

City of Springfield



Agenda

City Council

revised

Jeff Schrag, Mayor

Zone Councilmembers

Monica Horton, Zone 1
Abe McGull, Zone 2
Brandon Jenson, Zone 3
Bruce Adib-Yazdi, Zone 4

General Councilmembers

Heather Hardinger, General A
Craig Hosmer, General B
Callie Carroll, General C
Derek Lee, General D

November 3, 2025

6:30 PM

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

[Rules and procedures.](#)

1. ROLL CALL.

2. APPROVAL OF MINUTES.

2.1. Approval of Minutes. October 20, 2025, City Council Meeting.

3. FINALIZATION AND APPROVAL OF CONSENT AGENDAS.

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

4. CEREMONIAL MATTERS.

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

6. SECOND READING AND FINAL PASSAGE.

Citizens Have Spoken. May Be Voted On.

6.1. Council Bill 2025-226 (McGull)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 48 acres of property generally located at 3830 East Division Street from County A-1, Agriculture District, to Planned Development No. 392; and adopting an updated Official Zoning Map. (By: East Division Development, LLC Etal; 3830 E. Division Street; Planned Development No. 392).

6.2. Council Bill 2025-227 (Carroll, Hardinger, Horton, Lee)

A general ordinance amending the Springfield City Code by enacting a new Chapter 75 'RESIDENTIAL RENTAL LICENSE AND INSPECTION PILOT PROGRAM.'

7. RESOLUTIONS.

Citizens May Speak. May Be Voted On.

7.1. Council Bill 2025-229 (Schrag)

A resolution authorizing Mayor Jeff Schrag, on behalf of the City of Springfield, to attend the Citizen's Trip with the Springfield Sister Cities Association to our sister city, Tlaquepaque, Jalisco, Mexico.

7.2. Council Bill 2025-230 (McGull)

A resolution authorizing the City Manager, or designee, on behalf of the City of Springfield, Missouri, to apply for tax credits from the Missouri Development Finance Board for contributions to benefit Care to Learn.

7.3. Council Bill 2025-231 (Carroll, Hardinger, Horton, Lee)

A resolution adopting the City of Springfield's Legislative Priorities for 2026.

8. EMERGENCY BILLS.

9. PUBLIC IMPROVEMENTS.

10. GRANTS.

11. AMENDED BILLS.

12. COUNCIL BILLS FOR PUBLIC HEARING.

Citizens May Speak. Not Anticipated To Be Voted On.

12.1. Council Bill 2025-225 (Carroll) This item was postponed from the October 20, 2025, City Council meeting to the November 3, 2025, City Council meeting.

A special ordinance approving the Amended Petition to Establish the Sunshine Towne Centre Community Improvement District; and authorizing the City Manager, or designee, to execute the First Amendment to the Cooperative Agreement between the City of Springfield, the Sunshine Towne Centre Community Improvement District, and Springfield West Partners, LLC.

12.2. Council Bill 2025-232 (Horton)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.22 acres of property generally located at 426 North Warren Avenue from R-TH – Residential Townhouse District to LB – Limited Business District; and adopting an updated Official Zoning Map. (By: Paul Mueller Company; 426 N. Warren Avenue; Z-21-2025)

12.3. Council Bill 2025-233 (Horton)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 2.90 acres of property generally located at 2565 North Kansas Expressway from GR – General retail district to HC – Highway commercial district; and adopting an updated Official Zoning Map. (By: Morris Loan & Investment Corp Inc.; 2565 North Kansas Expressway; Z-16-2025)

12.4. Council Bill 2025-234 (Adib-Yazdi)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.87 acres of property generally located at 2404 East Sunshine Street from Planned Development No. 136 Amendment 1 to GR – General retail district; and adopting an updated Official Zoning Map. (By: Deckard & Ward LLC; 2404 East Sunshine Street; Z-22-2025)

13. FIRST READING BILLS. Requiring One Reading.

14. FIRST READING BILLS. Requiring Two Readings.

Citizens May Speak. Not Anticipated To Be Voted On.

14.1. Council Bill 2025-235 (Lee)

A special ordinance amending the Fiscal Year 2025-2026 budget of the City of Springfield Fire Department, in the amount of \$80,000, to appropriate funds from the Fire Department Training Fund.

14.2. Council Bill 2025-236 (Hardinger)

A general ordinance repealing General Ordinance 6935; and amending Springfield City Code Chapter 38, "Building Development Codes," by deleting Article XV, "Floodplain Management," and enacting a new Article XV, "Floodplain Management," in lieu thereof to comply with the Federal Emergency Management Agency's most recent model floodplain management ordinance.

14.3. Council Bill 2025-237 (Hosmer)

A special ordinance authorizing the City Manager, or designee, to enter into a supplemental agreement with Missouri Highways and Transportation Commission and TransCore ITS, LLC, to provide additional services related to the development, implementation, and maintenance of the Advanced Transportation Management System software and hardware in use at the Springfield Traffic Management Center, for the not to exceed price of \$115,159.64.

15. PETITIONS, REMONSTRANCES AND COMMUNICATIONS.

15.1. Becky Volz wishes to address City Council.

15.2. Mary Ann Bonetti wishes to address City Council.

15.3. David Ortiz wishes to address City Council.

16. NEW BUSINESS.

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

16.2. The Committee of the Whole recommends the following appointment to the Board of Public Utilities: Hal Higdon with term to expire December 1, 2028.

16.3. The Committee of the Whole recommends the following reappointment to the Board of Public Utilities: Steve Dooley with term to expire December 1, 2028.

17. UNFINISHED BUSINESS.

18. MISCELLANEOUS.

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

19.1. Council Bill 2025-238 (Carroll)

A special ordinance authorizing the City Manager, or designee, to enter into an agreement between the City of Springfield, City Utilities of Springfield, Greene County, and Christian County Emergency Services to allow Christian County Emergency Services to locate its Radio Prime Site at the Trunked Radio System Master Site.

19.2. Council Bill 2025-239 (McGull)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of J & M Tillman Center, generally located at 1650 South Ingram Mill Road, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance. (By: J&M Tillman, LLC; 1650 South Ingram Mill Road; Preliminary Plat of J&M Tillman Center)

19.3. Council Bill 2025-240 (Adib-Yazdi)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of Mercy Springfield South Campus 1st Addition, generally located at 6375 South Innovation Avenue and 6217 South Southwood Avenue, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance. (By: Tea Properties of Missouri II, LLC;

6375 South Innovation Avenue & 6217 South Southwood Avenue; Preliminary Plat of Mercy Springfield South Campus 1st Addition)

20. CONSENT AGENDA – ONE READING BILLS.

21. CONSENT AGENDA – SECOND READING BILLS.

22. END OF CONSENT AGENDA.

23. CLOSED SESSION.

City Council will hold a closed meeting to discuss legal actions, causes of action or litigation involving a public governmental body and any confidential or privileged communications between a public governmental body or its representatives and its attorneys pursuant to Section 610.021(1), RSMo.; and leasing, purchase or sale of real estate by a public governmental body where public knowledge of the transaction might adversely affect the legal consideration therefor pursuant to Section 610.021(2), RSMo.; and this meeting, record, and vote shall be closed and the City Council shall stand adjourned at the end of the closed session.



