1600 W PHELPS ST	SPRINGFIELD	MO	65802
BARTLEY GROUP LLC	2131 W REPUBLIC RD	SPRINGFIELD	MO	65804
BAJA HOME INVESTMENTS LLC	2244 S EDGEWATER DR	SPRINGFIELD	MO	65804
LANCASTER, JOHN P	7761 N FARM ROAD 105	WILLARD	MO	65781
CEDERBLOM FAMILY TRUST	3048 S CLIFTON AVE	SPRINGFIELD	MO	65807
BELLOTTI, PAUL R	2546 S GLENWOOD TER	SPRINGFIELD	MO	65804
PERRY, KELLY	2223 W PHELPS ST	SPRINGFIELD	MO	65802
HENSON, VERNON L ETAL	2229 W PHELPS ST	SPRINGFIELD	MO	65802
BOURG, BETSY	2235 W PHELPS ST	SPRINGFIELD	MO	65802
SIGLER, RICHARD N	516 N WARREN AVE	SPRINGFIELD	MO	65802
BEEZLEY, SPENCER	3330 S CARRIAGE AVE	SPRINGFIELD	MO	65809
JDP PARTNERS LLC	644 S SCENIC AVE	SPRINGFIELD	MO	65802
RUBLE, TIMOTHY	1437 N HIGHWAY AB	SPRINGFIELD	MO	65802
AFFORDABLE HOUSING ACTION BOARD OF SPLFD	430 E BOB BARKER BLVD	SPRINGFIELD	MO	65802
PARRETT, WANDA F (CAVIN)	529 N WARREN ST	SPRINGFIELD	MO	65802
BENBEN INVESTMENTS LLC	1736 E SUNSHINE ST	SPRINGFIELD	MO	65804
STOUT RENTALS LLC	681 E SIMPSON ST	WILLARD	MO	65781
FALLEY, NICHOLAS	2303 W PHELPS ST	SPRINGFIELD	MO	65802
FAJARDO, MADAY STEFANY GARCIA	2311 W PHELPS ST	SPRINGFIELD	MO	65802
DACKS LLC	PO BOX 8222	SPRINGFIELD	MO	65801
JET FAMILY INVESTMENTS LLC	2841 S CLAREMONT AVE	SPRINGFIELD	MO	65804
CASH, FRANKIE	516 N FOREST AVE	SPRINGFIELD	MO	65802
EZ BZ PROP LLC	3010 E BATTLEFIELD	SPRINGFIELD	MO	65804
HICKS, RICK L	2135 W PHELPS ST	SPRINGFIELD	MO	65802
OPTIMA PROPERTIES LLC	2733 E BATTLEFIELD	SPRINGFIELD	MO	65804
LEWELLEN, SHERRYL	2151 W PHELPS ST	SPRINGFIELD	MO	65802
SMITH, CATHY	2157 W PHELPS ST	SPRINGFIELD	MO	65802
HASLIP, BOBBY R ETAL	516 N PARK AVE	SPRINGFIELD	MO	65802
WOLFF, ANTHONY J	4835 S GLENN AVE	SPRINGFIELD	MO	65810
LS 31 INVESTMENT GROUP LLC	1628 S CAMPBELL AVE	SPRINGFIELD	MO	65807
WHITEMAN, KEVIN	2157 W WALL ST	SPRINGFIELD	MO	65807
KLEIN, JAYDEN	2139 W WALL ST	SPRINGFIELD	MO	65802
BEASLEY, JAMES S	PO BOX 5913	SPRINGFIELD	MO	65801

WEBERS ASSETS LLC	PO BOX 833	REPUBLIC	MO	65738
SLEZAK, SCOTT J	2158 W PHELPS ST	SPRINGFIELD	MO	65802
G4 GROUP LLC	7602 SPIREA DR	PORT RICHEY	FL	34668
J M LEWIS LLC	9488 MOONSHADOW LN	SPRINGFIELD	MO	65802
FERWALT FAMILY LIVING TRUST	1744 E LAKEWOOD AVE	SPRINGFIELD	MO	65804
EVANS, GAIL E	2135 W WATER ST	SPRINGFIELD	MO	65802
ENLOW, SHAWN	2139 W WATER ST	SPRINGFIELD	MO	65802
LIGHT TO THE NATIONS, A	313 ARBOR AVE	WEST CHICAGO	IL	60185
MY BOYS LLC	5248 GRANT RD	MORRISVILLE	MO	65710
ALH INVESTMENTS LLC	508 W CHESTNUT BLVD	NIXA	MO	65714
POARCH, LEONARD E	338 N WARREN AVE	SPRINGFIELD	MO	65802
CALHOUN, IVAN ETAL	344 N WARREN AVE	SPRINGFIELD	MO	65802
SULLY & SONS PROPERTIES LLC	PO BOX 1644	NIXA	MO	65714
GREENWOOD INVESTMENT GROUP LLC	3225 MCLEOD DR	LAS VEGAS	NV	89121
APPALACHIAN ESTATES LLC	500 W CHESTNUT EXPY	SPRINGFIELD	MO	65801
PAYNE, CYNTHIA	351 N WARREN AVE	SPRINGFIELD	MO	65802
MAGA HOLDINGS 2 LLC	PO BOX 1158	OZARK	MO	65721
SCHMIDT, DEANA L	2747 W ELM ST	SPRINGFIELD	MO	65802
SPRINGFIELD SCHOOL DIST	940 N JEFFERSON AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2429 W MILL ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2306 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2206 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2214 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	416 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	410 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	421 N PARK AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	415 N PARK AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2224 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	521 N PARK AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	517 N PARK AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	511 N PARK AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2201 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2211 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2215 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	529 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	521 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	515 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	511 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	500 N FOREST AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	510 N FOREST AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	524 N FOREST AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2147 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	520 N PARK AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2136 W PHELPS ST	SPRINGFIELD	MO	65802

CURRENT RESIDENT/BUSINESS OWNER	2135 W WALL ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2147 W WALL ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2140 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2146 W PHELPS ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2136 W WALL ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2140 W WALL ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2146 W WALL ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2154 W WALL ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2145 W WATER ST	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	351 N PARK AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	347 N PARK AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	337 N PARK AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	352 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	348 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	347 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	341 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	359 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	355 N WARREN AVE	SPRINGFIELD	MO	65802
CURRENT RESIDENT/BUSINESS OWNER	2343 W OLIVE ST	SPRINGFIELD	MO	65802
Sharon Brooks	523 N. Forest Avenue	Springfield	MO	65802
Candy Smith	2505 W. Madison Street	Springfield	MO	65802
Adam Day	250 N Hilton Ave Apt 205A	Springfield	MO	65802
Angela Smith	2551 W Page St	Springfield	MO	65802
Sandi Huston	2101 W Elm Street	Springfield	MO	65802
Joe Robard	2401 W Elm Street	Springfield	MO	65802
Lydia Austin	330 N West Ave	Springfield	MO	65802



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DR., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

COMMENT SHEET

Neighborhood Meeting

Thursday, September 4, 2025

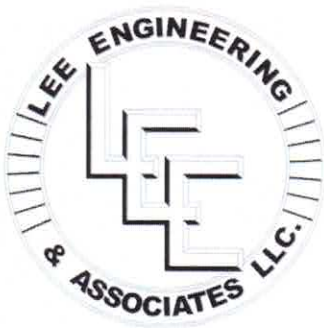
Re: Rezone, 426 N Warren Ave, Springfield, MO

NAME	ADDRESS	PHONE
Nicholas Talley	2307 W Phelps St SF MO	417-437-1992

65802

COMMENTS:

- Traffic is already atrocious, and will only get worse.
- This whole process of slowly buying up all the properties of the neighborhood, and knocking houses over is absurd, what happened to our "housing crisis"?
- Obviously, ~~Reza~~ Sound is a huge problem with Mueller, and I suspect allowing them to keep buying up properties will only add to these issues long term.
- I am familiar that this ^{meeting} is more of less a formality that has to happen, and that our neighborhood's safety and wellbeing are also just a formality. ~~There's~~ There's a comment for you.



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COMMENT SHEET

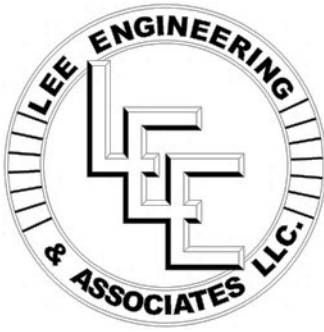
Neighborhood Meeting

Thursday, September 4, 2025

Re: Rezone, 426 N Warren Ave, Springfield, MO

NAME	ADDRESS	PHONE
Cynthia Payne	351 N Warren Ave Spfd, MO 65802	417-569-0365

COMMENTS: Increased traffic ? Speeding down roads
Future plans to move south of railroad tracks



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TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • office@leeengineering.biz

September 9, 2025

City of Springfield Planning and Zoning
Attn: Daniel Neal
840 N. Boonville Avenue
Springfield, MO 65802

Re: 426 N Warren Ave
Neighborhood comments and responses by developer

Lee Engineering held a neighborhood meeting on September 4th. Three neighbors attended the meeting. One neighbor, Joe Ferwalt, did not have any comments on the rezoning. One neighbor, Cynthia Payne, expressed concerns with increased traffic and speeding. One neighbor, Nicholas Falley, was against the rezoning. Nicholas Falley does not want Paul Mueller to operate in the neighborhood and made verbal and written comments to that effect, including traffic and noise concerns. All written comments have been attached.

Thank you,

A handwritten signature in cursive script, appearing to read "Zachary Freeman".

Zachary Freeman

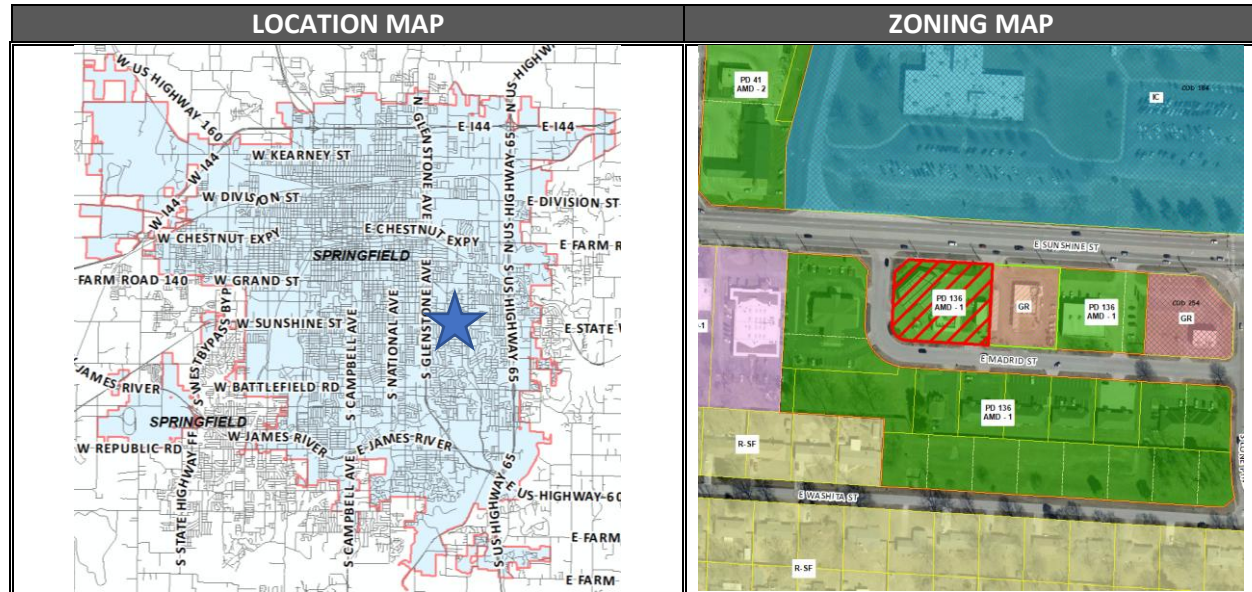
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-22-2025
Location:	2404 East Sunshine Street
Total Acres:	0.87 acres
Applicant:	Deckard & Ward LLC
Existing Land Use:	Vacant gas station
Neighborhood Meeting:	September 18, 2025
Planning and Zoning Commission:	October 9, 2025
City Council:	November 6, 2025
Public Notification:	Mail, posted property, and legal in the Springfield News-Leader
Staff:	Michael Sparlin, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-22-2025 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

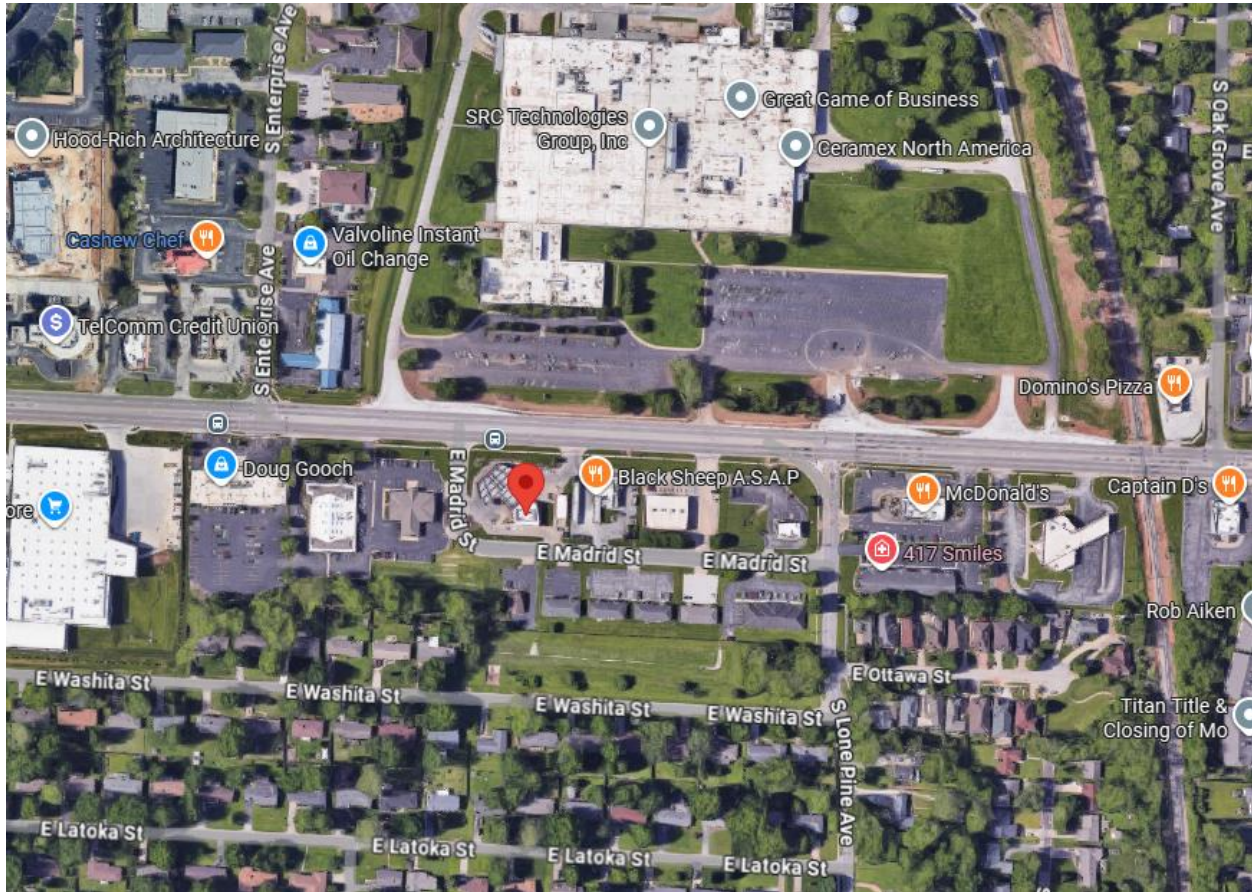
PROJECT SUMMARY:

Request to rezone approximately 0.87 acres generally located at 2404 East Sunshine Street from a Planned Development 136 amendment 1 to a GR, General Retail district.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

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

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

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

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

DEVELOPMENT REVIEW STAFF REPORT

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GR DISTRICT
Use Limitations	(a) All outdoor automobile parking areas used for the purpose of retail or wholesale storage or sale of motorized or commercial vehicles shall be prohibited. Other outdoor activities that are not specifically permitted may only be allowed as an accessory use to the permitted uses as provided in subsection 36-421(2), permitted uses, as follows: 1. If any portion of the premises abuts any residential zoning district, the outdoor activities may be permitted, provided they meet the provisions of, and a conditional use permit is issued pursuant to Section 36-363, conditional use permits, of this article. A building permit(s) showing compliance with all applicable codes and ordinances may be required as determined by the director of building development services. 2. If the premises abuts only nonresidential zoning districts, the outdoor activities may be permitted. A conditional use permit will not be required. A building permit(s) showing compliance with all applicable codes and ordinances may be required as determined by the director of building development services. (b) No outdoor storage except as provided in subsection 36-421(2), permitted uses, and subsection 36-421(3), conditional uses. (c) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (d) No use shall emit an odor that creates a nuisance as determined by Springfield City Code. (e) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22). (f) Streets through an adjacent residential area shall not be used to provide principal access for truck traffic to any nonresidential use in this district except on streets classified as expressways, arterials, or collectors.
Minimum Lot Size	Not applicable to the GR, General Retail District
Maximum Height	Not applicable to the GR, General Retail District
Bulk Plane	All structures shall remain below a 30-degree bulk plane as measured from the boundaries of R-SF or R-TH districts.
Minimum Yard Requirements	Front yards – 25 feet when fronting on a street classified as collector or higher, or as required by Section 36-453, Supplemental open space, and yard regulations. 15 feet when fronting a street classified as local, or as required by Section 36-453. The front yard setback may be reduced

DEVELOPMENT REVIEW STAFF REPORT

	below the minimum required above if a Conditional Use Permit is approved in accordance with Section 36-363, Conditional use permits, or if a preliminary plat is approved in accordance with the City's subdivision regulations. Side yards – None, except as required by Section 36-453 and the bufferyard requirements contained in Section 36-482, Landscaping and bufferyards. Rear yards – None, except as required by the bufferyard requirements contained in Section 36-482.
Minimum Open Space	Not less than 20 percent of the gross site area shall be devoted to open space, including required yards and bufferyards unless modified in accordance with subsection 36-482 (15). Open space shall not include areas covered by buildings, structures, parking, storage, loading and other paved areas and internal streets or areas containing plants for display and sale. Open space shall contain living ground cover and other landscaping materials.
Design Requirements	(a) A site plan, meeting the requirements of Section 36-360, Site plan review, shall be submitted and approved. (b) A landscape plan, meeting the requirements of Sections 36-482 and 36-483, Off-street parking and loading design standards, shall be submitted, and approved. (c) Off-street parking and vehicular use areas shall be screened from all residential uses, in accordance with Section 36-480, Screening and fencing. (d) Refuse storage areas shall be screened from view in accordance with Section 36-480. (e) Mechanical and electrical equipment, including air conditioning units, shall be screened from view in accordance with Section 36-480. (f) Lighting shall be designed to reflect away from any adjacent residential area and in accordance with Section 36-484, Lighting standards. (g) Accessory buildings and structures shall meet the requirements of Section 36-450, Accessory structures and uses.
Buffering and Landscaping	A landscape plan, meeting the requirements of sections 36-482, landscaping and bufferyards, and 36-483, off-street parking and loading area design standards, shall be submitted and approved.

DEVELOPMENT REVIEW STAFF REPORT

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

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

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

Primary Land Uses:

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

Supporting Land Uses:

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

Characteristics

TRANSPORTATION & INFRASTRUCTURE

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

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

- Residential development and commercial buildings should be oriented to the street.

DEVELOPMENT REVIEW STAFF REPORT

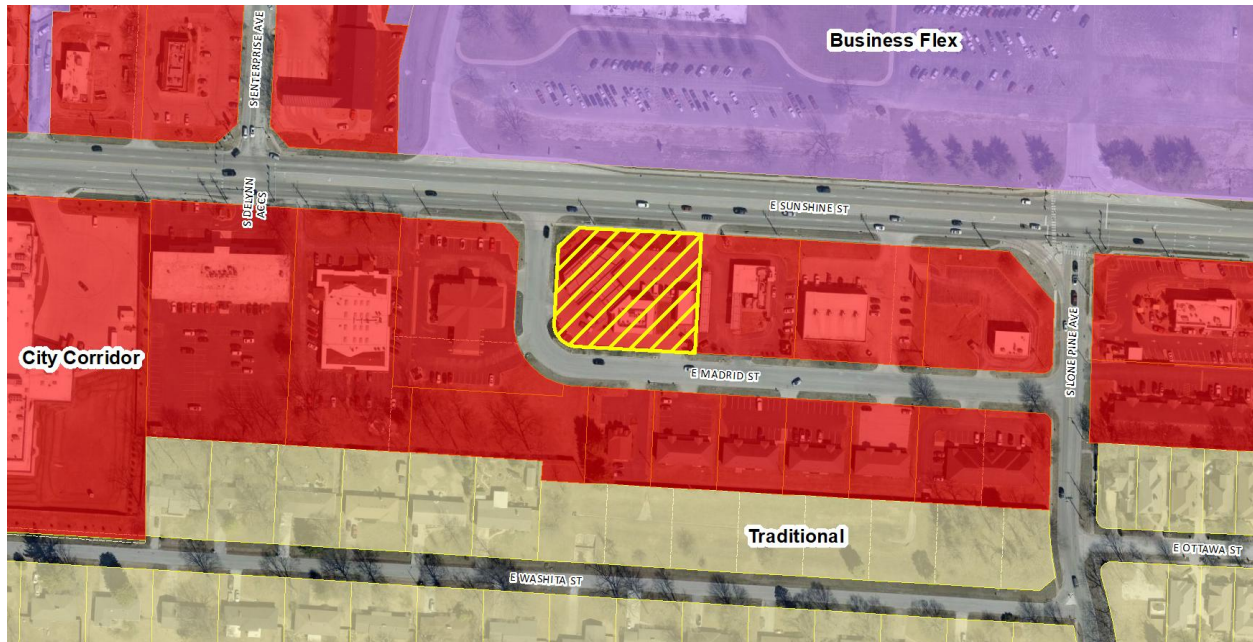
- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots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

TRANSITIONS:

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

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES															
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major, Arsenic & Innovation Spores	Public & Private Schools & Vocational Schools	Government, Health care & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry	Warehousing & Distribution Facilities	Heavy Industry & Manufacturing	Airport, Railroad & Freight Facilities
Residential Neighborhood	●	○	◇	○	◇	◇	○									
Mixed Residential	●	●	○	◇	◇	◇	○									
Downtown	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center			○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex			○	○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics			○	○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation			○	○	○	○	○	○	○	○	○	○	○	○	○	○

- **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype
- **Supporting Land Use:**
Less prevalent and serve to support the primary land use.
- ◇ **Low Intensity Supporting Land Use:**
Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	IC	PD 136 am 1	GR	PD 136 am 1
LAND USE	Manufacturing use	Office use	Restaurant	Office use
PLACETYPES	Business flex	City Corridor	City Corridor	City Corridor

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with the proposed rezoning.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues with rezoning.

FIRE DEPARTMENT:

DEVELOPMENT REVIEW STAFF REPORT

No issues with rezoning.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

TRAFFIC REPORT

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	E Sunshine St	Primary Arterial	MoDOT	65	50	33,000	No	Yes	Yes
Street 2	E Madrid St	Local	City	50	50	440	Yes	No	No

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

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway trails near this property. There is a bus stop just north of the property on Sunshine.

IMPROVEMENTS - No improvements are required for this rezoning. A Traffic Impact Study (TIS) is not required for rezoning.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

	Drainage Basin	Fee in Lieu Flood Control	Fee in Lieu Water Quality	Stream Buffer	Sinkhole or Watershed	Floodplain/ Floodway
2404 E Sunshine St	Galloway Creek	No, Existing SCM	No	No	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

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

WATER QUALITY REQUIREMENTS

- 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.

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

N/A

SINKHOLES & KARST FEATURES

N/A

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 0.87 acres generally located at 2404 East Sunshine Street from Planned Development 136 amendment 1 to a GR, General Retail district. The applicant intends to utilize the existing non-residential structure for a commercial or retail use.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the City Corridor placetype. This placetype predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers.
3. The GR district is consistent with the City Corridor placetype. Retail sales and service is listed as a primary land use in the City Corridor placetype. The existing PD allows similar uses as the GR, General Retail district, such as office, retail and commercial uses.
4. Other properties within the same block have been rezoned to GR, General Retail district as the Planned Development creates unnecessary barriers to development.
5. 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.
6. There are few known changing conditions in the area affected that make the proposed rezoning necessary.
7. The range of uses in the proposed GR district are compatible with the uses permitted on other property in the immediate vicinity.
8. 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.
9. The impact 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.
10. 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.
11. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION:

DEVELOPMENT REVIEW STAFF REPORT

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

PLANNING AND ZONING OPTIONS:

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

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

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: PD (Planned Development) to GR (General Retail)
(existing zoning) (proposed zoning)
2. Meeting Date & Time: September 18, 2025 4:00 pm - 6:30 pm
3. Meeting Location: Schweitzer Church 2701 E. Sunshine St.
4. Number of invitations that were sent: 60
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 10
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).

Please see attached

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

Please see attached

I, Lisa Davis (print name), attest that the neighborhood meeting was held on 09/18/2025 (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."

Lisa Davis

Signature of person completing affidavit

Lisa Davis

Printed name of person completing affidavit

2404 E Sunshine Neighborhood Meeting Notes

Residents expressed concerns about the adequacy of the notice provided to the church, to which it was clarified that signs have been placed on the front door and the address has been provided. There was also apprehension about rezoning without a clear understanding of the intended use, and it was noted that the specific use is currently unknown. The client was identified as an LLC, with Brett Roubal as a partner. Additional concerns raised included light and noise pollution (specifically from carwash horns and gas pump videos), , and frustration over the absence of a detailed development plan. It was also clarified that wooden walls cannot be replaced with sound walls. A resident asked if commercial access would be granted from Washita and was told there is no desire for a commercial access and it would not be allowed by the city

Further concerns included an increase in crime near businesses along Sunshine Street, the presence of the wooden fence separating residences from commercial properties, stormwater runoff and pollution from hazardous materials, and the potential for new vape and liquor stores. Residents also believe that the proposed business might lead to an increase in crime and expressed dissatisfaction with the current state of the Hy-Vee development, citing dead landscaping and increased crime.

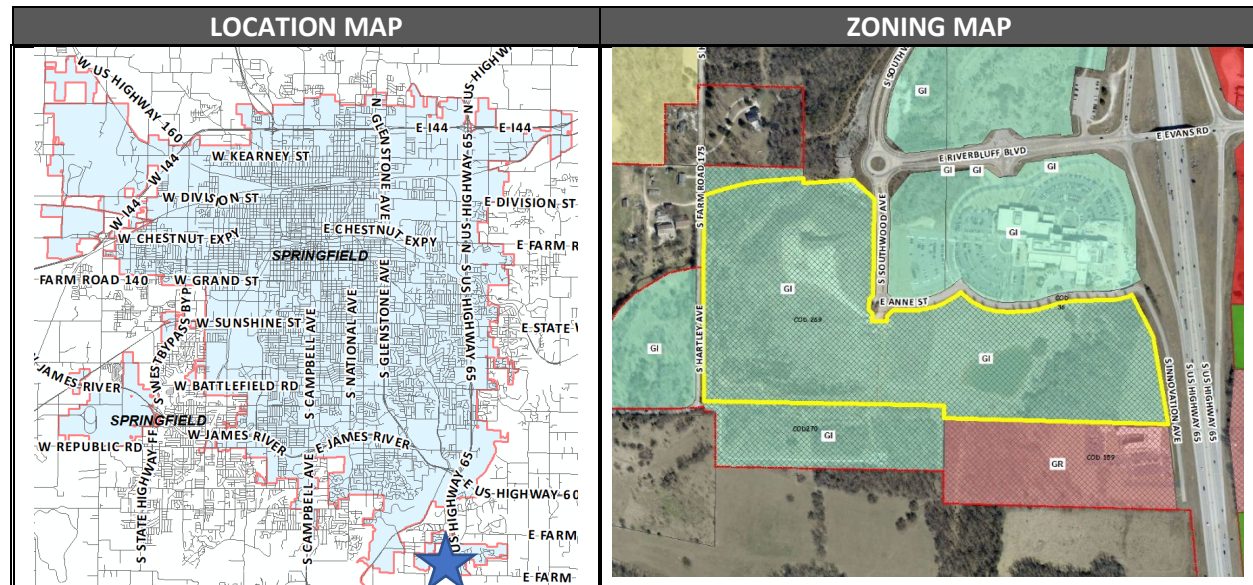
Via cell phone, Brett Roubal explained that he and his partner seized the opportunity to develop the lot due to limited options on East Sunshine, intending to secure a national tenant later. He also mentioned that existing buried gas tanks on the site are planned to be removed the week of September 29th, with site demolition expected by next summer. Mr. Roubal provided his cell phone number for direct inquiries and referenced existing developments such as Chick-fil-A, Whataburger, and Chipotle as examples of developments he and his partners construct.

DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION	
Case Number:	Preliminary Plat of Mercy Springfield South Campus 1st Addition
Location:	6375 South Innovation Avenue & 6217 South Southwood Avenue
Total Acres:	46.96 acres
Applicant:	Tea Properties of Missouri II, LLC
Existing Land Use:	Undeveloped
Neighborhood Meeting:	N/A
Planning and Zoning Commission:	October 9, 2025
City Council:	November 3, 2025
Public Notification:	Posted property
Staff:	Andrew Menke, Senior Planner, (417) 864-1613
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve the preliminary plat of Mercy Springfield South Campus 1st Addition subject to the conditions listed in Attachment 2 of the staff report. (All commission motions are made in the affirmative.)
Required Vote:	A majority of those present (5 members are a quorum).

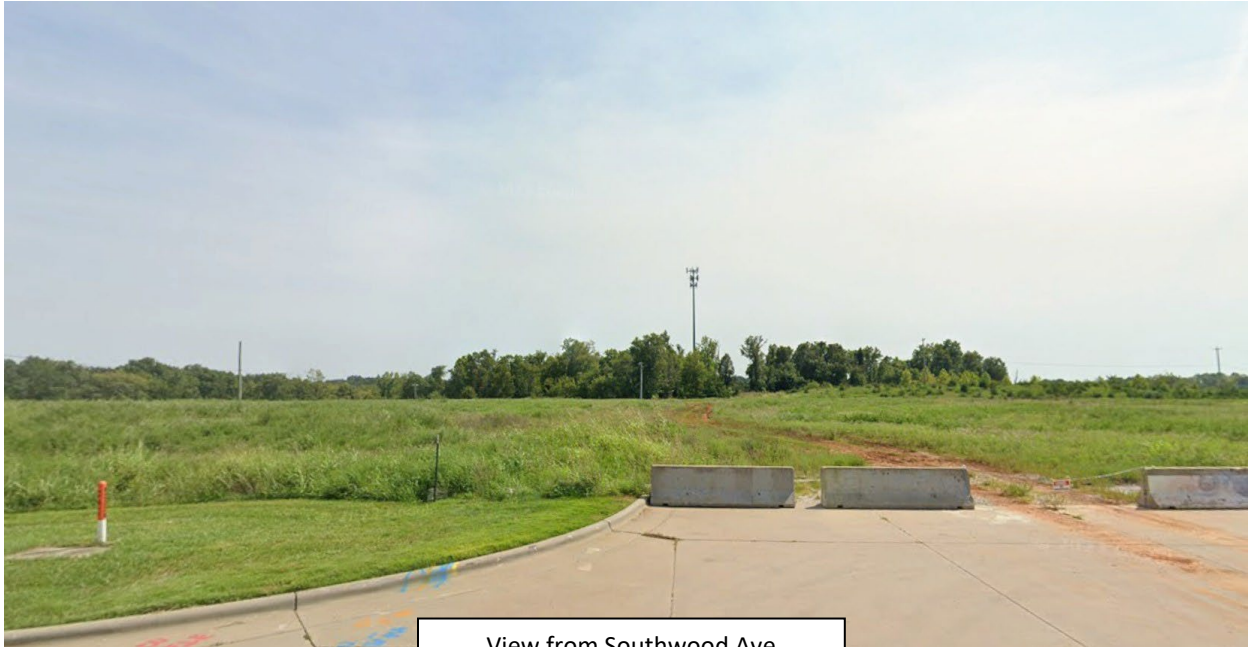
PROJECT SUMMARY:

Request to subdivide approximately 46.96 acres of property generally located at 6375 South Innovation Avenue & 6217 South Southwood Avenue into three (3) lots to facilitate the development of the site.

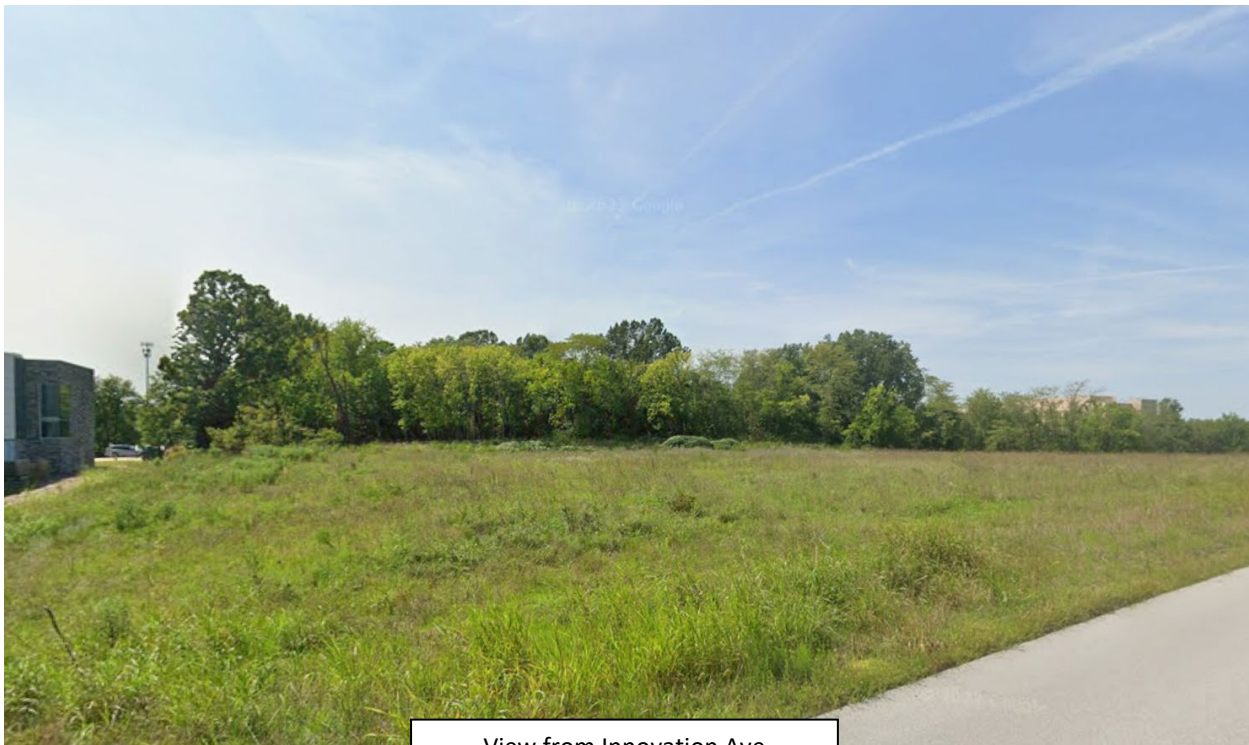




DEVELOPMENT REVIEW STAFF REPORT



View from Southwood Ave



View from Innovation Ave

DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The west 1,330 feet of the subject property was annexed into the city in 2001. This portion of the property was rezoned from County Agriculture to Planned Development District No. 258 in 2003. The remaining portion of the subject area, zoned County Agriculture, was annexed into the city in 2010. The east 1,500 feet of the subject area was rezoned to GI, Government and Institutional Use with Conditional Overlay District #36 the same year. In 2025, all of the subject property was rezoned to GI, Government and Institutional Use with Conditional Overlay District #269.