City of Springfield

Minutes

City Council Meeting

Jeff Schrag, Mayor

Zone Councilmembers

Monica Horton, Zone 1
Abe McGull, Zone 2
Brandon Jenson, Zone 3
Bruce Adib-Yazdi, Zone 4

General Councilmembers

Heather Hardinger, General A
Craig Hosmer, General B
Callie Carroll, General C
Derek Lee, General D

October 20, 2025

6:30 PM

Regional Police-Fire

**Training Center
2620 West Battlefield Road
Room 101, 102, and 103**

1. ROLL CALL.

Present: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Absent: None.

2. APPROVAL OF MINUTES.

- 2.1. Approval of Minutes. October 6, 2025, City Council Meeting and October 7, 2025, Special City Council Meeting.

Councilmember Carroll moved to approve the minutes of the October 6, 2025, City Council Meeting and October 7, 2025, Special City Council Meeting as presented. Councilmember Jenson seconded the motion, and it was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

3. FINALIZATION AND APPROVAL OF CONSENT AGENDAS.

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

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

4. CEREMONIAL MATTERS.

5. CITY MANAGER REPORT, RESPONSES TO QUESTIONS RAISED AT THE PREVIOUS CITY COUNCIL MEETING, AND REPORT FROM THE CHAIR OF THE CITIZENS' TAX OVERSIGHT COMMITTEE.

David Cameron, City Manager, noted Springfield was recognized as the most neighborly city in Missouri through the Good Neighbors Week Initiative. He added Springfield led the State in acts of neighboring nominations and community pledges. Mr. Cameron further noted the program was coordinated by the University of Missouri (MU) extension and the Hopeful Neighborhood Project.

Mr. Cameron noted the next SGF Ambassadors Academy was slated to begin October 23 with a full waiting list. He further noted the program helped residents become involved in City projects and community services. He added details for future sessions could be found at available@volunteersgf.org.

Mr. Cameron noted the Crisis Leadership Summit, organized by Fire Chief David Pennington, through Harvard University, was in preparation. He further noted it spoke to the forward-thinking nature of staff and would bring together leaders from government, business, and nonprofits to strengthen the community's preparedness and resilience.

Mr. Cameron noted the Galloway Street Widening Projects were near completion and celebrated with a community block party with more than 120 attendees. He noted this was a great example of teamwork and partnership. An informational video was shown at the meeting.

Ray Lampert, Chair of the Citizens' Tax Oversight Committee, thanked City Council for the opportunity to report to the city on behalf of the Committee. Mr. Lampert noted the Committee was charged by Ordinance with reviewing the collection and expenditure of sales taxes from the City. He added the meeting agendas were available on the City's website, and members of the public were permitted to attend with advance notice. He added the Committee met once per quarter and received reports from City staff, which included: David Holtman, Director of Finance; Dan Smith, Director of Public Works; Eric Claussen, Assistant Director of Public Works; Brett Foster, Assistant Director of Public Works; Mike Brown, Financial Officer; and Nikki Bounds, Senior Executive Secretary for the Finance Department. Mr. Lampert added the Committee currently received reports on the following sales taxes: 1/8-cent Transportation Sales Tax, 1/4-cent Capital Improvements Sales Tax, Pension Sales Tax, Hotel/Motel Tax Level Property Tax, and most recently they began to receive reports on the new Marijuana Sales Tax.

Mr. Lampert noted the Committee reported the expenditures were appropriately classified and in accordance with ballot language approved by the people of Springfield and the plans set forth by the City. He further noted the Committee presently had three vacancies and recommended the City Council take appropriate steps to appoint suitable citizens to fill those vacancies so that the Committee could continue its work with full membership.

6. SECOND READING AND FINAL PASSAGE.

Citizens Have Spoken. May Be Voted On. Except Item 6.4. Citizens May Speak on the Amended Council Bill Only.

6.1. Council Bill 2025-220 (Adib-Yazdi)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 2.60 acres of property generally located at 1739, 1745, and 1755 South National Avenue, 1111, 1119, 1133, and 1141 East Sunshine Street, and 1138 East University Street from R-SF – Single-family residential district to O-2, Office district with Conditional Overlay District No. 276; establishing Conditional Overlay District No. 276; and adopting an updated Official Zoning Map. (By: BK&M, LLC; 1739, 1745, and 1755 South National Avenue, 1111, 1119, 1133, and 1141 East Sunshine Street, and 1138 East University Street; Z-20-2025 with Conditional Overlay District No. 276).

Councilmember Adib-Yazdi moved to remand Council Bill 2025-220 (Adib-Yazdi) to the Planning and Zoning Commission. Councilmember McGull seconded the motion, and it was discussed.

Councilmember Adib-Yazdi noted some assertions he made at the last meeting had been clarified, and there was new information received after the last meeting. He further noted he was provided with information regarding the remand process. Councilmember Adib-Yazdi noted O- 2 zoning was discussed and a conditional use permit for a hotel after the fact was not listed in the conditional overlay district and would not be possible for the applicant. He added the applicant was still in favor of the remand.

Councilmember Hosmer asked if the purpose of the remand was so the applicant would have the authority to put a hotel in this location. Councilmember Adib-Yazdi responded the purpose would be to amend the conditional overlay district to include the use of short-term lodging, a hotel, as it was not specifically listed as an inclusionary use. He added the applicant requested the proposed be remanded to add the use. Councilmember Hosmer noted City Council had been dealing with the proposed for nearly three years. He noted the proposed had failed in the past and expressed his belief a message could be taken from that when the applicant did not know what they would build, there was no plan, and they would not be the final developer. He further expressed his belief this was not a good way to do business in the City.

Councilmember Jenson noted he understood Councilmember Hosmer's concerns and sentiments. However, he expressed his belief the developer should have the right to present the vision they had for the property and let it stand on those merits. He expressed his support for the remand, but that did not necessarily mean he would support the final product.

The motion to remand Council Bill 2025-220 to the Planning and Zoning Commission was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor Schrag. Nays: Councilmember Hosmer and Councilmember Adib-Yazdi. Absent: None. Abstain: None.

Councilmember Hosmer asked if the zoning protest petition the neighborhood submitted would start over. Mr. Crighton responded this would need to be verified.

6.2. Council Bill 2025-217 (McGull)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 3.33 acres of property generally located at 3358 North Beaver Road and 5242 East Farm Road 104 from County C-1 district to HC – Highway commercial district; and adopting an updated Official Zoning Map. (By: CREDC Strafford, LLC; 3358 North Beaver Road & 5242 East Farm Road 104; Z-17-2025).