PLANNING AND ZONING COMMISSION AUTHORITY:

Action Type: Administrative.

A subdivision is the legal process to divide a surveyed tract of land into lots for the purposes of sale of the property. Platting is the process of mapping those lots and is considered part of the subdivision process. Subdivision is an administrative action. An administrative action is ministerial and non-discretionary. In reviewing a preliminary plat, the role of the Planning and Zoning Commission is to determine whether the plat meets the minimum requirements set forth in the subdivision statutes and the subdivision regulations in the Land Development Code. If the plat meets these standards, approval is required.

Relevant Authority

Revised Statutes of Missouri: Sections 89.400 through 89.470

City Charter: Sec. 11.7. – Legal status of master plan.

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

DEVELOPMENT REVIEW STAFF REPORT

- (b) All proposals to improve land as a park.
- (c) All proposals to lay out or improve other public ways, grounds or spaces.
- (d) All proposals to construct public buildings and structures.
- (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.
- (f) All proposals to acquire real property for public purposes.

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

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

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

City of Springfield Land Development Code

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

- (3) Preliminary plat.
 - (a) After participating in the pre-subdivision review with city staff, the subdivider may prepare a preliminary plat, together with supplementary material as prescribed in section 36-263.

DEVELOPMENT REVIEW STAFF REPORT

- (b) Copies of the preliminary plat and supplementary materials specified, together with a fee for administrative handling and processing in the amount prescribed by ordinance, shall be submitted to the director of planning and development with written application for approval. Upon determination that the application is complete, the director shall place the application on the agenda of the commission at a regular meeting not later than the second such meeting following the date of the filing of the application.
- (c) The commission shall hold a public hearing on the preliminary plat. Notice of the public hearing shall be made in accordance with city ordinance and the rules of the commission.
- (d) The commission shall review the preliminary plat and supporting material, recommendations from agencies or officials, and testimony and exhibits submitted at the public hearing. The commission shall approve, conditionally approve or disapprove the preliminary plat and if approved, the commission shall express its approval and state the conditions of such approval, if any, or if disapproved, shall express its disapproval and its reasons, therefore. In any case, a notation of the action taken, and the reasons, therefore, shall be entered in the records of the commission.
- (e) If approved by the commission or approved with conditions acceptable to the applicant, then the director of planning and development shall forward the preliminary plat to the city council for its approval. Council shall determine if the land or easement proposed to be dedicated by the applicant for public use or if the public improvements shall be accepted by the city. If the city council determines that the location of the land to be dedicated for public use or the location of public improvements is appropriate and complies with applicable ordinances then the city council shall authorize the acceptance of the dedication of the land or easements upon the applicant filing and recording a final plat which substantially conforms to the preliminary plat and shall authorize the acceptance of the public improvements upon the director of public works certifying to the director of planning and development and the city clerk that the public improvements have been made in accordance with city standards and specifications.
- (f) If approved with modifications which are not acceptable to the applicant or if disapproved, the director of planning and development shall attach to the plat a statement of reasons for such action and return it to the subdivider.
- (g) Actions by the commission regarding the preliminary plat are final unless such action is appealed by the subdivider to the city council within 90 days of the action by the commission.
- (h) Effective period of preliminary approval.
 - 1. The approval of a preliminary plat shall be effective for a period of two years. The application for final plat approval must be submitted to the department of planning and development within the two-year period. Any plat not submitted within the two-year limit shall be null and void except as provided in subparagraph 2. below.
 - 2. The planning and zoning commission may at its discretion and upon application by the subdivider extend the effective period of preliminary approval by two years, one time. All other submittals shall be considered a new preliminary plat and subject to applicable reviews.

DEVELOPMENT REVIEW STAFF REPORT

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GOVERNMENT AND INSTITUTIONAL USE
Minimum lot dimension requirements	36 feet of frontage along a public street
Maximum structure height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Front, side, and rear yard setback	None, except as required by section 36-453, supplemental open space and yard regulations, and the bufferyard requirements in section 36-480.
Street Classification	S Southwood Avenue – Primary Arterial & Collector E Riverbluff Boulevard – Primary Arterial S Hartley Avenue – Secondary Arterial S Innovation Avenue – Local E Anne Street – Local
Sidewalks	Sidewalk is required along the frontage of all adjacent streets. Sidewalk currently only exists along Southwood Avenue and Anne Street.
Open Space Requirements	Not less than 20 percent of the total lot area shall be devoted to open space or not less than 10 percent of the total lot area, if a conditional use permit is obtained.

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is proposing to subdivide approximately 46.96 acres into a three (3) lot subdivision named "Mercy Springfield South Campus 1st Addition".
2. Right-of-way for Southwood Avenue is dedicated on this plat to facilitate the extension of the roadway.
3. The Farmer Branch tributary runs through the northwest corner of Lot 3. A 60-foot wide stream buffer easement has been included on this plat over the location of the stream. The area covered by the easement is prohibited from being disturbed.
4. All lots meet the minimum requirements of the City's subdivision regulations, the GI, Government and Institutional Use District, and Conditional Overlay District #269.
5. If Planning and Zoning Commission approves the preliminary plat, then the plat will be forwarded to City Council for acceptance of public streets and easements. An approved preliminary plat is active for two (2) years.
6. The Land Development Code requires that each lot have adequate public facilities including but not limited to water, sanitary sewer, electricity, gas, open space, storm drainage, access to the public transportation system, and that any existing natural features such as floodplains, stream buffers and sinkholes have been identified on the preliminary plat.
7. The proposed preliminary plat was reviewed by City departments and comments are contained in **Attachment 1**. Conditions of Approval are provided in **Attachment 2**. The Preliminary Plat drawing can be found in **Attachment 3**.

STAFF RECOMMENDATION:

1. The proposed subdivision meets all applicable requirements of the City of Springfield's *Land Development Code* for subdivisions and is compatible with the zoning requirements of the GI, Government and Institutional Use District, and Conditional Overlay District #269.
2. Staff recommends approval as submitted in the staff report.

DEVELOPMENT REVIEW STAFF REPORT

PLANNING AND ZONING COMMISSION OPTIONS:

In reviewing a preliminary plat, the role of the Planning and Zoning Commission is to determine whether the plat meets the requirements set forth in the subdivision statutes and the Land Development Code. If the plat meets these minimum standards, approval is required.

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

1. The commission shall approve the preliminary plat.
2. The commission shall conditionally approve the preliminary plat.
3. The commission shall disapprove the preliminary plat and state for the record which requirement or requirements of the *Land Development Code* the preliminary plat fails to meet.

PUBLIC NOTIFICATION AND COMMENTS:

The property was posted by the applicant at least 10 days prior to the public hearing. No comments were received by citizens for this case at the time of publication.

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT COMMENTS:

ATTACHMENT 1

1. AT&T:

AT&T has fiber facilities running along the west side of S Innovation Ave and it turns and runs along the south side of E Anne St. Please contact cb670v@att.com if more information is required.

2. CITY UTILITIES:

Critical Comments: The proposed future alignment of Southwood south of Anne appears to conflict with existing CU elec/gas/water/fiber infrastructure. Relocations will likely be needed when the road is constructed.

General Comments:

1) All proposed lots will have access to CU 3-phase electric, water & gas along Innovation, Anne or Southwood. A 10' utility easement along the street frontages of all new lots will be needed to accommodate future development, and these can be added on the final plat.

2) The existing electric easement from book 1640 page 404 appears to have no existing electric facilities in it, so could be relinquished if desired.

3. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING SURVEY DIVISION:

The second call in the description along the south side of Anne St, the plat bearing is NE. Adjust bearing to SE to match the drawing. This will need to be corrected at the time of the final plat.

4. DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues. Public sewer is available to each lot.

5. FIRE DEPARTMENT:

Approved.

6. PARKS & GREENWAYS:

Approved.

7. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING RIGHT-OF-WAY DIVISION:

Approved.

DEVELOPMENT REVIEW STAFF REPORT

8. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

Site Description and Drainage Pattern

	Drainage Basin	Fee in Lieu of Flood Control	Fee in Lieu of Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain/Floodway
6375 S Innovation Ave	Farmer Branch	No, Existing SCM	No, Existing SCM	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. The new subdivision is provided flood control in the regional basin constructed as part of public improvement 2012PW0016.

Water Quality Requirements

1. Water Quality is provided for Lots 1 and 2 through the regional basin. Future development on Lot 3 may require a water quality stormwater control measure.
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.

Floodplain

N/A

Natural Channels and Stream Buffers

1. The Farmer Branch tributary on Lot 3 is recorded in a 60 feet wide Stream Buffer Easement. This area is prevented from disturbance.

Sinkholes and Karst Features

N/A

DEVELOPMENT REVIEW STAFF REPORT

9. DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

Traffic Report

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	S. Southwood Avenue	Primary Arterial	City	50	40	NA	No	Yes	Yes
Street 2	E. Riverbluff Boulevard	Primary Arterial	City	50	60	NA	No	Yes	No
Street 3	E. Anne Street	Local	City	25	25	NA	No	Yes	Yes
Street 4	S. Innovation Avenue	Local	City	25	25	NA	No	Yes	No
Street 5	S. Hartley Avenue	Secondary Arterial	City/County	35	20	NA	No	Yes	No
Street 6	Future Southwood Avenue	Primary Arterial	City	50	0	NA	No	Yes	No
Street 7	Future Riverbluff Boulevard	Primary Arterial	City	50	0	NA	No	Yes	No

Access

All new or modified driveway approaches shall comply with the accepted traffic impact study, conditional overlay district, and current City of Springfield standards for the street classification.

No direct access will be allowed to Southwood Avenue and Riverbluff Boulevard.

Trails, Bus Stops, And Additional Information

There are no Greenway Trails near the property. There are no bus stops near the property.

Improvements

A Traffic Impact Study (TIS) is required at the time of development. The requirements of said study shall be incorporated in the site plan, public improvement plans, or other permits as applicable. All public improvements required for the development must be constructed or escrowed prior to approval of any building permit or plat.

DEVELOPMENT REVIEW STAFF REPORT

Both mapped future primary arterials, Southwood Avenue and Riverbluff Boulevard, shall be constructed, at a minimum, to current City of Springfield standards for a collector street with sidewalks and open ditches.

DEVELOPMENT REVIEW STAFF REPORT

CONDITIONS FOR APPROVAL:

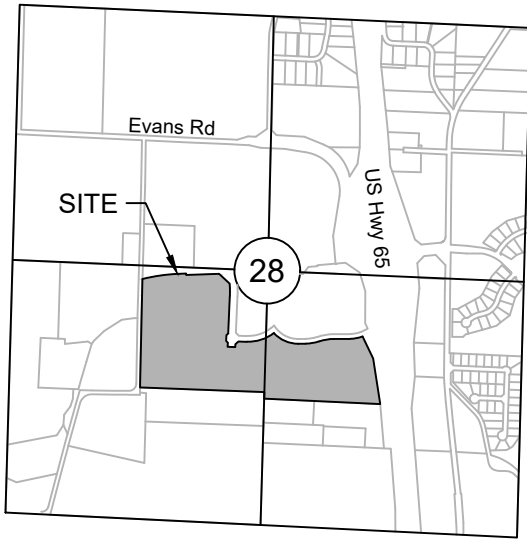
ATTACHMENT 2

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

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

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

PRELIMINARY PLAT
MERCY SPRINGFIELD SOUTH CAMPUS
1st ADDITION
PART OF THE SOUTH HALF (S½)
SECTION 28, TOWNSHIP 28 NORTH, RANGE 21 WEST
CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI



LOCATION MAP
Sec. 28, T-28-N, R-21-W
Scale: 1"=2000'

PREPARED FOR

Mercy Health
Springfield Communities
1235 E. Cherokee Street
Springfield MO 65804

PREPARED BY

Olsson, Inc.
550 St. Louis Street
Springfield, MO 65806

LEGEND

- Ex. 1/2" Rebar w/ Cap "LC 366" (Except as Noted)
- Set 1/2" Rebar w/Plastic Cap "LC 366"
- Set 5/8" Rebar w/Alum. Cap "LC 366"
- (D) Deeded
- (M) Measured
- (P) Platted

LINE TABLE		
#	Direction	Length
L1	S42°28'46"E	26.16'
L2	S02°31'14"W	41.59'
L3	S87°28'46"E	80.00'
L4	N02°31'14"E	30.09'
L5	N47°31'14"E	42.50'
L6	N87°50'47"E	75.04'
L7	S02°09'13"E	15.00'
L8	N60°09'16"E	65.11'

CURVE TABLE					
#	Radius	Length	Delta	Chord	Ch. Bearing
C1	1845.00'	418.67'	13°00'06"	417.77'	N81°20'44"E
C2	146.39'	84.01'	32°52'58"	82.86'	N43°42'47"E
C3	102.01'	70.79'	39°45'39"	69.38'	N42°47'34"E
C4	173.97'	44.17'	14°32'44"	44.05'	N55°13'28"E
C5	13483.75'	147.17'	0°37'31"	147.17'	N44°01'17"E
C6	136.00'	42.07'	17°43'17"	41.90'	N38°49'34"E
C7	133.28'	75.45'	32°25'58"	74.44'	N51°36'57"E
C8	90.03'	7.88'	5°00'58"	7.88'	N68°32'34"E

Lot 1
Mercy Orthopedic Hospital
Plat Book AAA, Page 314

AS-7918
Administrative Lot Combination
Book 2024, Page 000596-24

R=343.50'(M&P)
Δ=47°09'15"(M) 47°09'43"(P)
CH=282.70'(M) 282.75'(P)
CH=274.79'(M) 274.83'(P)
CB=S66°23'15"E(M) S66°23'14"E(P)

R=425.00'(M&P)
Δ=19°06'58"(M) 19°06'31"(P)
L=141.80'(M) 141.74'(P)
CH=141.14'(M) 141.08'(P)
CB=N80°28'52"E(M) N80°28'39"E(P)

R=475.00'(M&P)
Δ=19°05'15"(M) 19°04'36"(P)
L=158.24'(M) 158.15'(P)
CH=157.51'(M) 157.42"(P)
CB=N80°27'27"E(M) N80°27'42"E(P)

R=355.00'(M&P)
Δ=21°41'19"(M) 21°41'11"(P)
L=134.38'(M) 134.37'(P)
CH=133.58'(M) 133.57'(P)
CB=N79°09'20"E(M) N79°09'24"E(P)

R=425.00'(M&P)
Δ=19°05'15"(M) 19°04'36"(P)
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CB=N80°27'27"E(M) N80°27'42"E(P)

DEVELOPMENT NOTES

Total Area: 2,045,529± sq.ft. - 46.959± acres
Total No. of Lots: 3
Smallest Lot: Lot 1: 388,744± sq.ft. - 8.924± ac
Largest Lot: Lot 3: 1,113,393± sq.ft. - 25.560± ac
Source of Title: Book 2011, Page 003727-11
Source of Utilities: City of Springfield (Sanitary Sewer)
City Utilities of Springfield (Electric, Gas, Water)
Government and Institutional District (GI)
with Conditional Overlay District (COD 269)

- Bufferyard and setbacks may be required as defined by zoning at time of development.
- Storm Water quality shall be provided for each lot at the time of development.
- Maintenance of any area referred to as an easement is the responsibility of the property owner and/or developer.
- Stream Buffer Areas are dedicated for the protection of stormwater runoff quality, stream preservation, and flood control. The property owner may fully use and enjoy the land within the Stream Buffer Area provided that such use is in accordance with Chapter 96 of the Springfield City Code, as amended, and the Flood Control and Water Quality Protection Manual, as amended.
- Maintenance, repair, and restoration, if necessary, of the Stream Buffer Area is the responsibility of the property owner and shall be conducted in accordance with the Flood Control and Water Quality Protection Manual.
- The area shown hereon is not located in a storm sewer district as of the date of recording and may be subject to future assessment cost if included in future storm water benefit district deemed necessary resulting from problems created by surface water runoff. This is due to the fact that the surface water runoff is presently being accommodated by street and open drainage facilities
- Final platting is to be phased. Phase 1 shall include Lot 1 and any necessary public improvements and utility extensions to support Lot 1. All remaining lots, improvements and utilities beyond Lot 1 shall occur in Phase 2.

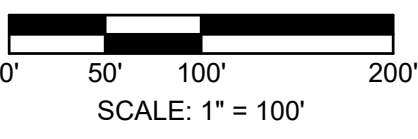
INFORMATION OF FACT

- This survey and plan is based upon the following data and/or exceptions:
 - a) Deed of Record: Book 2010 at Page 053488-10, Book 2011 at Page 003727-11
 - b) Filed Maps: Mercy Commons Phase I (AAA-280)
 - c) Title Search/Blinder: Waco Title Company, File no. 25000404-118, dated March 28, 2025
- This survey or plan is made for and certified to the parties named hereon for the purpose(s) stated. No other purpose is intended nor implied. The undersigned professional is neither responsible nor liable for the use of this plan beyond its intended purpose.
- The Flood Insurance Rate Map (FIRM) from the Federal Emergency Management Agency (FEMA) Community Panel No. 25077C0476E, Effective Date 12/17/2010 shows this property is located in Zone "X" (Areas determined to be outside the 0.2% annual chance floodplain.)
- Olsson and the surveyor of record make no guarantees that the underground utilities shown hereon comprise all such utilities in the area, either in service or abandoned. Olsson and the surveyor of record further warrant that the underground utilities shown are in the exact location indicated. Olsson and the surveyor of record have not physically located the underground utilities. If any underground utility locations are required, they will have to be verified by field potholing the utilities. Olsson and the surveyor of record shall not be liable for the location of or the failure to note the location of non-visible utilities. Utilities were ordered to be located per one-call ticket numbers 252093767, 252093905 and 252094310. The companies listed on the ticket are Mediacom, ATT Distribution, Ozark Electric Co-Op, City Utilities Electric/Fiber/Gas/Water and City of Springfield Sewer/Traffic.