Ordinance 6957. Council Bill 2025-217 (McGull) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: Councilmember Hosmer. Absent: None. Abstain: None.

6.3. Council Bill 2025-218 (McGull)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.20 acres of property generally located at 1544 North National Avenue from GM – General manufacturing district to GR – General retail district; and adopting an updated Official Zoning Map. (By: 3 Patel, LLC; 1544 North National Avenue; Z-18-2025).

Ordinance 6958. Council Bill 2025-218 (McGull) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.4. Amended Council Bill 2025-219 (Jenson)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 6 acres of property generally located at 1012 West Buena Vista Street from Planned Development No. 377 to R-SF – Single-family residential district; and adopting an updated Official Zoning Map. (By: Ridge HZ, LLC; 1012 W. Buena Vista Street; Z-15-2025).

Councilmember Lee recused himself from Amended Council Bill 2025-219 and left the dais.

The Mayor noted the Council Bill was amended on October 6.

Justin Crighton, Assistant Director of Planning and Development, provided a brief overview of the proposed. Mr. Crighton noted the proposed was amended to clear up some language. He added the hashed area in red on the exhibit would be taken out of the Planned Development that it was currently part of and into a residential single-family district. He added the remainder of Planned Development 377 would need to be rezoned to be developed. He added there was concern from the citizens regarding through traffic that could be generated. He further noted the existing Planned Development showed a gate on the property that would restrict access.

Councilmember Adib-Yazdi asked if the portion was rezoned to single-family and the remainder of Planned Development 377 was yielded unusable, if it would it come back to City Council in the future. Mr. Crighton responded affirmatively.

An opportunity was given for citizens to express their views.

Anita Cotter, City Clerk, noted there were 12 speakers, and in line with City Council policy, each speaker would be allotted three minutes. She added two names would be called at a time as there were individuals in the overflow room.

The following speakers spoke in support of the proposed: David Bodeen. Mr. Bodeen, a representative of the owner, expressed his belief the neighbors and developer agreed to rezoning the property as residential single family. He further noted the highlighted area was the existing drive access that had an access gate coming off Buena Vista and where it connected to Buckingham Lane. He added they would prefer the road be private and remain gated at both ends.

The following speakers spoke in opposition to the proposed: Sheri McCall, David Hall, Levi Wilson, Aleta Dyer, Dustin Butler, Tim Cedarblom, Marc Alfano, Edward Alford, Lucy Enlow, Debra Enlow, and Joslyn Townsend. The speakers raised concerns over traffic, traffic safety, the challenge of widening Weaver Road, and consideration of opening a throughway to Weaver Road. Those in opposition also noted concerns with possible removal of the existing gate, and noted preferring prevention of traffic instead of traffic calming. They added to their concerns cars parking along streets in places, leaving only one lane to drive through, and noted the intersection of Weaver Road and Buckingham Lane was already dangerous, with poor visibility at the intersection. It was expressed that connectivity should not come at the expense of safety, and some expressed their belief the roads were never built for commercial traffic. A preference for keeping the gate in place was also expressed.

Mr. Alford noted the vision stated in Springfield's Safer Streets Initiative was to develop a livable, healthy, and equitable community where the traveling public could move about safely. It was also noted that children play outside and ride bikes on the streets, and some expressed they would like children to play without worry.

Councilmember Jenson asked Ms. McCall if her concern with the development was with the through traffic that a connection between Buena Vista and Buckingham Lane would generate. Ms. McCall responded it was with the possibility that the gate would be removed.

Councilmember Adib-Yazdi noted if the rezoning was approved, the proposed would still have to come through as a preliminary plat and with conditions being placed, he asked if they would have latitude on the conditions. Jan Millington, Deputy City Attorney, responded they would have latitude on the conditions.

Councilmember Jenson thanked Lucy Enlow for speaking and encouraged her to remain involved in City government.

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

Ms. Cotter noted a protest petition was received and found to be insufficient at 2.6 percent. Therefore, a supermajority, or six votes, would not be required for passage. She further noted a copy of the supplemental explanation sheet could be found at City Council's places.

Councilmember Carroll expressed her belief the through street, and not the development, was the issue and asked if the proposed could be amended to close off the street to public access. Ms. Millington responded City Council would have legislative power to do that. Ms. Millington noted she believed the developer wished to make the road private, which would require Public Works approval.

Councilmember Carroll moved to prohibit through access from Buena Vista to Buckingham Lane. Mayor Schrag asked for a second to the motion. Ms. Millington asked if Councilmember Carroll would like to state the type of method to prevent the through street. Councilmember Carroll withdrew her motion.

Councilmember Jenson asked why a connection from Buena Vista to Buckingham Lane was required. Steve Childers, Director of Planning and Development, responded it was part of the Subdivision Code that connections be made. Councilmember Jenson asked why it was not allowed to require permanent or semi-permanent closure across public right-of-way. Mr. Childers responded City Council had full legislative authority to accept or deny the request for a gate. He noted there were several options depending on if the proposed would be public right-of-way and come back to City Council as a preliminary plat, or a private street with or without public right-of-way.

Councilmember Jenson noted the Ozarks Transportation Organization (OTO) did not propose a north/south connecting road at the location but proposed the connection be farther to the west off Kansas Avenue and Buena Vista.

Councilmember Jenson asked if the motion would amend the requirements so there would be gated access for emergency access only on a public right-of-way located at the southern terminus of the property was appropriate or if there was alternative working to achieve that effect. Mr. Childers expressed his belief that was appropriate and noted Dan Smith, Director of Public Works, could explain the gate specifics. Mr. Smith asked if there was a way staff could come back with a method to keep access from happening, thinking through all factors and recommending that to City Council.

Councilmember Jenson moved to postpone Amended Council Bill 2025-219 to the November 3, 2025, City Council meeting so staff may prepare recommended language that provided for a gate across a public right-of-way at the southern terminus of the property.

Ms. Cotter noted a motion to postpone would postpone the proposed to the next meeting and if amended at the November 3 meeting, that would postpone the proposed for two additional weeks to allow for public comment. Mr. Smith noted the issue could be resolved though the preliminary plat.

Councilmember Carroll asked to hear from the developer regarding gate access. Mr. Bodeen noted there was an existing gate in place which would be considered an emergency gate, or

fire gate. He further noted it could be equipped with a box to allow first responders to open the gate. Mr. Bodeen added they preferred a private street with no public right-of-way. He added they were asking for the existing gate to stay in place and to add an additional gate at the access point to the north of Buena Vista. Councilmember Jenson withdrew his motion to postpone.

Mayor Schrag expressed his belief all agreed that through access was not wanted. He asked how that could be guaranteed. Mr. Childers responded what he understood was the developer was asking for the gate to remain on the southern property line at Buckingham Lane and that it would not be public right-of-way, but a private right-of-way with a private street and no public access. He added the developer was asking for another gate to the north. Mayor Schrag asked the developer if that was correct. Mr. Bodeen responded affirmatively.

Councilmember Adib-Yazdi asked if City Council would see the development come back as a preliminary plat and then they could have a discussion regarding approval of the actual devices being discussed. Ms. Millington noted the issue before City Council was to determine if the property would be rezoned to single-family residential, and the details would come forward with a preliminary plat. Councilmember Adib-Yazdi noted a gate could not be seen on Google Earth images. Mr. Bodeen noted the gate could not be seen as it was in the trees. Mr. Childers noted the gate would need to be updated.

Councilmember Horton noted she was prepared to vote in the affirmative on the rezoning.

Ordinance 6959. Amended Council Bill 2025-219 (Jenson) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: Councilmember Lee. Abstain: None.

Mayor Schrag assured the neighbors they had been heard, and City Council had heard the developer regarding wishes to not make a through street.

Councilmember Lee returned to the dais.

6.5. Council Bill 2025-222 (Hosmer)

A special ordinance authorizing a budget adjustment amending the budget of the Tourism/Convention Fund for Fiscal Year 2025-2026 in the amount of \$750,000 to appropriate reserves from the Tourism/Convention Fund for the purpose of planning, designing, and constructing a Regional Convention and Event Center.

Ordinance 28219. Council Bill 2025-222 (Hosmer) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

7. RESOLUTIONS.

8. EMERGENCY BILLS.

9. PUBLIC IMPROVEMENTS.

10. GRANTS.

11. AMENDED BILLS.

12. COUNCIL BILLS FOR PUBLIC HEARING.

Citizens May Speak. Not Anticipated To Be Voted On.

12.1. Council Bill 2025-225 (Carroll)

A special ordinance approving the Amended Petition to Establish the Sunshine Towne Centre Community Improvement District; and authorizing the City Manager, or designee, to execute the First Amendment to the Cooperative Agreement between the City of Springfield, the Sunshine Towne Centre Community Improvement District, and Springfield West Partners, LLC.

Councilmember Jenson noted out of a concern that the proposed Board of Directors for the Community Improvement District (CID) potentially did not meet the requirements of RSMo. 67-1451. Specifically, that at least one director have no financial interest in any real property or business operating within the district.

Councilmember Jenson moved to postpone Council Bill 2025-225 (Carroll) to the November 3, 2025, City Council meeting, so staff could further evaluate the petition and work with the developer to resolve any issues. Mayor Pro Tem Hardinger seconded the motion, and it was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

Mayor Schrag called for a recess at approximately 7:37 p.m.

City Council reconvened at approximately 7:52 p.m.

12.2. Council Bill 2025-226 (McGull)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 48 acres of property generally located at 3830 East Division Street from County A-1, Agriculture District, to Planned Development No. 392; and adopting an updated Official Zoning Map. (By: East Division Development, LLC Etal; 3830 E. Division Street; Planned Development No. 392).

Mayor Schrag noted there were a great number of speakers signed up. He further noted the three-minute time limit would apply and added City Council had tremendous interest and valued the time and input of everyone. He asked speakers to keep comments within the three minutes and to focus on providing new information and new perspectives that were not already covered by another speaker. Mayor Schrag asked those in support of the proposed to stand. After they were seated, he asked all those opposed to stand.

Ms. Cotter noted there were 33 speakers and according to City Council policy, each speaker would be allotted three minutes.

Steve Childers, Director of Planning and Development, provided a brief overview of the proposed. Mr. Childers noted the property was annexed in 2025 and currently retained the A-1 Agricultural Zoning. He further noted the request was to rezone the property, approximately 48 acres, to Planned Development 392. Mr. Childers added on June 26, 2025, the first neighborhood meeting was held. July 17 was the first public hearing at the Planning and Zoning Commission meeting, where the recommendation was for denial. Mr. Childers noted the proposed came before City Council on August 11 and was remanded to the Planning and Zoning Commission at the request of the applicant to allow the presentation to address substantive changes to the application. Mr. Childers further noted a second neighborhood meeting was held on September 9 with over one hundred individuals in attendance. He added on September 11, the proposed came before the Planning and Zoning Commission and the public hearing was left open to allow for clarification regarding a potential traffic signal agreement at the location of LaCompte and Division Street. Mr. Childers noted the proposed returned to the Planning and Zoning Commission on September 25 and the recommendation was for approval with a vote of 5 to 3.

Councilmember McGull asked Mr. Childers to briefly describe the current proposal. Mr. Childers noted the property was located at 3830 East Division and zoned agricultural. He added the proposed was to rezone the property to a mixed-use traditional neighborhood with no commercial being proposed. Mr. Childers further noted the development would be a mixed use of different densities of residential, including single-family residential, townhomes, multifamily, and some villas. Mr. Childers added the single-family would be on the street frontage, then townhomes, villas, and multifamily. He noted the multifamily was reduced from four stories to three and was in the center of the development. Mr. Childers noted there were significant pedestrian improvements that would link everything on the inside of the development.

Councilmember Lee asked how 11 dwelling units per acre corresponded to the normal zoning code. Mr. Childers responded the entire number of units proposed was approximately 510 dwelling units. He added 11 dwelling units per acre was lower than other developments and was fairly normal. Mr. Childers noted he understood the concerns from the neighborhood.

Councilmember Lee noted multifamily design guidelines were required for developments over 11 dwelling units per acre. He further noted there were design guidelines used in the proposed. Mr. Childers responded the City was currently under the existing codes and in the process of adopting new codes. He added they were working with developers as projects came in and there were elements taken from multifamily design guidelines to implement into any kind of planned development that could improve the development. He added the developer was working to adopt some of the elements that would become standards within the new code.

An opportunity was given for citizens to express their views.

The following speakers spoke in support of the proposed as representatives of the applicant: Will Hoey, Ricky Haase, Matt Capen, Megan Creson, and Josh Bryan. Mr. Hoey noted they held another neighborhood meeting which included more exhibits, and included an updated traffic signal plan with turn lanes and improvements that were previously required and an exhibit that highlighted the grades and elevations in relation to the three-story apartment complexes. Mr. Hoey added the site for some of the apartments was nearly a story below street grade. He highlighted the definition of missing middle housing, noting it did not discuss price. Mr. Hoey noted the single-family housing was on the west and the south of the property, with the apartments located towards the primary arterial.

Ricky Haase noted the project started in September 2023. He further noted they worked with staff and eventually came to an 11 unit per acre development, which was low density by Code definition. He added he had met with neighbors and received no pushback at that time. Mr. Haase noted the property was annexed, and a traffic study was reviewed and accepted by the Missouri Department of Transportation (MoDOT). Mr. Haase further noted a traffic signal would be constructed with leftover dollars from the Eastgate project. Councilmember Lee asked for more information on the traffic signal. Mr. Haase responded the City had \$400,000 remaining from the Eastgate project, and these funds would be used to buy signal equipment for LeCompte and Division Street. The signal equipment would be given to the developer and they would be required to use the equipment.