DESCRIPTION

A parcel of land being a part of the Southeast Quarter (SE¼) and a part of the Southwest Quarter (SW¼) of Section 28, Township 28 North, Range 21 West and being that part of the Grantor's tract of land described in the Correction General Warranty Deed recorded in Book 2011 at Page 003727-11 and the General Warranty Deed recorded in Book 2010, at Page 053488-10, in the City of Springfield, Greene County, Missouri, described by David D. Drumm, PLS 2007/017958 for Olsson, Inc., more particularly described as follows:

COMMENCING at a 5/8" iron bar marking the Center of Section 28; thence S01°30'24"W (S01°30'26"W, Deed), along the West line of said SE¼, a distance of 1276.21 feet, to a 1/2" iron bar (LC 366) for a POINT OF BEGINNING; thence N87°35'23"W (N87°29'08"W, Deed), leaving said West line, a distance of 1330.00 feet (1332.80', Deed) to an iron bar with illegible cap being a point on the West line of said SW¼; thence N01°26'18"E (N01°33'39"E, Deed), along said West line, a distance of 1120.34 feet, to a point on the South right-of-way line of Riverbluff Boulevard, as recorded in Book 2012, at Page 023271-12; thence leaving said West line, and along said South right-of-way line the following five (5) calls: 1) along a non-tangent curve to the right having a radius of 1845.00 feet, a central angle of 13°00'06", an arc length of 418.67 feet, and a chord distance of 417.77 feet, which bears N81°20'44"E, to a 1/2" iron bar (LC 366) at Station 183+76.61, 55.00' Right; 2) N87°50'47"E, a distance of 75.04 feet to a 1/2" iron bar (LC 366) at Station 184+51.65, 55.00' Right; 3) S02°09'13"E, a distance of 15.00 feet, to a 1/2" iron bar (LC 366) at Station 189+01.59, 176.50' Right (Riverbluff Drive) equals 25+38.26, 40.00' Right (Southwood Avenue); thence leaving said South right-of-way line, and along the West line of said Southwood Avenue, the following seven (7) calls: 1) S02°09'20"E, a distance of 51.03 feet, to a 1/2" iron bar (LC 366) at Station 25+89.24, 40.00' Right; 2) along a tangent curve to the right, having a radius of 960.00 feet, a central angle of 40°27', an arc length of 78.32 feet, and a chord distance of 78.30 feet, which bears S00°10'54"W, to a 5/8" iron bar with aluminum cap (LC 366) at Station 26+70.82, 40.00' Right; 3) S02°31'14"W, a distance of 390.54 feet, to a 5/8" iron bar with aluminum cap (LC 366) at Station 30+61.41, 40.00' Right; 4) thence S47°30'42"W, a distance of 26.16 feet, to a 1/2" iron bar (LC 366), at Station 30+79.91, 58.50' Right; 5) S02°31'14"W, a distance of 60.00 feet, to a 1/2" iron bar (LC 366), at Station 31+39.91, 58.50' Right; 6) S42°28'46"E, a distance of 26.16 feet, to a 1/2" iron bar (LC 366), at Station 31+58.41, 40.00' Right; 7) S02°31'14"W, a distance of 41.59 feet, to a 1/2" iron bar (LC 366), at Station 32+00, 40.00' Right; thence S87°28'46"E, leaving said West line, a distance of 80.00 feet, to a 1/2" iron bar (LC 366), being a point on the East line of said Southwood Avenue at Station 32+00, 40.00', Left; thence N02°31'14"E (N02°30'57"E, Plat), a distance of 30.09 feet, to a 1/2" iron bar (LC 366), being a point on the South right-of-way line of Anne Street, per the Final Plat of Mercy Commons Phase 1, recorded in Plat Book AAA, at Page 280; thence leaving said East right-of-way line, and along said South right-of-way line, the following nine (9) calls: 1) N47°31'14"E (N47°30'57"E, Plat), a distance of 42.50 feet (42.43', Plat), to a 1/2" iron bar (LC 366); 2) S87°28'43"E (N87°29'03"E, Plat), a distance of 85.88 feet (85.92', Plat) to a 1/2" iron bar (LC 366); 3) along a tangent curve to the left, having a radius of 430.00 feet (Measured and Platted), a central angle of 40°32'09" (40°32'21", Plat), an arc length of 304.22 feet (304.24', Plat), a chord distance of 297.91 feet (297.94', Plat) which bears N72°15'13"E (N72°14'47"E, Plat), to a 1/2" iron bar (LC 366); 4) along a non-tangent curve to the left, having a radius of 343.50 feet (Measured and Platted), a central angle of 47°09'15" (47°09'43", Plat), an arc length of 282.70 feet (282.75', Plat), and a chord distance of 274.79 feet (274.83', Plat) which bears S66°23'15"E (S66°23'14"E, Plat), to a 1/2" iron bar (LC 366); 5) S89°57'58"E (S89°58'05"E, Plat) a distance of 79.12 feet (79.25', Plat) to a 1/2" iron bar (LC 366); 6) along a tangent curve to the left, having a radius of 425.00 feet (Measured and Platted), a central angle of 19°06'58" (19°06'31", Plat), an arc length of 141.80 feet (141.74', Plat), and a chord distance of 141.14 feet (141.08', Plat), which bears N80°28'52"E (N80°28'39"E, Plat), to a 1/2" iron bar (LC 366); 7) along a reverse curve to the right, having a radius of 475.00 feet (Measured and Platted), a central angle of 19°05'15" (19°04'36", Plat), an arc length of 158.24 feet (158.15', Plat), and a chord distance of 157.51 feet (157.42', Plat) which bears N80°27'27"E (N80°27'42"E, Plat); 8) N89°59'11"E (N90°00'00"E, Plat), a distance of 167.12 feet (167.09', Plat) to a 1/2" iron bar (LC 366); 9) along a curve to the left, having a radius of 355.00 feet, (Measured and Platted) a central angle of 21°41'19" (21°41'11", Plat), an arc length of 134.38 feet (134.37', Plat), and a chord length of 133.58 feet (133.57', Plat), which bears N79°09'20"E (N79°09'24"E, Plat) to a 1/2" iron bar (LC 366), being a point on the West right-of-way line of Innovation Avenue as recorded in Book 2013 at Page 031237-13; thence S25°43'54"E (S25°42'20"E, Deed), leaving said South right-of-way line, and along said West right-of-way line, a distance of 254.39 feet (254.31', Deed); thence S08°48'11"E (S08°46'01"E, Deed), continuing along said West right-of-way line, a distance of 465.97 feet (Measured and Deeded); thence S05°04'42"E (S05°04'32"E, Deed), continuing along said West right-of-way line, a distance of 13.44 feet (Measured and Deeded) to a 1/2" iron bar (LS 2000161241), being at the Southeast corner of said tract; thence N87°22'45"W (N87°22'09"W, Deed), leaving said West right-of-way line, and along the South line of said tract, a distance of 1211.32 feet (1211.29', Deed), to the Southwest corner of said tract, said point being on the West line of said SE¼; thence N01°30'24"E (N01°30'26"E, Deed), along said West line, a distance of 61.73 feet, to the POINT OF BEGINNING. Containing 46,959 acres, more or less, subject to any rights-of-way, easements and restrictions of record.

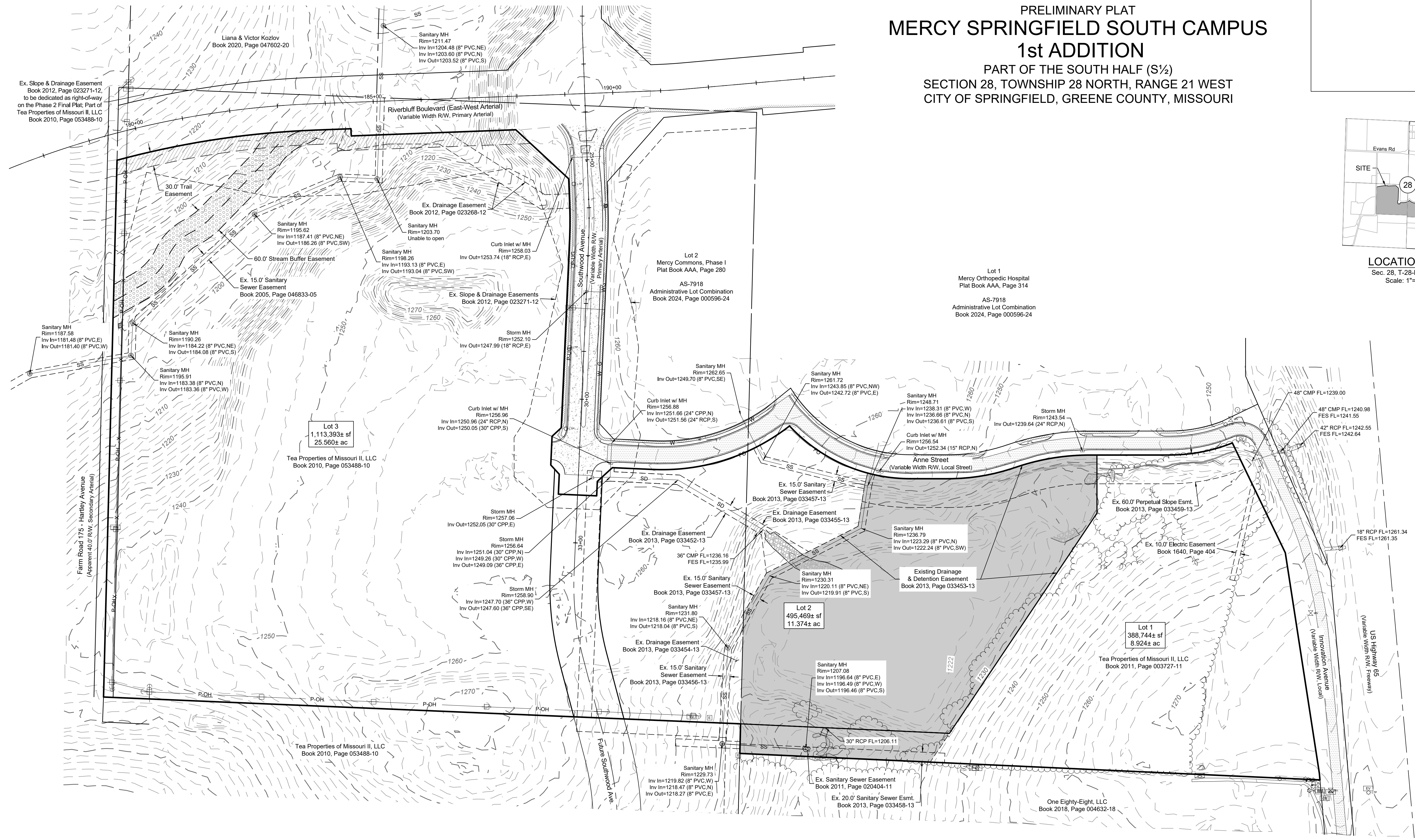


BASIS OF BEARINGS
Grid North based on Missouri State Plane
Coordinate System 1983 by use of ModDOT
continuously operating GNSS RTK Network
Central Zone

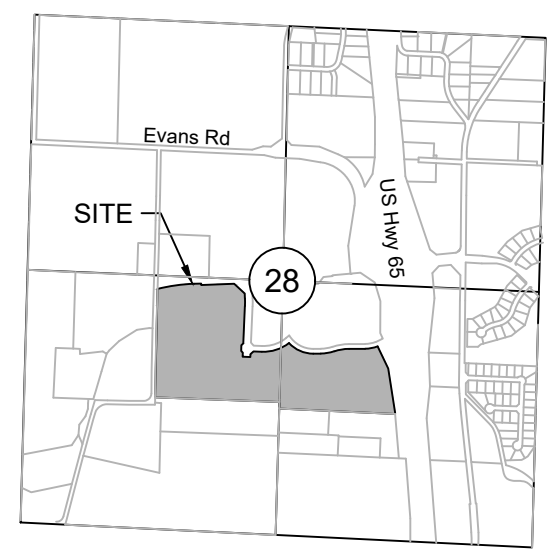
PRELIMINARY PLAT - BOUNDARY SURVEY
MERCY SPRINGFIELD SOUTH CAMPUS 1st ADDITION
PART OF THE S½, SECTION 28, TOWNSHIP 28N, RANGE 21W
SPRINGFIELD, GREENE COUNTY, MISSOURI

drawn by: CDA
surveyed by: AN/HM
checked by: DDD
approved by: DDD
project no.: 025-03217
drawing no.: V_PPLT_02503217
date: 08.28.2025

SHEET
1 of 2



PRELIMINARY PLAT
MERCY SPRINGFIELD SOUTH CAMPUS
1st ADDITION
PART OF THE SOUTH HALF (S½)
SECTION 28, TOWNSHIP 28 NORTH, RANGE 21 WEST
CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI



LOCATION MAP
Sec. 28, T-28-N, R-21-W
Scale: 1"=2000'

olsson
550 East St. Louis Street
Springfield, MO 65806
olsson.com
TEL 417.890.8802
FAX 417.890.8805
Olsson - Survey
Missouri COA #000366



REV.	NO.	DATE	REVISIONS DESCRIPTION
1		09.16.2025	Revisions per City Comments
2		09.25.2025	Revisions per Additional City Comments

PRELIMINARY PLAT - TOPOGRAPHIC SURVEY
MERCY SPRINGFIELD SOUTH CAMPUS 1st ADDITION
PART OF THE S½, SECTION 28, TOWNSHIP 28N, RANGE 21W
SPRINGFIELD, GREENE COUNTY, MISSOURI

drawn by: CDA
surveyed by: ANJ/HM
checked by: DDD
approved by: DDD
project no.: 025-03217
drawing no.: V-PPLT 02503217
date: 08.28.2025

DEVELOPMENT NOTES

- Total Area: 2,045,529± sq.ft. - 46.959± acres
Total No. of Lots: 3
Smallest Lot: Lot 1: 388,744± sq.ft. - 8.924± ac
Largest Lot: Lot 3: 1,113,393± sq.ft. - 25.560± ac
Source of Title: Book 2011, Page 003727-11
Source of Utilities: City of Springfield (Sanitary Sewer)
Government and Institutional District (GI)
with Conditional Overlay District (COD 269)
- Current Zoning:
1. Bufferyard and setbacks may be required as defined by zoning at time of development.
 2. Storm Water quality shall be provided for each lot at the time of development.
 3. Maintenance of any area referred to as an easement is the responsibility of the property owner and/or developer.
 4. Stream Buffer Areas are dedicated for the protection of stormwater runoff quality, stream preservation, and flood control. The property owner may fully use and enjoy the land within the Stream Buffer Area provided that such use is in accordance with Chapter 96 of the Springfield City Code, as amended, and the Flood Control and Water Quality Protection Manual, as amended.
 5. Maintenance, repair, and restoration, if necessary, of the Stream Buffer Area is the responsibility of the property owner and shall be conducted in accordance with the Flood Control and Water Quality Protection Manual.
 6. The area shown hereon is not located in a storm sewer district as of the date of recording and may be subject to future assessment cost if included in future storm water benefit district deemed necessary resulting from problems created by surface water runoff. This is due to the fact that the surface water runoff is presently being accommodated by street and open drainage facilities
 7. Final platting is to be phased. Phase 1 shall include Lot 1 and any necessary public improvements and utility extensions to support Lot 1. All remaining lots, improvements and utilities beyond Lot 1 shall occur in Phase 2.

INFORMATION OF FACT

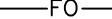
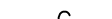
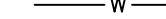
1. This survey and plan is based upon the following data and/or exceptions:
- a) Deed of Record: Book 2010 at Page 053488-10, Book 2011 at Page 003727-11
 - b) Filed Maps: Mercy Commons Phase I (AAA-280)
 - c) Title Search/Binder: Waco Title Company, File no. 2500804-118, dated March 28, 2025
2. This survey or plan is made for and certified to the parties named hereon for the purpose(s) stated. No other purpose is intended nor implied. The undersigned professional is neither responsible nor liable for the use of this plan beyond its intended purpose.
3. The Flood Insurance Rate Map (FIRM) from the Federal Emergency Management Agency (FEMA) Community Panel No. 28077C0476E, Effective Date 12/17/2010 shows this property is located in Zone "X" (Areas determined to be outside the 0.2% annual chance floodplain.)
4. Olsson and the surveyor of record make no guarantees that the underground utilities shown hereon comprise all such utilities in the area, either in service or abandoned. Olsson and the surveyor of record further does not warrant that the underground utilities shown are in the exact location indicated. Olsson and the surveyor of record have not physically located the underground utilities. If any underground utility locations are required, they will have to be verified by field potholing the utilities. Olsson and the surveyor of record shall not be liable for the location of or the failure to note the location of non-visible utilities. Utilities were ordered to be located per one-call ticket numbers 252093767, 252093905 and 252094310. The companies listed on the ticket are Mediacom, ATT Distribution, Ozark Electric Co-Op, City Utilities Electric/Fiber/Gas/Water and City of Springfield Sewer/Traffic.