Matt Capen provided a brief overview of the architectural design intent of the proposed. Mr. Capen noted the planned development would include design guidelines that would go beyond the current land development code. He added each building would comply with specific design standards including requirements for stone, brick, and cement siding, and articulated facades. He noted patios would have incorporated structural wood members in detailed trim elements. He further noted vinyl siding would not be allowed. Mr. Capen noted the apartment buildings would be double-loaded interior corridor building, not breezeway-style apartments.

Councilmember McGull asked if there were any amenities inside the subdivision area. Mr. Capen responded there were playgrounds, pickleball courts, basketball courts, a clubhouse, pool, and walking trails.

Megan Creson, President Elect for the Springfield Apartment and Housing Association, expressed her belief the housing needs of Springfield were increasing, and the development would bring 510 needed housing units to the community, with opportunity for home ownership and rental. Ms. Creson noted the proposed was a joint venture between Canyon View Properties and Napredak Builders. Ms. Creson added Canyon View Properties had several large local investors and managed numerous properties in the community. She added Napredak Builders was a local company.

Josh Bryan noted they started their company, Napredak Builders, in 2022 and had built 432 apartment units, with multiple units currently in progress. He expressed his excitement for the proposed because of the ability to add a great number of housing units to satisfy the need in Springfield.

Councilmember Jenson asked how the project would be phased and how that would relate to the improvements with turn lanes and stormwater. Mr. Bryan responded the traffic light had to be completed for certificates of occupancy to be obtained. He further noted stormwater would be addressed in phase 1 to make sure all water was addressed. Mr. Bryan added there were some geotech concerns if the project was approved. He further noted it was their desire to catch a little of all building types in three different phases, with a completion date of six to ten years.

The following speakers spoke in opposition to the proposed: Bryan Fisher, Keith Abercrombie, Christina Lashmet, Jessica Ingram, Joe Farley, Bernie Burrier, Michael Ingram, Sandy Hopper, David Childers, Dale Fagerland, Kathy Christy, Denise Rosenbluth, Mark Sharp, Erica Gaynor, Rob Day, Michelle Jacobs, Brock Jacobs, Allen Jacobs, Phil Jones, Brandon Corn, Brett Durbin, and Ben Shantz.

The speakers in opposition raised concerns with the planned development not being in compliance with Forward SGF due to neighborhood type, not being low intensity housing, apartment buildings being in the middle of the development, and not having a variety of day-to-day amenities such as restaurants, shops and schools. They further expressed opposition with the development in regards to safety of streets, noting the roadway was too narrow for the increased traffic. The speakers expressed concerns with safety for children, increased noise and light, diminishing property values, sinkholes on the property, apartment developments already approved for nearby areas, and density of the proposed.

The speakers in opposition further expressed their concerns with the City looking out for residents. They expressed opposition to rental apartments in the development and expressed concerns with private equity companies having no interest in the City. Other concerns included the belief that the development would have a negative impact on quality of life and that it would not provide the affordable housing needed in the City, and the belief that a more comprehensive traffic study would be needed. Additional concerns included a lack of buffering on the east side of the proposed, increased density, infrastructure, instability of the ground, a change in the character of the neighborhood, the scale of the proposed, and overcrowded schools.

Allen Jacobs suggested City Council keep the boundary under Division Street as a residential only area between Cooper Estates and the WildHorse neighborhood. He expressed his belief it could serve as a normal boundary. Phil Jones questioned what made the Planning and Zoning Commission move from denial to approval. He provided a packet of information to City Council.

The following speakers spoke in support of the proposed: Rusty Worley, Brandi Morris, and Ericka Peppers. The speakers expressed their support for more diverse housing in the City.

They further expressed their belief there was need for more rental housing types and for workforce housing in the northeast and northwest sections of the City. Ms. Peppers expressed her belief not all neighbors were opposed. Support was expressed for sustainable expansion that would add long-term value to the community and balance development with neighborhood integrity.

Councilmember Jenson asked Ms. Morris what previous development she was a part of. Ms. Morris responded Weaver Creek Apartments.

The following speakers did not appear to address City Council: Jim Abramovitz and Ken Carter.

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

13. FIRST READING BILLS. Requiring One Reading.

14. FIRST READING BILLS. Requiring Two Readings.

Citizens May Speak. Not Anticipated To Be Voted On.

14.1. Council Bill 2025-227 (Carroll, Hardinger, Horton, Lee)

A general ordinance amending the Springfield City Code by enacting a new Chapter 75 'RESIDENTIAL RENTAL LICENSE AND INSPECTION PILOT PROGRAM.'

Martin Gugel, Director of Building Development Services, provided a brief overview of the proposed. Mr. Gugel noted the proposed would establish a rental inspection program beginning with a pilot program. He further noted the ordinance was developed by the work of City staff and the Community Involvement Committee and by feedback received from tenant organizations, landlords and landlord organizations, neighborhood groups, and looking at what other communities had done with similar programs. He added the pilot program could be a good step to work out problems that might occur and create a good foundation that could be built upon. Mr. Gugel noted the aim of the program was to improve the safety and quality of rental housing for tenants, while also supporting landlords and meeting maintenance standards. He further noted the program would begin with an 18-month pilot in the West Central neighborhood, which was selected because of a high concentration of rental properties. Mr. Gugel added the average age of the structures was 102 years old. He noted the citywide approach would be that every unit would be inspected once every five years. All 1,541 units would be inspected in the first year to gather data.

Mr. Gugel noted the program would be analyzed for next steps and a rental registration license would be set up. He further noted the initial amount set would be \$35, which would include the first inspection, and this would be part of the City's Fee Study. He added the application process would be online through a module of existing software the City was already under contract with, and the unit information would be kept up to date by the owner, including tenant information. Mr. Gugel noted the department would notify the owner at the time of licensing any units that were due for inspection and the owner would be able to schedule inspection dates. He further noted any re-inspection that would require travel to the site would cost \$50, and inspections beyond that would be on a graduated scale.

Mr. Gugel noted a 14-day notice would be given for occupied units, which would include an entry consent that would need to be returned to the department by the tenant. A refusal of consent would necessitate an administrative search warrant for the inspection. He added the rental license would need to be on display on the property.

Mr. Gugel noted if an owner failed to register or if there were unit violations that were not abated appropriately, an administrative injunction, which included fines and attached lien costs, and could result in a Sheriff's sale being enacted. He added what would be inspected was based off the International Property Maintenance Code. Mr. Gugel noted they were looking for safety issues and at the structural integrity of the property, Mr. Gugel further noted the program would include hiring staff, educational campaigns for landlords and tenants, and setting expectations. He added the launch was anticipated to be March 23, 2026, for the first inspections. Mr. Gugel noted a report on the effectiveness of the program would be provided to City Council at the end of the 18 months.