PREPARED FOR
Mercy Health
Springfield Communities
1235 E. Cherokee Street
Springfield MO 65804

PREPARED BY
Olsson, Inc.
550 St. Louis Street
Springfield, MO 65806

MISSOURI
ONE CALL SYSTEM
1-800-DIG-RITE OR 811
www.moi1call.com

LEGEND

	Cable Box		Overhead Electric
	Cable Vault		Underground Electric
	Electric Box		Fiber Optic Line
	Electric Cabinet		Natural Gas Line
	Electric Vault		Sanitary Sewer Line
	Fire Hydrant		Storm Sewer Line
	Flared End Section		Water Line
	Guy Wire		Barbed Wire Fence
	Light Pole		Tree Line
	Power Pole		Asphalt Pavement
	Sanitary Manhole		Concrete Sidewalk
	Tree, Coniferous		Concrete Pavement
	Tree, Deciduous		Gravel RipRap
	Water Meter		
	Water Valve		

Basement Notes
Grid North based on Missouri State Plane
Coordinate System 1983 by use of MoDOT
continuously operating GNSS RTK Network
Central Zone

DATUM
Elevations based on NAVD 88 by use
of MoDOT continuously operating
GNSS RTK Network

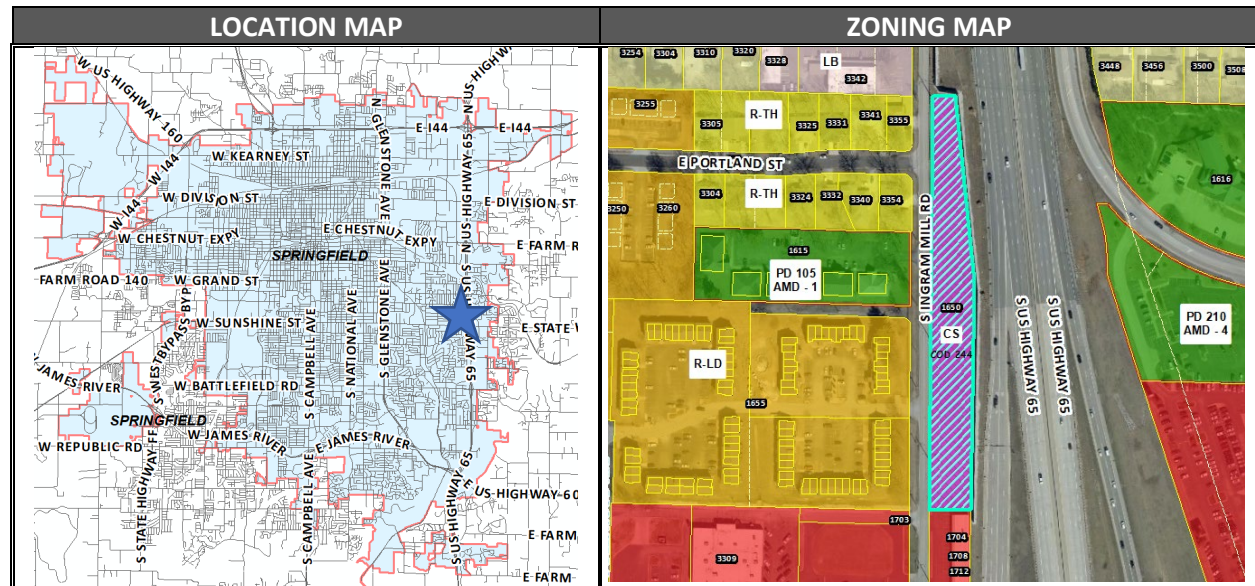
Scale
0' 50' 100' 200'
SCALE: 1" = 100'

DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION	
Case Number:	Preliminary Plat of J & M Tillman Center
Location:	1650 South Ingram Mill Road
Total Acres:	1.70 acres
Applicant:	J & M Tillman, LLC
Existing Land Use:	Undeveloped
Neighborhood Meeting:	N/A
Planning and Zoning Commission:	October 9, 2025
City Council:	November 3, 2025
Public Notification:	Posted property
Staff:	Andrew Menke, Senior Planner, (417) 864-1613
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve the preliminary plat of J & M Tillman Center subject to the conditions listed in Attachment 2 of the staff report. (All commission motions are made in the affirmative.)
Required Vote:	A majority of those present (5 members are a quorum).

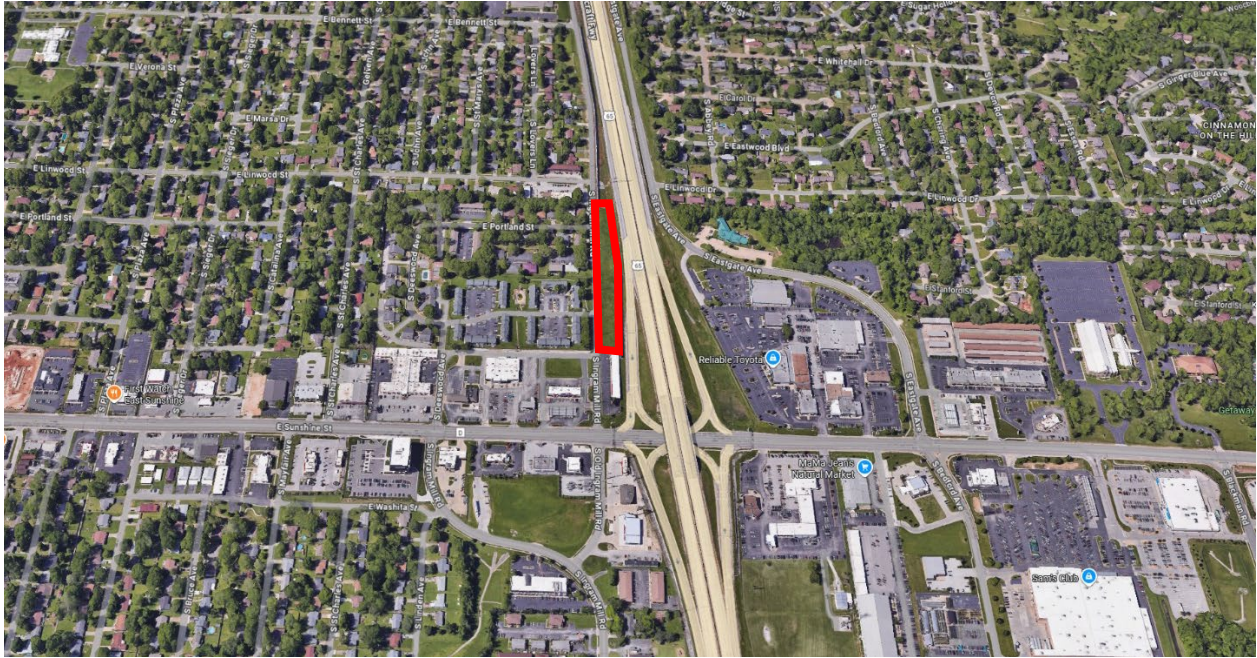
PROJECT SUMMARY:

Request to subdivide approximately 1.7 acres of property generally located at 1650 South Ingram Mill Road into five (5) condominium units to facilitate the development of the site.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was annexed into the city in 1966. In 1990 the property was rezoned to Planned Development District No. 129. The property was later rezoned to GR, General Retail with Conditional Overlay District #135 in 2017, and, most recently, to CS, Commercial Service with Conditional Overlay District #244 in 2024.

PLANNING AND ZONING COMMISSION AUTHORITY:

Action Type: Administrative.

A subdivision is the legal process to divide a surveyed tract of land into lots for the purposes of sale of the property. Platting is the process of mapping those lots and is considered part of the subdivision process. Subdivision is an administrative action. An administrative action is ministerial and non-discretionary. In reviewing a preliminary plat, the role of the Planning and Zoning Commission is to determine whether the plat meets the minimum requirements set forth in the subdivision statutes and the subdivision regulations in the Land Development Code. If the plat meets these standards, approval is required.

Relevant Authority

Revised Statutes of Missouri

Sections 89.400 through 89.470

City Charter

Sec. 11.7. – Legal status of master plan.

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

DEVELOPMENT REVIEW STAFF REPORT

- (a) All proposals to construct or extend public streets.
- (b) All proposals to improve land as a park.
- (c) All proposals to lay out or improve other public ways, grounds or spaces.
- (d) All proposals to construct public buildings and structures.
- (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.
- (f) All proposals to acquire real property for public purposes.

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

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

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

City of Springfield Land Development Code

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

- (3) Preliminary plat.
 - (a) After participating in the pre-subdivision review with city staff, the subdivider may prepare a preliminary plat, together with supplementary material as prescribed in section 36-263.

DEVELOPMENT REVIEW STAFF REPORT

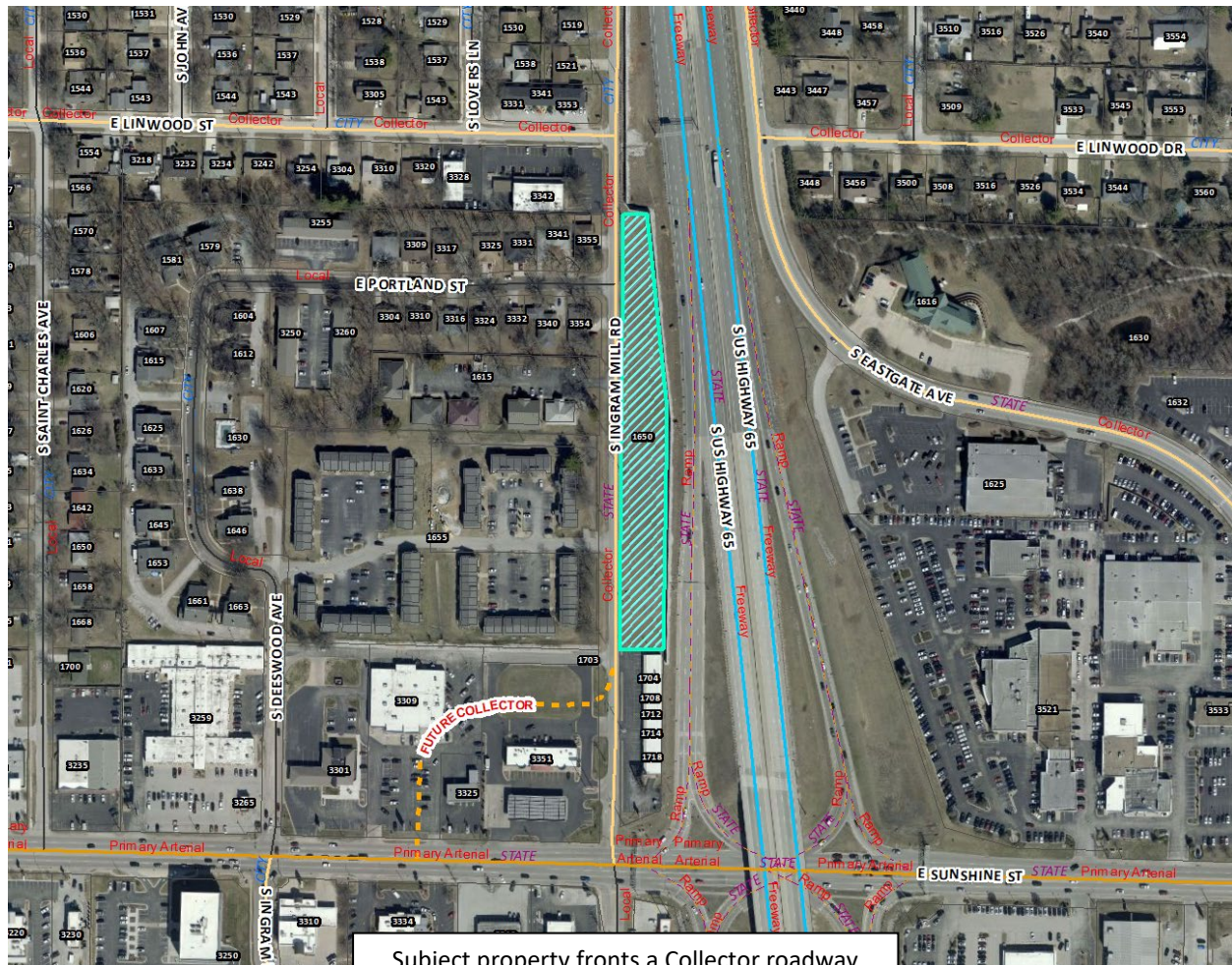
- (b) Copies of the preliminary plat and supplementary materials specified, together with a fee for administrative handling and processing in the amount prescribed by ordinance, shall be submitted to the director of planning and development with written application for approval. Upon determination that the application is complete, the director shall place the application on the agenda of the commission at a regular meeting not later than the second such meeting following the date of the filing of the application.
- (c) The commission shall hold a public hearing on the preliminary plat. Notice of the public hearing shall be made in accordance with city ordinance and the rules of the commission.
- (d) The commission shall review the preliminary plat and supporting material, recommendations from agencies or officials, and testimony and exhibits submitted at the public hearing. The commission shall approve, conditionally approve or disapprove the preliminary plat and if approved, the commission shall express its approval and state the conditions of such approval, if any, or if disapproved, shall express its disapproval and its reasons, therefore. In any case, a notation of the action taken, and the reasons, therefore, shall be entered in the records of the commission.
- (e) If approved by the commission or approved with conditions acceptable to the applicant, then the director of planning and development shall forward the preliminary plat to the city council for its approval. Council shall determine if the land or easement proposed to be dedicated by the applicant for public use or if the public improvements shall be accepted by the city. If the city council determines that the location of the land to be dedicated for public use or the location of public improvements is appropriate and complies with applicable ordinances then the city council shall authorize the acceptance of the dedication of the land or easements upon the applicant filing and recording a final plat which substantially conforms to the preliminary plat and shall authorize the acceptance of the public improvements upon the director of public works certifying to the director of planning and development and the city clerk that the public improvements have been made in accordance with city standards and specifications.
- (f) If approved with modifications which are not acceptable to the applicant or if disapproved, the director of planning and development shall attach to the plat a statement of reasons for such action and return it to the subdivider.
- (g) Actions by the commission regarding the preliminary plat are final unless such action is appealed by the subdivider to the city council within 90 days of the action by the commission.
- (h) Effective period of preliminary approval.
 - 1. The approval of a preliminary plat shall be effective for a period of two years. The application for final plat approval must be submitted to the department of planning and development within the two-year period. Any plat not submitted within the two-year limit shall be null and void except as provided in subparagraph 2. below.
 - 2. The planning and zoning commission may at its discretion and upon application by the subdivider extend the effective period of preliminary approval by two years, one time. All other submittals shall be considered a new preliminary plat and subject to applicable reviews.

DEVELOPMENT REVIEW STAFF REPORT

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR COMMERCIAL SERVICE
Minimum lot dimension requirements	36 feet of frontage along a public street
Maximum structure height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Front yard setback	None
Side and rear yard setback	None, except as required by the bufferyard requirements in subsection 36-423(8)
Street Classification	S Ingram Mill Road – Collector
Sidewalks	Sidewalk is required along the frontage of Ingram Mill Road, and does not currently exist at this location.
Open Space Requirements	Not less than 15 percent of the gross floor site area.

MAJOR THOROUGHFARE MAP:



DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is proposing to subdivide the 1.7-acre property into five (5) condominium units, by way of a new condominium plat named “J & M Tillman Center”.
2. The purpose of the preliminary plat is to establish each future building as a separate condominium unit. The units will be established by the approval of a subsequent application for an Administrative Final Plat.
3. Buildings will be constructed within the rectangular-shaped condominium units, as designated in the Final Plat. Once constructed, an Administrative Condominium Plat will be submitted to reduce the boundaries of the building envelopes to the location of the exterior walls of the structures.
4. All lots meet the minimum requirements of the City’s subdivision regulations, the CS, Commercial Service District, and Conditional Overlay District #244.
5. If Planning and Zoning Commission approves the preliminary plat, then the plat will be forwarded to City Council for acceptance of public streets and easements. An approved preliminary plat is active for two (2) years.
6. The Land Development Code requires that each lot have adequate public facilities including but not limited to water, sanitary sewer, electricity, gas, open space, storm drainage, access to the public transportation system, and that any existing natural features such as floodplains, stream buffers and sinkholes have been identified on the preliminary plat.
7. The proposed preliminary plat was reviewed by City departments and comments are contained in **Attachment 1**. Conditions of Approval are provided in **Attachment 2**. The Preliminary Plat drawing can be found in **Attachment 3**.

STAFF RECOMMENDATION:

1. The proposed subdivision meets all applicable requirements of the City of Springfield’s *Land Development Code* for subdivisions and is compatible with the zoning requirements of the CS, Commercial Service District, and Conditional Overlay District #244.
2. Staff recommends approval as submitted in the staff report.

PLANNING AND ZONING COMMISSION OPTIONS:

In reviewing a preliminary plat, the role of the Planning and Zoning Commission is to determine whether the plat meets the requirements set forth in the subdivision statutes and the Land Development Code. If the plat meets these minimum standards, approval is required.

DEVELOPMENT REVIEW STAFF REPORT

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

1. The commission shall approve the preliminary plat.
2. The commission shall conditionally approve the preliminary plat.
3. The commission shall disapprove the preliminary plat and state for the record which requirement or requirements of the *Land Development Code* the preliminary plat fails to meet.

PUBLIC NOTIFICATION AND COMMENTS:

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

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

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT COMMENTS:

ATTACHMENT 1

1. AT&T:

Approved.

2. DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

Approved.

3. CITY UTILITIES:

Approved.

4. DEPARTMENT OF PUBLIC WORKS CONSTRUCTION INSPECTION DIVISION:

Approved.

5. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING SURVEY DIVISION:

Approved.

6. DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues with plat. Public sewer is located on the west side of Ingram Mill and there are multiple 6" service laterals crossing to the east side to serve these buildings. Exact depth and location of each lateral is unknown and will require some investigation to find.

7. FIRE DEPARTMENT:

No issue with Plat. Knox box to be install at the office.

8. PARKS & GREENWAYS:

Approved.

9. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING RIGHT-OF-WAY DIVISION:

Approved.

DEVELOPMENT REVIEW STAFF REPORT

10. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

Site Description and Drainage Pattern

	Drainage Basin	Fee in Lieu of Flood Control	Fee in Lieu of Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain/Floodway
1650 S Ingram Mill Rd	Galloway Creek	No	No	No	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. Preliminary Plat will require a public improvement to provide for flood control volume and discharge to right-of-way.

Water Quality Requirements

1. Future development will require a water quality stormwater control measure constructed as a public improvement.
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 Channels and Stream Buffers

N/A

Sinkholes and Karst Features

N/A

11. DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

Access

All access to the development shall be per current City of Springfield standards for the street classification.

DEVELOPMENT REVIEW STAFF REPORT

Trails, Bus Stops, And Additional Information

There are no Bus Stops or Greenway Trails near the property.

Improvements

No improvements are required for this preliminary plat. A traffic study is not required for this plat

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	S Ingram Mill Road	Collector	City	30	25	3,200	No	Yes	No

DEVELOPMENT REVIEW STAFF REPORT

CONDITIONS FOR APPROVAL:

ATTACHMENT 2

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

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

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

PRELIMINARY PLAT OF
J & M TILLMAN CENTER
A CONDOMINIUM PLAT

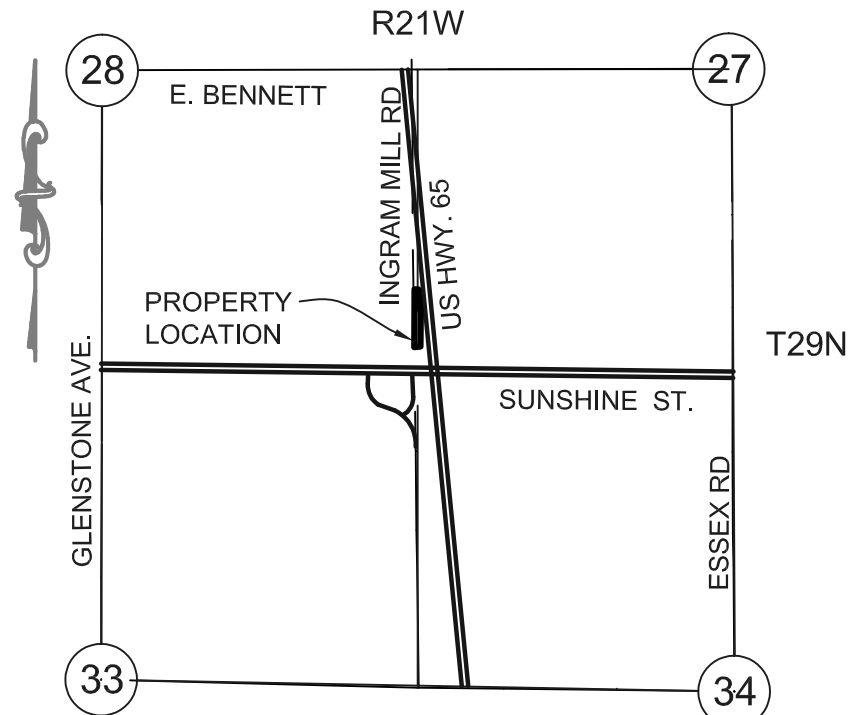
BEING A PART OF THE SW $\frac{1}{4}$ OF THE SW $\frac{1}{4}$ OF
SECTION 27, TOWNSHIP 29 NORTH, RANGE 21 WEST
OF THE 5TH PRINCIPAL MERIDIAN
SPRINGFIELD, GREENE COUNTY, MISSOURI

CITY BENCHMARKS

COS Benchmark: 027
Intersection: Plaza @ Sunshine

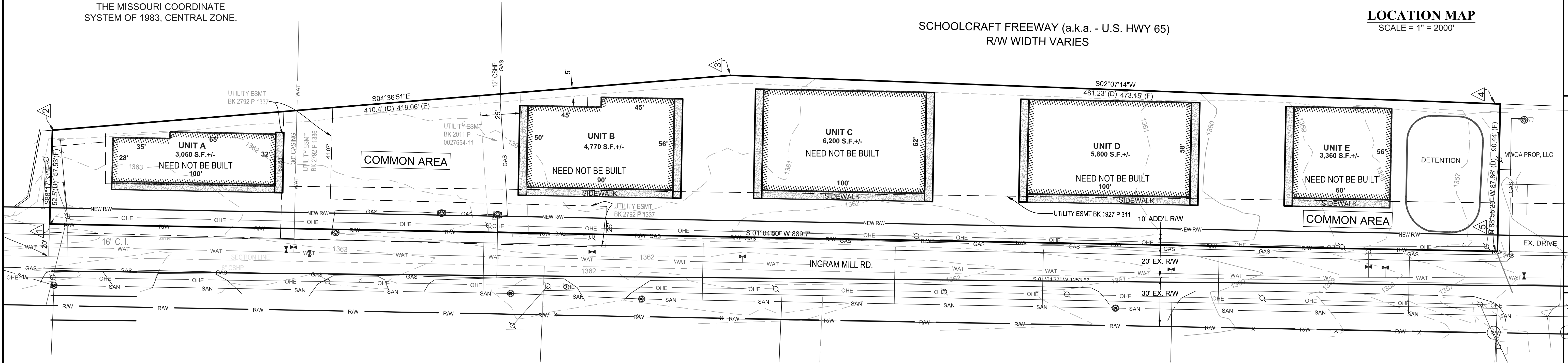
Location: S.E. Quadrant; 5.9' E. of back of curb;
N.E. corner of building, AZ 236, 71.5'; N.W. corner
of building, AZ 120,61.8'; 8" sign post, AZ 12, 28.0'

Northing: 491,192.10
Easting: 1,426,718.52
Elevation (feet): 1,332.10



LOCATION MAP
SCALE = 1" = 2000'

SCHOOLCRAFT FREEWAY (a.k.a. - U.S. HWY 65)
R/W WIDTH VARIES



PRELIMINARY PLAT NOTES:

- PROPERTY AREA = 1.70 AC.
- PUBLIC SEWER EXISTS ALONG THE WESTERLY SIDE OF INGRAM MILL RD WITH SEWER LATERALS CROSSING THE ROAD.
- DETENTION AND WATER QUALITY IS TO BE CONSTRUCTED AND APPROVED IN ACCORDANCE WITH PUBLIC WORKS DESIGN AND CONSTRUCTION STANDARDS.
- ALL PORTIONS OF A BUILDING SHALL BE WITHIN 400 FEET FROM A FIRE HYDRANT ON AN APPROVED FIRE APPARATUS ACCESS ROAD, AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING. 600 FEET IF THE BUILDING IS EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM.
- THE AREA SHOWN HEREON IS NOT LOCATED IN A STORM SEWER DISTRICT AS OF THE DATE OF RECORDING AND MAY BE SUBJECT TO FUTURE ASSESSMENT COST IF INCLUDED IN FUTURE STORM WATER BENEFIT DISTRICT DEEMED NECESSARY RESULTING FROM PROBLEMS CREATED BY SURFACE WATER RUNOFF. THIS IS DUE TO THE FACT THAT THE SURFACE WATER RUNOFF IS PRESENTLY BEING ACCOMMODATED BY STREET, OPEN DRAINAGE AND STORMWATER DETENTION FACILITIES.
- ALL COMMON AREAS SHALL BE CONSIDERED DRAINAGE EASEMENTS. ALL COMMON AREAS AND ALL DRAINAGE EASEMENTS ARE TO BE MAINTAINED BY THE PROPERTY OWNER.
- FOR THIS PRELIMINARY PLAT THE COMMON AREA IS 45,341 SF, MORE OR LESS.
- A COPY OF THE CONDOMINIUM COVENANTS AND RESTRICTIONS WILL NEED TO BE UPLOADED FOR REVIEW AT THE TIME OF THE FINAL PLAT APPLICATION

OWNER / DEVELOPER

J & M TILLMAN, LLC
1840 S. INGRAM MILL RD.
SPRINGFIELD, MO 65804
james@jmtillmanllc.com
OFFICE# 417-831-8039
CELL# 417-844-2326

SOURCE OF TITLE

WARRANTY DEEDS;
Book: 2023 Page: 025855-23

UTILITY SUPPLIERS:

GAS, WATER & ELECTRIC
CITY UTILITIES OF SPRINGFIELD
301 E CENTRAL,
SPRINGFIELD, MO 65802

SANITARY SEWER & STORMWATER:

SPRINGFIELD PUBLIC WORKS
840 BOONVILLE AVE.
SPRINGFIELD, MO 65802

STORMWATER DETENTION:
CITY OF SPRINGFIELD

OWNERSHIP AND DEDICATION:

J & M TILLMAN, LLC, BEING A MISSOURI LIMITED LIABILITY COMPANY (THE "DECLARANT") IS THE OWNER OF ALL REAL ESTATE REFLECTED BY THIS PLAT AND HAS CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER SHOWN HEREON. THE PLAT IS FILED FOR RECORD SUBJECT TO THE FOLLOWING PROVISIONS:

THE DECLARANT FILED THAT CERTAIN DECLARATION OF THE CONDOMINIUM IN THE OFFICE OF THE RECORDER OF DEEDS OF GREENE COUNTY, MISSOURI, (THE "DECLARATION").

THE CONDOMINIUM IS SUBJECT TO DEVELOPMENT RIGHTS AS SET FORTH IN THE DECLARATION INCLUDING BUT NOT LIMITED TO THE RIGHT OF DECLARANT TO ADD ADDITIONAL PROPERTY TO THE CONDOMINIUM; TO CREATE UNITS, COMMON ELEMENTS AND LIMITED COMMON ELEMENTS; TO SUBDIVIDE OR COMBINE UNITS AND, WITHOUT THE CONSENT OF THE OWNERS, MAY CONTINUE TO DO SO; AND OTHERWISE EXERCISE THE DECLARANT RIGHTS AS SET FORTH IN THE DECLARATION.

THE DECLARANT RETAINS A BLANKET EASEMENT OVER, UNDER AND ACROSS THE ENTIRE CONDOMINIUM FOR PURPOSES OF CONSTRUCTION AND MAINTAINING THE CONDOMINIUM AS IT DEEMS TO BE NECESSARY OR DESIRABLE. ADDITIONAL EASEMENTS HAVE BEEN RESERVED TO THE DECLARANT AND GRANTED TO THE CONDOMINIUM ASSOCIATION AS SET FORTH IN THE DECLARATION.

THE DECLARANT RETAINS A BLANKET UTILITY AND DRAINAGE EASEMENT OVER, UNDER AND ACROSS ALL COMMON ELEMENTS REFLECTED HEREON FOR PURPOSES OF INSTALLING ALL UTILITY AND DRAINAGE FACILITIES AS IT DEEMS TO BE NECESSARY OR DESIRABLE.

EASEMENTS OF ACCESS, SUPPORT, INGRESS, AND EGRESS HAVE BEEN GRANTED TO EACH UNIT OWNER AS DESCRIBED IN THE DECLARATION. EASEMENTS OF ACCESS, INGRESS, AND EGRESS ACROSS THE STAIRS, DECKS, SIDEWALKS, DRIVEWAYS AND PARKING AREAS AS THEY EXIST FROM TIME TO TIME AND OTHER AREAS WITHIN THE AREA SHOWN ON THIS PLAT HAVE BEEN GRANTED TO EACH UNIT OWNER AS DESCRIBED IN THE DECLARATION.

IN TESTIMONY WHEREOF, THE UNDERSIGNED PROPRIETOR HAS HEREUNTO SET HIS HAND THIS ____ DAY OF _____, 202__.

J & M TILLMAN, LLC

SURVEYOR'S ACKNOWLEDGEMENT

THE PLAT CONTAINS ALL THE INFORMATION REQUIRED BY MISSOURI, REVISED STATUTES, CHAPTER 448-2-109; THIS SURVEY WAS EXECUTED IN AUGUST 17, 2025 ACCORDANCE WITH THE CURRENT MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS OF THE MISSOURI DEPARTMENT OF AGRICULTURE, DIVISION OF GEOLOGY AND LAND SURVEY, AND THE MISSOURI BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS AND LAND SURVEYORS. PHYSICAL EVIDENCE OF IMPROVEMENTS IS SHOWN FROM INFORMATION TAKEN BY VISUAL INSPECTION OF THE PREMISES. EASEMENTS SHOWN ARE THOSE WRITTEN, PROVIDED, OR DISCOVERED AND MAY NOT BE ALL INCLUSIVE. APPARENT OWNERSHIP AS SHOWN ARE BASED UPON INFORMATION PROVIDED BY OTHERS AND DO NOT REPRESENT AN OPINION AS TO TITLE.



KENNETH M. HEITHAUS
DATE

P.L.S. 1918

DEED DESCRIPTION

BEGINNING AT A POINT 76.50 FEET NORTH AND 20 FEET EAST OF THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF SECTION TWENTY-SEVEN (27), TOWNSHIP TWENTY-ONE (21), SAID POINT BEING THE INTERSECTION OF THE EAST LINE OF INGRAM MILL ROAD AS NOW USED AND THE RIGHT-OF-WAY LINE OF U.S. HIGHWAY 65, THENCE NORTH A DISTANCE OF 1252.77 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$), SAID POINT BEING 20 FEET EAST OF THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$); THENCE EAST ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$), A DISTANCE OF 52.5 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 65; THENCE SOUTHEASTERLY AND MAKING AN ANGLE OF 82°41' TO THE RIGHT OF THE NORTH LINE OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) AND ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID HIGHWAY, A DISTANCE OF 410.4 FEET; THENCE SOUTHWESTERLY ALONG SAID RIGHT-OF-WAY MAKING AN ANGLE OF 7°01' TO THE RIGHT WITH THE LAST DESCRIBED COURSE, A DISTANCE OF 806.5 FEET; THENCE SOUTHWESTERLY ALONG SAID HIGHWAY RIGHT-OF-WAY LINE MAKING AN ANGLE OF 64°11' TO THE RIGHT WITH THE LAST DESCRIBED COURSE, A DISTANCE OF 89.05 FEET TO THE POINT OF BEGINNING, BEING A PART OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF SECTION TWENTY-SEVEN (27), TOWNSHIP TWENTY-NINE (29), RANGE TWENTY-ONE (21), IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI EXCEPT THE FOLLOWING:

BEGINNING AT A POINT 76.5 FEET NORTH AND 20 FEET EAST OF THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF SECTION TWENTY-SEVEN (27), TOWNSHIP TWENTY-NINE (29), RANGE TWENTY-ONE (21), SAID POINT BEING THE INTERSECTION OF THE EAST LINE OF INGRAM MILL ROAD AS NOW USED AND THE RIGHT-OF-WAY LINE OF U.S. HIGHWAY 65; THENCE NORTH A DISTANCE OF 363.5 FEET; THENCE EAST TO THE RIGHT-OF-WAY LINE OF U.S. HIGHWAY 65; THENCE SOUTH ALONG SAID RIGHT-OF-WAY LINE TO A CONCRETE RIGHT-OF-WAY MONUMENT; THENCE SOUTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 89.05 FEET TO THE POINT OF BEGINNING, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI.

LEGEND

- ✕ CUT "X" IN CONCRETE
○ EXISTING IRON PIN
● SET IRON PIN
(M) MEASURED
(P) PLAT
Ⓢ ELECTRIC BOX/RISER
Ⓣ TELEPHONE BOX/RISER
Ⓢ STORMWATER BOX
Ⓢ GAS VALVE/METER
WV WATER VALVE
WM WATER METER
FH FIRE HYDRANT
PP POWER POLE
G GUYWIRE
L LIGHTPOLE
Ⓢ MANHOLE
Ⓢ MAILBOX
MW MONITOR WELL

- WAT --- STORMSEWER
--- OHE --- WATER LINE
--- GAS --- OVERHEAD ELECTRIC
--- SAN --- GAS LINE
--- R/W --- SANITARY SEWER LINE
--- UE --- RIGHT OF WAY LINE
--- TEL --- UNDERGROUND ELECTRIC
--- FO --- TELEPHONE LINE
--- X --- FIBEROPTIC LINE
--- X --- BUILDING
--- X --- FENCE
--- X --- PROPERTY BOUNDARY
--- X --- ADJACENT PROPERTY
--- X --- EASEMENT
--- X --- BUILDING SETBACK
--- X --- CURB AND GUTTER
--- X --- EXISTING PAVING
EXISTING: ---
PROPOSED: ---
1295
1295
- STORMSEWER
WATER LINE
OVERHEAD ELECTRIC
GAS LINE
SANITARY SEWER LINE
RIGHT OF WAY LINE
UNDERGROUND ELECTRIC
TELEPHONE LINE
FIBEROPTIC LINE
BUILDING
FENCE
PROPERTY BOUNDARY
ADJACENT PROPERTY
EASEMENT
BUILDING SETBACK
CURB AND GUTTER
EXISTING PAVING
CONTOUR (1')
INDEX CONTOUR (5')
NEW CONTOUR (1')
NEW INDEX CONTOUR (5')



DEVELOPER: J&M TILLMAN, LLC
J & M TILLMAN CENTER
1650 S. INGRAM MILL RD.
CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI 65804
PRELIMINARY CONDOMINIUM PLAT

Field: TWH

Drawn: TWH/TAD

Checked: KMH/TAD

Date: 9/23/2025

Job #: 224003

Dwg#: Tillman-PrePlat

Scale: As Shown

SHEET

PP.1

DEVELOPMENT REVIEW STAFF REPORT

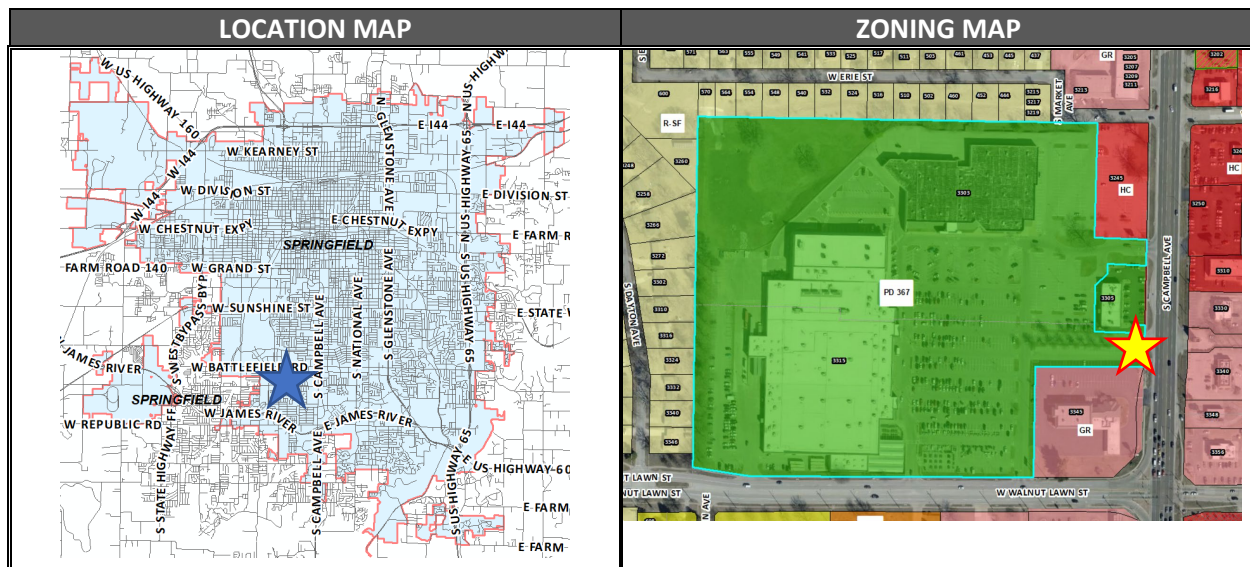
PROJECT INFORMATION	
Case Number:	Subdivision Variance 359
Location:	3303 & 3315 S. Campbell Avenue
Total Acres:	26 acres
Applicant:	Wal-Mart Stores Inc. 8721
Existing Land Use:	Retail store uses
Planning and Zoning Commission:	October 9, 2025
City Council:	N/A
Staff:	Daniel Neal, Senior Planner
Staff 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 36-251(4) of the Subdivision Regulations. The requested variance is to allow the existing access along S. Campbell Avenue to remain.