Councilmember Jenson thanked Mr. Gugel for his work and expressed his belief the proposed was many years in the making and decades in need. He asked if the first rollout only applied to West Central. Mr. Gugel responded affirmatively. Councilmember Jenson asked if the City was making resources available to property owners to make repairs without taking out traditional lending. Mr. Gugel responded they had not specifically looked at what areas assistance could be provided for, but current funding and programs for assistance would be available depending on how they fit into the program. Councilmember Jenson noted it was required by the International Property Maintenance Code that all structures be free of infestation, and for single-occupancy structures he asked what was the responsibility of the tenant to maintain this, and why was this not being taken into consideration. Mr. Gugel responded with the pilot program the focus was on nuisance items under City Code, whether a rental until or owner occupied. He added that drawing distinctions could be included as the program grew.

Councilmember Jenson asked if the City would bring action against a tenant if the inspector detected an infestation, or if the inspector would use that as an educational opportunity. Mr. Gugel responded this would primarily be an educational opportunity.

Mayor Pro Tem Hardinger thanked Mr. Gugel and the department for their hard work. She noted this had been many years in the making, and they had put in a lot of work in the Community Involvement Committee over the past 18 months. She asked for clarification that the pilot program would be in West Central, but the department would continue to respond to other requests. Mr. Gugel responded affirmatively.

An opportunity was given for citizens to express their views.

The following speakers spoke in support of the proposed: Jeanette Rouse, Daniel Meadows, Jai Byrd, Milea Carbello, Dani Rassin, Laura Ransin, Michelle Garand, Rob Ybanez, Beverly Kluthe, Ryan Dickson, Chris Cook, Jahni Delmonico, Rusty Worley, Jodi Meadows, Stephen Allgeier, and Isabelle Jimenez-Walker. The speakers expressed their support for holding landlords accountable for issues that would arise and for a rental inspection program providing safe and healthy homes for individuals. They further expressed that a Pilot Rental Inspection Program could ensure all rental properties were habitable and would create incentive for landlords to comply with housing quality standards. It was noted that most Springfield residents rent and the program would protect most citizens through clear communication and compliance requirements.

Speakers in support further expressed their beliefs that a rental inspection program would mandate repairs in a timely manner and that the only thing increasing rents was greed enabled by bad policy. Speakers in support of the proposed noted having to spend money on their own inspections and expressed their belief a program would also limit retaliation from landlords. It was noted that regulations could allow for the collection of data to benefit tenants. It was suggested that all needed to work together to address the issues. One speaker noted a healthy homes guarantee could help keep older tenants in their homes for a longer period of time.

The following speakers spoke in opposition to the proposed: Craig Lowther, Brad Danzak, Steve Wagner, and Herman Morris. The speakers in opposition expressed concerns with inflicting additional costs on good landlords and building a new program when the Building Development Services Department already responds to calls for issues. They further expressed their belief some issues, such as infestations, were primarily caused by tenants, with no protections for the landlords. It was suggested that City Council target the bad landlords. Speakers in opposition to the proposed noted the cost to landlords would be approximately \$700,000 annually, with a cost of \$3.5 million based on the frequency of five years with a single inspection. It was expressed that everybody deserved to have safe, fair, clean housing, but the repeat offenders were less than 1/2 percent of the total rental properties. It was further expressed that bad landlords needed to be held accountable, and the ordinance would make having a rental property in the City more cumbersome for good landlords. It was noted that the Springfield Apartment and Housing Association did not have one property listed in the City study and the increase in fees to landlords would ultimately increase rents.

Councilmember Jenson asked Mr. Lowther who the bad actors were. Mr. Lowther responded he would not call out names but would provide the information through a phone call. Mr. Lowther noted his issue with the proposed was that it would affect all landlords, not only the bad ones. Councilmember Jenson expressed his belief it was difficult to take a targeted approach until a truthful conversation could be had in a public manner.

Councilmember Hosmer thanked Mr. Lowther for being there and expressed his belief an inspection program would help as good landlords had to compete with bad landlords. He further expressed his belief the community did not know how to find good landlords. Councilmember Hosmer expressed his belief the City had homes that should not be rented. Mr. Lowther noted there was already a procedure in place with Building Development Services. Councilmember Hosmer expressed his belief it had not worked. Mr. Lowther expressed his belief that bad landlords could be held accountable if building regulations had the resources to do the job instead of painting all with the same brush.

Councilmember Jenson asked Mr. Danzak what report he referenced stating 1/2 percent were nuisance property reoffenders. Mr. Danzak responded he would provide the information. He noted he would support holding individuals accountable who did not uphold the rules and guidelines through the processes that were already in place.

Councilmember Jenson asked Mr. Wagner what he estimated to be the issue in the system that got them to this point. He noted 254 properties were approximately half of the properties in West Central that needed attention. Mr. Wagner responded that was a question for City Council.

Councilmember Horton asked Ms. Garand her definition of complaint based versus a proactive system. Ms. Garand responded a complaint-based system was based on the assumption that no retaliation would take place. She expressed her belief this was not the case as people were in a vulnerable space due to poverty which could make a complaint difficult. She added the proactive approach would set a housing standard of dignity and respect for every person and allow everyone to live in safe, affordable, and accessible housing.

Roman Moody did not appear to address City Council.

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

15. PETITIONS, REMONSTRANCES AND COMMUNICATIONS.

15.1. Jahnavi Delmonico wishes to address City Council.

Jahnavi Delmonico addressed City Council. Ms. Delmonico urged City Council to support campaign finance limits. She noted a study that analyzed nearly 66,000 contexts in 33 years and revealed campaign contribution limits and partial public financing had little impact on incumbent reelection prospects. Ms. Delmonico expressed her belief competitiveness was important and would like to see Councilmembers paid to widen the ranks of individuals who could serve. She further expressed her belief the primary aim of campaign contribution limits was to ensure people were heard and not drowned out by special interests.

15.2. Mitchell Budd wishes to address City Council.

Mitchell Budd withdrew.

16. NEW BUSINESS.

17. UNFINISHED BUSINESS.

18. MISCELLANEOUS.

19. CONSENT AGENDA – FIRST READING BILLS.

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

20.1. Council Bill 2025-228 (Lee)

A special ordinance to levy and assess a special tax against the lots, blocks, and parcels of ground hereinafter described and to establish rates to pay for the cost of the construction of sanitary sewers in the City of Springfield, Missouri, in Sanitary Sewer District No. 217 of Section No. 15, in the general vicinity of Bagnell Street and Biloxi Avenue; providing for inclusion of said district in the City Sewer Financial Assistance Program; authorizing the City Clerk to issue special tax bills and deliver the same to the Director of Finance to be registered in his office in accordance with this Ordinance; and declaring that this Ordinance qualifies for approval in one-reading under City Charter Section 10.15.