Section 36-251(4) of the Subdivision Regulations allows one driveway for each 250 feet of frontage on primary arterials. A minimum distance of 200 feet is required from the near right-of-way line of any intersection street to edge of driveway, and from edge of driveway to edge of driveway. Tracts less than 250 feet wide must either share common access or take access from a local or collector street.

If the variance is approved the proposed Administrative Replat, Nonresidential will be reviewed following the Subdivision Regulations and the access on Campbell Avenue will remain.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS: GOOGLE MAPS
STREET VIEW:



PROPERTY HISTORY:

The subject property was last subdivided in 2014 as part of Murphy Oil Administrative Replat, Lot 1.

DEVELOPMENT REVIEW STAFF REPORT

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 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

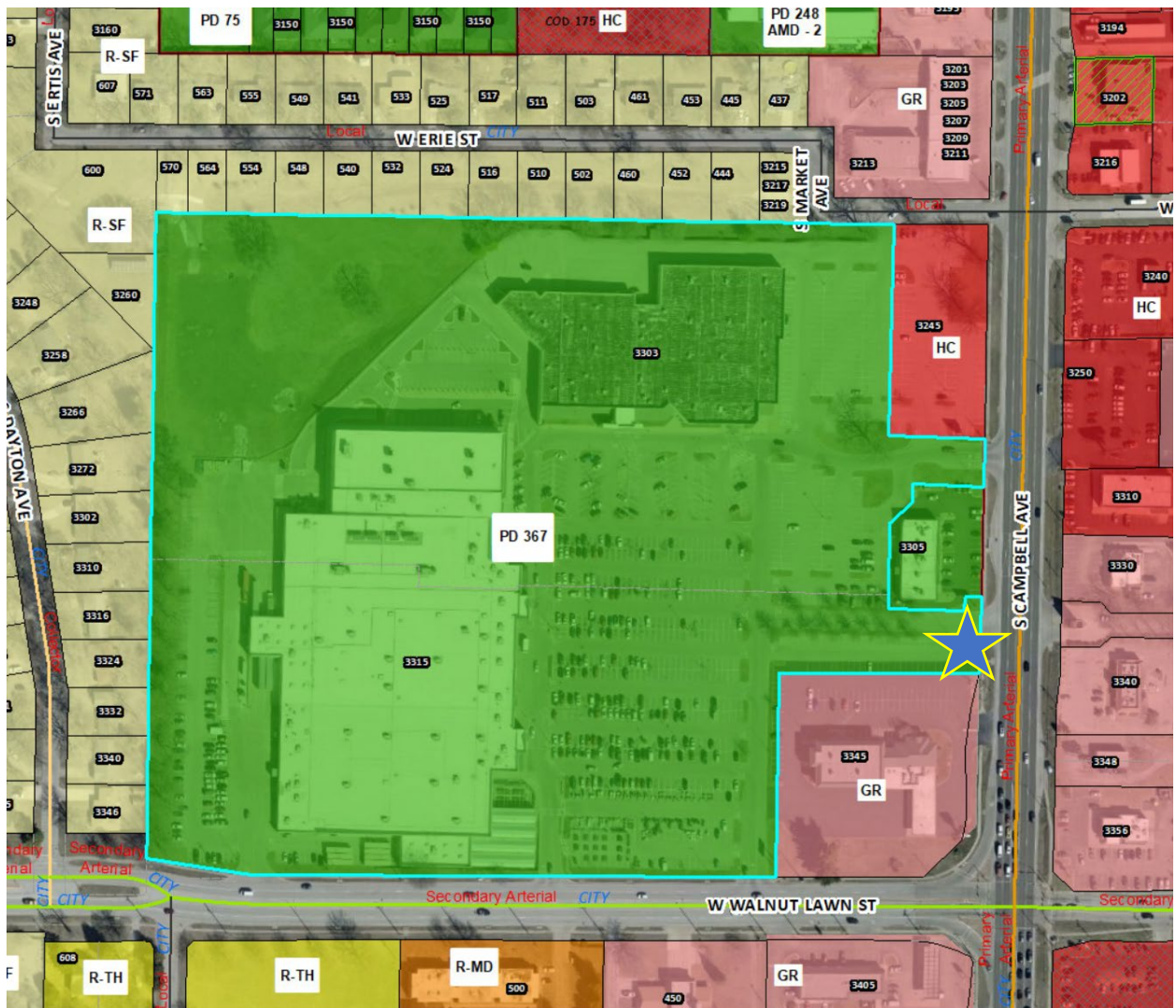
DEVELOPMENT REVIEW STAFF REPORT

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 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:



DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is proposing to subdivide approximately 26 acres with a future administrative replat, nonresidential. The applicant intends on demolishing the former Gordman's structure and rebuild a new fitness center in its place while subdividing the property from the existing Walmart store. The Subdivision Regulations allow one driveway for each 250 feet of frontage on primary arterials. The applicant is proposing to leave the existing driveway along Campbell Avenue even though it doesn't meet this requirement.
2. The applicant is requesting a variance independent of a Preliminary Plat to vary from Section 36-251(4) of the Subdivision Regulations.
3. The future administrative replat, nonresidential must meet all requirements of the Subdivision Regulations unless varied with this application.
4. 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.
5. 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.
6. 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 the proposed administrative replat, nonresidential and additional information in **Attachment 3**.

STAFF RECOMMENDATION:

1. Staff does not 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.

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT COMMENTS:

1. BUILDING DEVELOPMENT SERVICES:

No issues with requested subdivision variance.

2. CITY UTILITIES:

No issues with proposed variance.

3. DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues with driveway variance.

4. FIRE DEPARTMENT:

No issues with proposed variance.

5. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

Variance does not affect stormwater requirements.

6. DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

No issues with the proposed variance request.

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 proposed Subdivision Variance relates to two existing access points that were previously approved for two separate developments (Walmart and Bank Property). The accesses are currently operational and are functional components of the commercial businesses within the development. Without the proposed Subdivision Variance, the likelihood of redeveloping the former Gordmans building as a new commercial use will be extremely low. The conditions for which a Subdivision Variance is requested are unique to this development due to the existing accesses being in place for over 30 years, the conflicting access to the south being owned by separate ownership, and the Re-Plat process requiring compliance with the latest Land Development Code.
The variance is necessary for the preservation and enjoyment of a substantial property right of the owner, and;	The purpose of the variance is to allow Walmart and the surrounding businesses to continue operating as usual and not to impact existing access locations and established traffic patterns as part of the proposed lot split. The current property owner considers the existing access extremely valuable to their business operations; therefore, it is not likely they would proceed with anything that would result in regulations that jeopardize the access to their property.
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 the variance will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located, or diminish or impair the values thereof, since the variance request is to maintain existing access points that have been in use for over 30 years. The proposed variance will not impair an adequate supply of light and air to adjacent property, or cause or substantially increase congestion in the public streets, or increase

DEVELOPMENT REVIEW STAFF REPORT

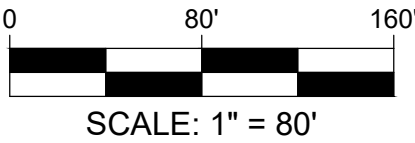
	the danger of fire or the spread of fire, or endanger the public safety. The granting of the variance will allow established access points and traffic patterns to remain in place.
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DEVELOPMENT REVIEW STAFF REPORT

ATTACHMENT 2 LEGAL DESCRIPTION

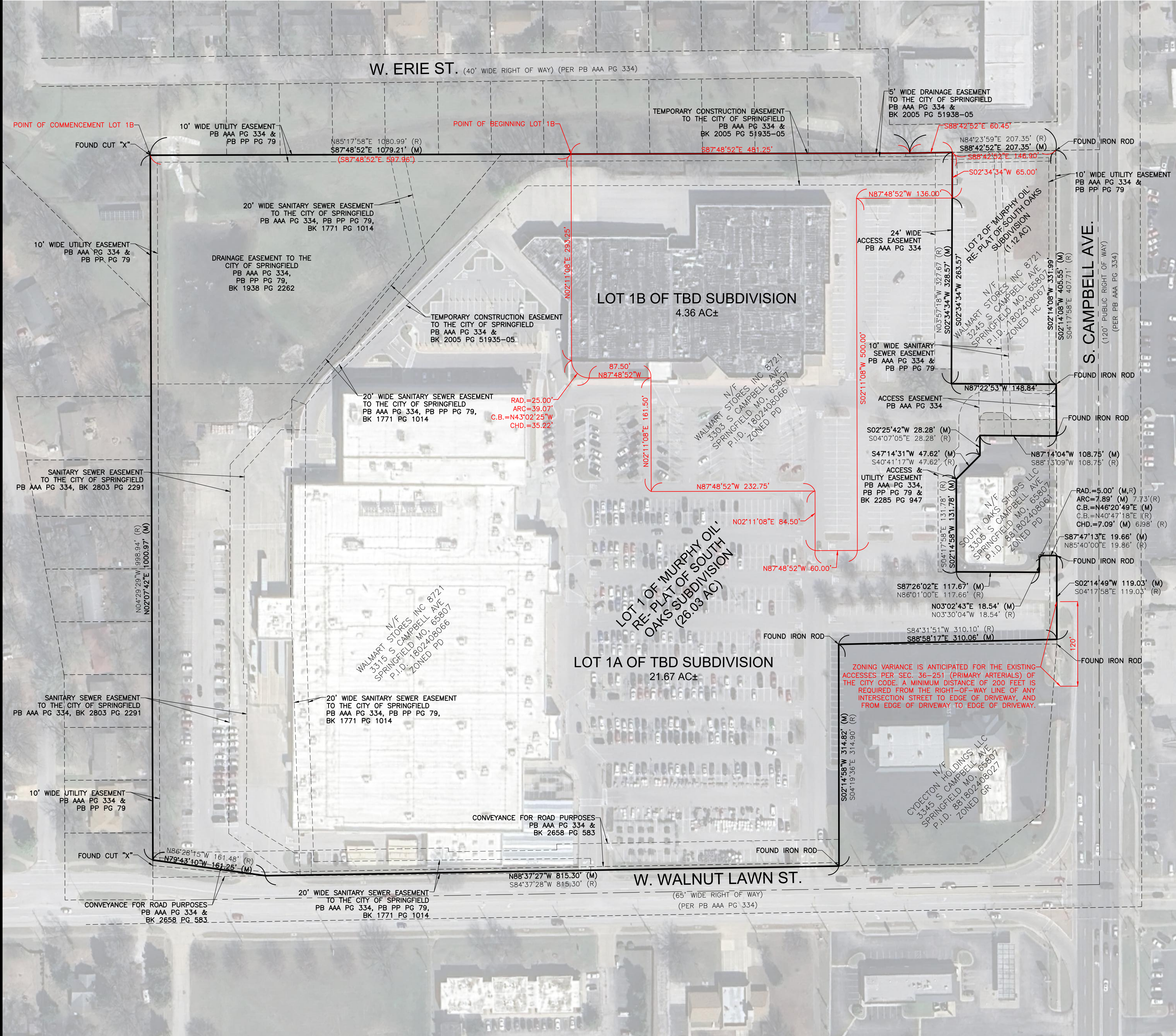
A tract of land being part of Lot One (1), Murphy Oil, an Administrative Re-Plat of part of Lot 1 of South Oaks Center Subdivision, in Section 2, Township 28 North, Range 22 West, City of Springfield, Greene County, Missouri.

CONCEPTUAL BOUNDARY EXHIBIT



SITE NOTES:

- 1. SITE IS ZONED PD – 367, PLANNED DEVELOPMENT
- 2. BOUNDARY INFORMATION IS DRAWN PER FIELD OBSERVATIONS OBSERVED ON JULY 2, 2025 BY BFA, INC.
 - (M) = INDICATES MEASURED SURVEY INFORMATION GATHERED BY BFA, INC. ON JULY 2 2025
 - (R) = RECORDED BOUNDARY INFORMATION PER PLAT OF "MURPHY OIL" AS RECORDED IN BOOK AAA PAGE 334.
- 3. BUILDING SETBACKS AS PER CITY OF SPRINGFIELD, MO CODE:
 - FRONT YARD = NONE
 - SIDE YARD = NONE
 - REAR YARD = NONE



CRUNCH FITNESS
3303 S. Campbell Ave.
Springfield, MO 65807

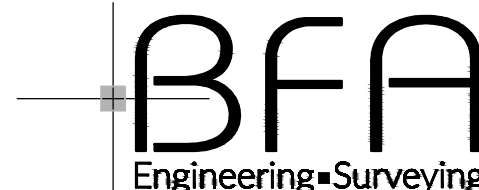
REVISIONS

1	By:	App:
2	By:	App:
3	By:	App:
4	By:	App:

Three working days prior to the start of any excavation on this site the Contractor shall contact 1-800-344-7483 for utility location information.

The contractor shall verify and implement all the required Federal Occupational Safety and Health Administration (OSHA) and/or OSHA approved state-plan regulations established for the type of construction required by these plans.

bfaeng.com TELEPHONE: (636) 239-4751



103 ELM STREET WASHINGTON, MISSOURI 63090

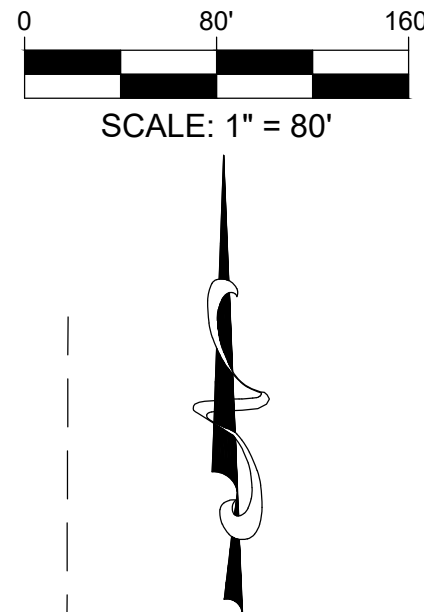
PRELIMINARY DRAWING

FOR REVIEW PURPOSES ONLY
NOT TO BE USED FOR CONSTRUCTION

DRAWN
B.L.F.
CHECKED
J.B.S.
DATE
08/08/25
SCALE
1"=80'
JOB No.
8279
SHEET NAME
CONCEPTUAL
BOUNDARY EXHIBIT

CSP-1.1

"TBD" SUBDIVISION
AN ADMINISTRATIVE RE-PLAT OF LOT 1 OF MURPHY OIL
(AN ADMINISTRATIVE RE-PLAT OF PART OF LOT 1 OF SOUTH OAKS CENTER SUBDIVISION),
IN SECTION 2, TOWNSHIP 28 NORTH, RANGE 22 WEST, CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI.



NOTES:

- Underground facilities, structures, and utilities have been plotted from available surveys and records. Therefore, their location must be considered approximate only. There may be others, the existence of which is presently not known.

Bearings referenced to Grid North of the Missouri Coordinate System 1983, East Zone and elevations referenced to NAVD 1988 per GPS observations utilizing the Geodetic Survey Online Position User Service (OPUS).

Field work was completed on this site by BFA on July 2, 2025.
- M = Indicates measured survey information gathered by BFA, Inc. on July 2, 2025.

R = Recorded boundary info per plat of "Murphy Oil" as recorded in Book AAA Page 334.
- This site scales within Zone X, Defined as areas determined to be outside the 0.2% annual chance floodplain, as shown on the Flood Insurance Rate Map prepared by the Federal Emergency Management Agency National Flood Insurance Rate Map No. 29077C0343E, dated December 17, 2010.
- Contractor shall verify elevation of temporary benchmarks based on the elevation of the primary benchmark, prior to the start of construction. Contractor shall notify engineer if elevations differ from those shown on these plans.

Primary Benchmark - Bearings referenced to Grid North of the Missouri Coordinate System 1983, Central Zone and elevations referenced to NAVD 1988 per GPS observations utilizing the Geodetic Survey Online Position User Service (OPUS).

Temporary Benchmark No. 1- Found Iron Rod North of site
Northing = 482341.52
Easting = 1408219.28
Elevation = 1273.22'

Temporary Benchmark No. 2- Set PK Nail in pavement southeast of site
Northing = 482036.37
Easting = 1408187.55
Elevation = 1279.58'
- No Zoning Report provided at time of survey. This site is zoned "PD" Planned Development District per the City of Springfield.

Building Setbacks per City of Springfield, Missouri:

Front Yard = None
Side Yard = None
Rear Yard = None
- Missouri One Call ticket number 251773295.
- Items labeled with (NFV) were not field verified and are shown from available resources.
- No evidence of recent earth moving work, building construction, or building additions were observed in the process of conducting the fieldwork.
- No proposed changes in the street right of way lines were made available or communicated to the Surveyor regarding the Subject Property.

PROPOSED LEGAL DESCRIPTION:

a tract of land being part of Lot One (1), Murphy Oil, an Administrative Re-Plat of part of Lot 1 of South Oaks Center Subdivision, in Section 2, Township 28 North, Range 22 West, City of Springfield, Greene County, Missouri,
the boundary of which is described as follows:

Commencing at the Cut "X" in the Concrete Headwall also being the Northwest corner of said Lot 1, thence S87°-48'-52"E along the north line of said Lot 1 597.96 ft. to a set iron rod also being the Point of beginning. Continue thence along said line S87°-48'-52"E 481.25 ft. to a set iron rod, Continue thence along said line S88°-42'-52"E 60.45 ft. to a set cut "X"; Thence leaving said north line along West line of Lot 2 S02°-34'-34"W 65.00 ft. to a set pk nail; Thence leaving said line N87°-48'-52"W 136.00 ft. to a set pk nail; Thence leaving said line S02°-11'-08"E 500.00 ft. to a set pk nail; Thence leaving said line N87°-48'-52"W 60.00 ft. to a set pk nail; Thence leaving said line S02°-11'-08"E 84.50 ft. to a set pk nail; Thence leaving said line N87°-48'-52"W 232.75 ft. to a set pk nail; Thence leaving said line N02°-11'-08"E 161.50 Feet to a set iron rod, Thence along a curve to the left, having a radius of 25.00 ft., an arc length of 39.07 ft., a chord bearing of N43°-02'-25"W, a chord distance of 35.22 ft., to a set iron rod; thence leaving said line N02°-11'-08"E 293.25 ft. to the point of beginning, containing 4.36 acres. Subject to any and all easements, conditions, restrictions, etc. of record.

Certificate of Approval by the Department of Planning and Development:

I, Bob Hosmer, Planning Manager, of the Department of Planning and Development of the city of Springfield, Greene County, Missouri, in accordance with the authority granted to me by Section 203 of Article II of the Land Development Code, Chapter 36, Springfield city code, do hereby approve this Administrative Re-Plat, a Subdivision of said city of Springfield of this ____ day of _____, 2025

Bob Hosmer, AICP

CERTIFICATE OF OWNERSHIP:

_____ is/are the soleowner(s) of the property described hereon, which is within the subdivision regulations jurisdiction of the city of Springfield, and freely adopts this plan of subdivision and dedicates to public use all areas shown on this plat as easements or deficient right-of-way, except those specifically indicated as private, and that _____ will maintain all such areas until the offer of dedication is accepted by the appropriate public authority.

The subdivision shall be known as
"TBD SUBDIVISION"

IN WITNESS WHEREOF, we have executed this plat as of

this ____ day of _____, 2025.

Surveyor Certification:

Know all men by these presents:
That I, Mark R. Frankenberg, do hereby certify that this plat was prepared under my supervision from an actual survey of the land herein described prepared by BFA Inc. dated XX-XX-25 and signed by Mark R. Frankenberg L.S. #2365 and that the corner monuments and lot corner pins shown herein were placed under the personal supervision of Mark R. Frankenberg L.S. #2365 in accordance with the standards for Property Boundary Surveys as promulgated for the state of Missouri by the board of Architects, Professional Engineers, Professional Land Surveyors and Professional Landscape Architects and the Missouri Department of Agriculture.

Date of Plat or Map _____

PRELIMINARY

Mark R. Frankenberg, L.S. #2365
State of Missouri
Professional Land Surveyor for
Buescher Frankenberg Associates, Incorporated
Land Surveying Corporation #000096

Three working days prior to the start of any excavation on this site the Contractor shall contact 1-800-344-7483 for utility location information.

The contractor shall verify and implement all the required Federal Occupational Safety and Health Administration (OSHA) and/or OSHA approved state-plan regulations established for the type of construction required by these plans.

bfaeng.com

TELEPHONE: (636) 239-4751

BFA
Engineering•Surveying

103 ELM STREET

WASHINGTON, MISSOURI 63090

"TBD" SUBDIVISION

AN ADMINISTRATIVE RE-PLAT OF LOT 1 OF MURPHY OIL
(AN ADMINISTRATIVE RE-PLAT OF PART OF LOT 1 OF
SOUTH OAKS CENTER SUBDIVISION),
IN SECTION 2, TOWNSHIP 28 NORTH, RANGE 22 WEST,
CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI.

**3303 S CAMPBELL AVE
GREENE COUNTY
SPRINGFIELD, MO 65807**

DRAWN

B.L.F.

CHECKED

J.B.S.

DATE

08/08/25

SCALE

1"=80'

JOB No.

8279

SHEET NAME

ADMINISTRATIVE

RE-PLAT

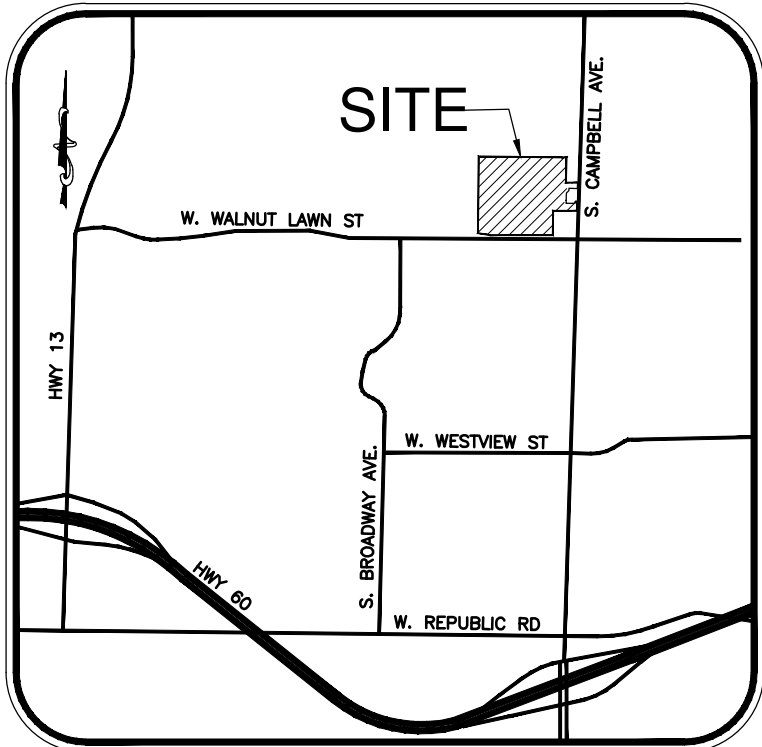
1 OF 1

POINT#	BEARING	DISTANCE	ANGLE
1	S87°48'52"E	1,079.21'	
2	S88°42'52"E	207.35'	180°54'00"
3	S02°14'08"W	405.55'	89°02'59"
4	N87°14'04"W	108.75'	89°13'25"
5	S02°25'42"W	28.28'	270°20'14"
6	S47°14'31"W	47.62'	135°11'11"
7	S02°14'58"W	131.78'	224°59'33"
8	S87°26'02"E	117.67'	269°41'00"
9	N03°02'43"E	18.54'	269°31'15"
10	CHD. B. N48°20'49"E	7.09'	136°41'54"
11	S87°47'13"E	19.66'	134°08'02"
12	S02°14'49"W	119.03'	89°57'58"
13	S88°58'17"E	310.06'	91°13'05"
14	S02°14'58"W	314.82'	268°46'45"
15	N88°37'27"W	815.30'	90°52'26"
16	N79°43'10"W	161.25'	171°05'43"
17	N02°07'42"E	1,000.97'	89°08'07"
1	CLOSING ANGLE		89°56'35"
SUM OF INTERIOR ANGLES=180° (17-2)=2700°			

Drainage Easement Maintenance Statement
All Common Areas shall be considered Drainage Easements. All common areas to be maintained by the property owners association. All drainage easements are to be maintained by the property owner.

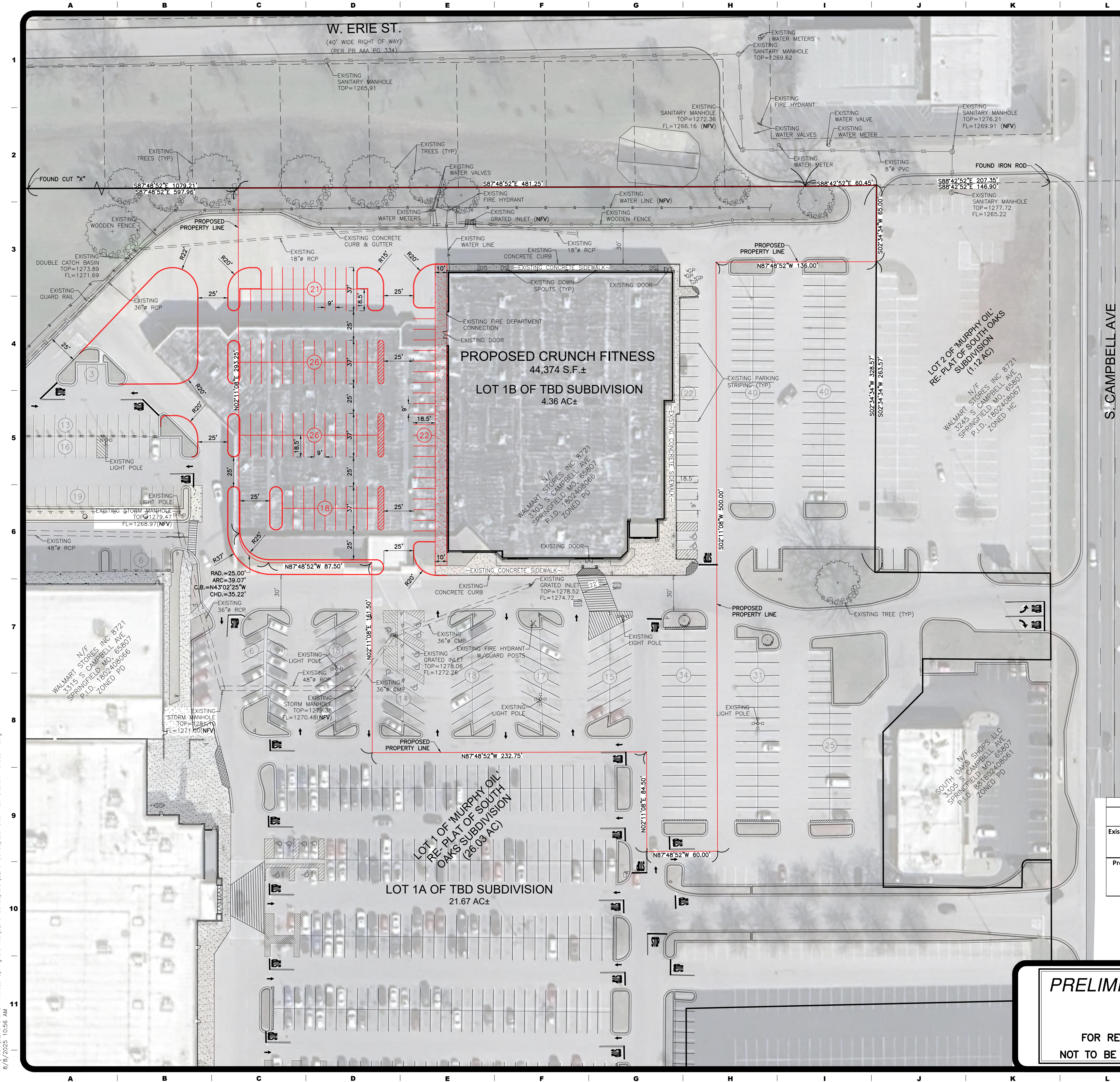
Surface Water Drainage Statement
The area shown hereon is not located in a Storm Sewer District as of the day of recording and may be subject to future assessment cost if included in future Storm Water Benefit District deemed necessary resulting from problems created by surface water run-off. This is due to the fact that the surface water run-off is presently being accommodated by the street and open drainage facilities.

PLAT LEGEND	
DESCRIPTION	EXISTING
EXISTING EASEMENT	----
PROPOSED EASEMENT	-----
PROPERTY LINE OFFSITE	-----
EXISTING PROPERTY LINE	-----
EXISTING SETBACK	-----



SITE LOCATION MAP
NOT TO SCALE

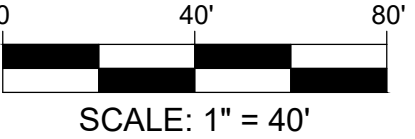
P:\Vault\8279 Crunch Fitness Springfield MO\8279 Conceptual Site Plan Crunch Fitness 1.dwg
8/8/2025 10:56 AM



CONCEPTUAL SITE PLAN 1.0

SITE NOTES:

1. SITE IS ZONED PD - 367, PLANNED DEVELOPMENT
2. BOUNDARY INFORMATION IS DRAWN PER FIELD OBSERVATIONS OBSERVED ON JULY 2, 2025 BY BFA, INC
3. BUILDING SETBACKS AS PER CITY OF SPRINGFIELD, MO CODE:
FRONT YARD = NONE
SIDE YARD = NONE
REAR YARD = NONE



SITE PLAN LEGEND		
DESCRIPTION	PROPOSED	EXISTING
AERIAL ELECTRIC	AE	AE
UTILITY POLE	•	•
GUARD POST	GP	GP
SANITARY MANHOLE	•	•
CATCH BASIN	■	■
JUNCTION BOX	•	•
FLARED END SECTION	▤	▤
CLEANOUT	•	•
GRATED INLET	■	■
GUARD RAIL	—	—
CHAINLINK/WOODEN FENCE	—	—
WATER VALVE	•	•
FIRE HYDRANT	•	•
EASEMENT	---	---
PROPERTY LINE	---	---

PARKING DATA

CRUNCH FITNESS BUILDING APPROX. 44,374 S.F.

CITY REQUIRED PARKING (HEALTH & FITNESS FACILITIES):
1 SPACE FOR EACH 200 S.F. OF TOTAL BUILDING FLOOR AREA.

TOTAL REQUIRED: 226 SPACES

EXISTING PARKING SPACES	120 SPACES
PROPOSED PARKING SPACES	113 SPACES

TOTAL PROVIDED PARKING 233 SPACES
PROVIDED OVERALL PARKING RATIO: 5.25/1,000 S.F.

PARKING INFORMATION - PLANNED DEVELOPMENT				
	BUILDING S.F.	TOTAL PARKING SPACING TYPES RATIOS	TOTAL PARKING SPACES REQUIRED	TOTAL PARKING SPACES PROVIDED
Existing (Approved 12/15/21)	Retail: 82,947 S.F.	1 SP/250 SF OF TFA OR	332 SPACES	1,082 SPACES
	Walmart: 149,911 S.F. of Net Usable Floor Area	1 SP/200 SF OF NET UFA, WHICHEVER IS LESS	750 SPACES	
Proposed (Crunch Fitness)	Crunch Fitness: 44,374 S.F.	1 SP/200 SF OF TFA	222 SPACES	233 SPACES
	Walmart: 149,911 S.F. of Net Usable Floor Area	1 SP/250 SF OF TFA OR 1 SP/200 SF OF NET UFA, WHICHEVER IS LESS	750 SPACES	956 SPACES
			1,189 TOTAL SPACES	

Three working days prior to the start of any excavation on this site the Contractor shall contact 1-800-344-7483 for utility location information.

The contractor shall verify and implement all the required Federal Occupational Safety and Health Administration (OSHA) and/or OSHA approved state-plan regulations established for the type of construction required by these plans.

PRELIMINARY DRAWING

FOR REVIEW PURPOSES ONLY
NOT TO BE USED FOR CONSTRUCTION

bfoeng.com

TELEPHONE: (636) 239-4751

103 ELM STREET WASHINGTON, MISSOURI 63090

CRUNCH FITNESS
3303 S. Campbell Ave.
Springfield, MO 65807

REVISIONS

1	By:	App:
2	By:	App:
3	By:	App:
4	By:	App:

DRAWN
B.L.F.
CHECKED
J.B.S.
DATE
08/08/25
SCALE
1"=40'
JOB No.
8279
SHEET NAME
CONCEPTUAL SITE
PLAN 1.0

CSP-1.0

**PLANNING AND DEVELOPMENT DEPARTMENT
DEVELOPMENT REVIEW
MEMORANDUM**

DATE: October 2, 2025

TO: Planning and Zoning Commission

FROM: Bob Hosmer, AICP
Planning Manager

SUBJECT: Initiate amendments to the Springfield Land Development Code

Staff is requesting that Planning and Zoning Commission initiate amendments to the Springfield Land Development Code pursuant to Sec. 36-367. - Amendments.

As recommended by the adoption of Forward SGF, the City should perform a comprehensive review and update of its Land Development Code to establish regulations that support the desired type of development and goals of the Comprehensive Plan. This may include changes to building setback, parking lot orientation, sign standards, landscaping requirements, density, use standards, and designated zoning districts, with a focus on providing public realm improvements to improve interaction between development and the surrounding area.

Sec. 36-367. – Amendments

- (1) *Authority. The city council may from time to time by ordinance amend, supplement, change, modify or repeal the boundaries of the districts or regulations herein or subsequently established. The planning and zoning commission's role with respect to rezoning applications is advisory. Any report or recommendation made by the planning and zoning commission shall not be binding on the city council, nor shall such recommendation or report limit the city council's legislative authority.*

Before an amendment shall be approved by ordinance, the planning and zoning commission shall have first had a public hearing regarding the proposed amendment and made an official report to the city council regarding the planning and zoning commission's recommendation regarding said amendment. Once the planning and zoning commission has made its official report, any further review by the planning and zoning commission shall not be required unless the city council elects to refer a matter back to the planning and zoning commission for further review.

- (2) *Initiation of amendment. Amendments may be proposed by the council, the planning and zoning commission, or by a person owning or having an interest in property in the City of Springfield. If the council initiates an amendment, its proposal shall be transmitted to the planning and zoning commission for the commission's report and recommendation.*

If approved, staff will prepare and draft changes to the Land Development Code and schedule a public hearing at the next available date for both the Planning and Zoning

Commission and the City Council.

**PLANNING AND DEVELOPMENT DEPARTMENT
DEVELOPMENT REVIEW
MEMORANDUM**

DATE: October 2, 2025

TO: Planning and Zoning Commission

FROM: Bob Hosmer, AICP
Planning Manager

SUBJECT: Initiate amending the Springfield Land Development Code, Section 36-306,
'Official zoning map and rules for interpretation.

Staff is requesting that Planning and Zoning Commission initiate amendments to the Springfield Land Development Code pursuant to Sec. 36-306. - Official zoning map and rules for interpretation.

As recommended by the adoption of Forward SGF, the City should perform a comprehensive review and update of its Land Development Code to establish regulations that support the desired type of development and goals of the Comprehensive Plan. This may include changes to building setback, parking lot orientation, sign standards, landscaping requirements, density, use standards, and designated zoning districts, with a focus on providing public realm improvements to improve interaction between development and the surrounding area.

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