Ordinance 28220. Council Bill 2025-228 (Lee) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

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

21.1. Council Bill 2025-223 (Jenson)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of The Vibe Crossing, generally located at 3861 West University Street, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance.

Ordinance 28221. Council Bill 2025-223 (Jenson) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

22. END OF CONSENT AGENDA.

23. ADJOURN.

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

EXPLANATION TO COUNCIL BILL 2025-226 (MCGULL)

FILED: 10/22/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 48 acres of property generally located at 3830 East Division Street from County A-1, Agriculture District, to Planned Development No. 392; and adopting an updated Official Zoning Map. (By: East Division Development, LLC Etal; 3830 E. Division Street; Planned Development No. 392).

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 48 acres of property generally located at 3830 East Division Street from County A-1, Agriculture District to Planned Development No. 392. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION: PLANNED DEVELOPMENT NUMBER NO. 392

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. This rezoning would facilitate the development of the property into a residential subdivision with a mixture of single-family, two-family and multi-family uses.

REMARKS:

The Planning and Zoning Commission approved an amendment to limit the building height of the multifamily portion of the development to three stories. The Planning and Zoning Commission then recommended denial of the application, by a vote of 6 to 2. City Council remanded the case back to Planning and Zoning Commission on August 11, 2025. The Planning and Zoning Commission held a public hearing on September 25, 2025 and October 9, 2025, and recommended approval, by a vote of 5 to 3.

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

FINDINGS FOR STAFF RECOMMENDATION:

1. 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.

2. 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).
3. 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.
4. The Comprehensive Plan's Land Use & Development chapter identifies this area within the Traditional Neighborhood placetype.
5. 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.
6. This application is consistent with the Housing and Neighborhoods chapter of the Comprehensive Plan and aligns with Goal 2, Diversify Housing Choices.
7. 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
8. 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.
9. 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.

10. 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.

11. 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:

- 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. Signalization at the intersection of Division St and LeCompte Rd.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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, Public Works Traffic supports the request.

18. 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.

19. 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 Traditional Neighborhood placetype and on the finding of facts above.

Submitted By: Daniel Neal, Senior City Planner

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

Attachments:

1. PD 392 - Division & LeCompte
2. PD 392 Revised_exhA
3. PD 392 Revised_exhB
4. PD 392 Revised_exhC

One-rdg. _____
P. Hrngs. X
Pgs. 202
Filed: 10-14-25

Sponsored by: McGull

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-226

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 48 acres of property generally located at 3830 East Division Street
4 from County A-1, Agriculture District, to Planned Development No.
5 392; and adopting an updated Official Zoning Map.
6 _____
7

8 WHEREAS, an application has been filed for a zoning change of the property
9 generally located at 3830 East Division Street, and more particularly described in
10 "Exhibit A," attached hereto and incorporated herein by this reference, from County A-1,
11 Agriculture District, to Planned Development No. 392; and
12

13 WHEREAS, following proper notice, a public hearing was held before the
14 Planning and Zoning Commission on July 17, 2025, and said Commission
15 recommended denial by a vote of 2 to 6, following approval of an amendment limiting
16 the proposed development to no more than three stories in height; and
17

18 WHEREAS, on August 11, 2025, the City Council remanded the application to
19 the Planning and Zoning Commission for further consideration of new information,
20 including the previously approved height limitation and a pending agreement for the
21 installation of a traffic signal at the intersection of East Division Street and North
22 LeCompte Road; and
23

24 WHEREAS, after conducting an additional neighborhood meeting, and following
25 proper notice, a second public hearing was held September 25, 2025, and October 9,
26 2025, a copy of the Record of Proceedings from said public hearings being attached
27 hereto and incorporated herein by this reference as "Exhibit B," and said Commission
28 recommended approval by a vote of 5 to 3 after approval of an amendment to require
29 the signalization of the intersection of East Division Street and North LeCompte Road;
30 and
31

32 WHEREAS, the City has reviewed the applicant's request and prepared a staff
33 report concerning the application, a copy of which being attached hereto and

34 incorporated herein as "Exhibit C"; and

35
36 WHEREAS, proper notice was given of a public hearing before City Council and
37 said hearing was held in accordance with law.

38
39 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
40 SPRINGFIELD, MISSOURI, as follows, that:

41
42 Section 1 – The property described in "Exhibit A" is hereby rezoned from County
43 A-1, Agriculture District, to Planned Development No. 392. Springfield Land
44 Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' is
45 hereby amended, changed, and modified consistent with this Ordinance.

46
47 Section 2 – The property described in "Exhibit A" of this Ordinance shall be
48 subject to the requirements and standards included in "Exhibit C – Exhibit 1," and these
49 requirements and standards shall govern and control the use and development of the
50 land in Planned Development No. 392.

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

57
58 Section 4 – The Official Zoning Map herein adopted shall be maintained and
59 archived in the same digital form in which this Council has approved its adoption.

60
61 Section 5 – This Ordinance shall be in full force and effect from and after
62 passage.

63
64 Passed at meeting: _____

65
66
67 _____
68 Mayor

69 Attest: _____, City Clerk

70
71 Filed as Ordinance: _____

72
73
74 Approved as to form: Laura Vales, Assistant City Attorney

75
76
77 Approved for Council action: [Signature], City Manager

EXHIBIT A
LEGAL DESCRIPTION

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.

EXHIBIT B
RECORD OF PROCEEDINGS
Planning and Zoning Commission – September 25, 2025

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 be 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.



Bob Hosmer, AICP
Planning Manager

RECORD OF PROCEEDINGS
Planning and Zoning Commission – October 9, 2025

Planned Development 392
3830 East Division Street

Applicant: East Division Development, LLC et al

The public hearing was held open from the September 25, 2025, Planning and Zoning meeting.

Mr. Neal stated at the last meeting, the Commission amended the plan development to add language about the traffic impacts to Division Street and LeCompte Road and will be adding that to exhibit one and will be part of the amendment. Commissioners requested the developer's representative to come to the podium and give the latest update.

Mr. Ricky Haase, 550 E. St. Louis noting that they have been working with Public Works and have gotten multiple bids back on the improvements at Division Street and LeCompte Road and the three parties being the developer, the city and MODOT are now in alignment on the goals of signaling that intersection and in general agreement on the project costs for those improvements and they are in a good spot to move forward.

Commissioner Colony asked about the agreement and Mr. Haase noted that it is being reviewed and should be in place shortly.

Commissioner Scott asked about the neighbors to the south and Mr. Haase said that to appease the neighbors, that Subdivision Variance 360 need to be approved.

Commission Lebeck asked about the timeframe for a formal agreement and Mr. Haase noted that it should be next week.

Ms. Christina Lasmet, 1412 N. Cooper Blvd spoke about the core element of the plan for the housing and neighborhood section, i.e., walkability and the lack of neighborhood amenities.

Commissioner Lebeck spoke about the eight elements needed for rezoning and asking about the lack of walkability in the area.

Commission Scott asked if Ms. Lasmet about residential development if there is no walkability and she stated that it needs to support a livable, walkable and a complete neighborhood.

Mr. Dale Fagerland, 3638 E. Cromwell Court and said that the proposal is wrong for the area, i.e., density, missing middle and the funding for the development and asking if planning regulations limit out of state ownership or investment and if this is a legitimate consideration when approving, rejecting or limiting development.

Commissioner Doennig said it does not.

Ms. Jessica Ingram, 4038 E. High Ridge Drive and lives 30 feet from the proposed development and was told not to let her children roam the area due to sinkholes, stating that a geotechnical study will only be done after the land has been rezoned. She also voiced her concern for the density and traffic problems.

Mr. Paul Logsdone, 1375 N. Lennox Court went over previous commissioner's comments from earlier meetings and wanted to correct their responses, i.e., density, band-aid solution, and the compatibility with the neighborhood and asking the commission to vote no.

Mr. Jim Abromovitz, 4556 E. Cromwell Street spoke about the concerns voiced at the September 25, 2025 meeting regarding the density, apartments, and traffic and the proposed traffic light and that there are many unanswered questions still need to be resolved.

Ms. Yelena Popov, 3538 E. Cooper Blvd noted her concerns regarding the traffic, high density, overcrowding for the schools and that the proposed development does not fit with the surrounding neighborhood.

Mr. Larry Summers, 4620 E. Kentbrook Drive and has lived in the area for 15 years and asked rhetorical questions. "Will Council Resolution 10188 from 2014 be required?" "The street was designated an Industrial Street and does this fit with a proposed 10.5 density of residential and does this annexation meet with RS Missouri 71.012 criteria?"

Mr. Ken Albin, 4441 E. Sherwood Avenue asked about the clarity of the meaning in the terminology of step-down, and it appears step-down has a variety of documented definitions throughout the country and gave out examples.

Ms. Maricela Burleigh, 1342 Rosedale Court and spoke about the missing middle housing initiative and its traditional definition, she also noted affordable housing alternatives and that there is a deficit of 14,000 living units and asked where the missing middle fits in this development and believes the proposal violates character of the area.

Ms. Shelia Forsyth, 1465 N. Bristol Avenue stating that she is counting on the Commission to safeguard their community and culture of their neighborhood and that Forward SGF emphasizes the revitalization of neighborhoods. She also voiced her concern for lack of walkability and that the proposed development does not fit and how would the Commissioners feel that if it was their homes being impacted.

Ms. Miranda Myrick, 1662 N. Oakfair Place stating that the Springfield Daily Citizen noted that Springfield is at a tipping point and encourages investments in projects and that the city provide a better quality of life. She asks for consideration of the many possibilities for the land and what is the plan to expand fire and police services. She also noted that the city wants to protect wildlife habitat and natural resources through property acquisition, conservation efforts and ecological restoration and dropping a thousand plus people onto the corner of LeCompte Road and Division Street does not protect wildlife or natural resources.

Mr. Kevin Ausburn, 4105 E. Brookdale Terrace stated that he is a big proponent of economic development of Springfield when done properly and the proposal is out of character with the surround neighborhood of high-quality owner-occupied homes, noting the rental development proposition.

Mr. Ernest Curry, 851 N. Summercreek Court voiced his concern over community ownership and that nearly every home is owner-occupied and that rental properties do not meet the same sense of responsibility regarding maintenance and treatment of neighbors. He also stated that homeowners are more likely to be long term contributors to the fabric of the community.

Ms. Esther Wood, 1365 N. Chapel Drive and asks the Commission to strongly consider the concerns of thousands of standalone residential single-family homes in the area and that the proposal would change the landscape of their east Springfield community. Concerns were density, school overcrowding and traffic issues.

Mr. Greg Box, 4427 E. Pearson Meadow Lane, stated that the stormwater runoff and sinkholes are a major concern and that there are increasing volumes of runoff in recent years and gave examples.

Mr. Brandon Corn, 801 N. Thornapple Lane stated that this development is not about quality of life, safety or responsible progress and is about dollars and profit. He noted that the developer has not addressed or corrected the concerns regarding the density and safety, and it should be the forefront of every planning and zoning decision regarding Springfield's future growth.

Mr. Andy Bennett, 771 N. Summercreek Court, stated that the proposed density is one of the biggest issues and that the developer has not chosen to rectify it.

Commissioner Lebeck asked for background information from Mr. Bennett, and it was noted that he has practiced law as a real-estate attorney in the past and that the potential development or rezoning will have a very significant impact on vehicular and pedestrian traffic for the area by lowering the values of the homes and it will be harder to get out on LeCompte Road.

Commissioner Lebeck asked if this would impact his quality of place and Mr. Bennett stated that it would.

Ms. Barbara Brozowski, 3836 E. Brookdale Terrace, stating that the development does not fit into the character of the surrounding neighborhood. Gave out information regarding apartments, villas and duplexes and asking if the Springfield rental market needs 428 new apartments and that most will be of the upper price range. She noted that the traffic light needs to be installed before development starts.

Commissioner Scott asked if she is in favor of the development if the traffic light is in place and she stated, "no" and that traffic is already an issue.

Mr. Ben Shantz, 2144 E. Republic Road here on behalf of the Bristol Park Community Association and went over the eight criteria and code that the commission is tasked with. He stated, "I do think this proposal as presented does not comport with the Comprehensive Plan. One need not look any further than the predominant single family residential neighborhoods that the code under chapter five says need to be built out in the east side of town. There's been some suggestion that the use of the word

predominantly allows for flexibility and decisions whether we're going to have units other than traditional single-family post-war houses in this area. Looking at criteria five, the impact of the uses which would be permitted if the property were rezoned would have upon the volume of vehicular and pedestrian traffic. I think the clear answer is that it would be a negative impact. Number six is whether the proposed rezoning would correct an error in the application of the article as applied to the property. There's no allegation of that that does not support approval here. Criteria seven is an interesting one, whether there's a reasonably viable economic use of the subject property that would be precluded by the denial of zoning. I think that differing minds can agree on whether that allows for this commission to place themselves in an economic use evaluator. That thankfully, we don't have to do that because paragraph 20 of the staff report says that the city's own staff has concluded that there is not a reasonably viable economic use that is precluded."

Commissioner Lebeck asked about place types and Mr. Shantz stated, "The way I view the traditional neighborhood place type, and I believe the way the Comprehensive Plan reads it, is that there must be a predominance of that very type of single family detached housing throughout the zoned area. What we see from the application is it's 9% single family detached."

Commissioner Lebeck asked if Mr. Shantz thought that the infrastructure should be in place before this is considered. Mr. Shantz stated, "I would agree with that and think that it is especially important in light of the fact that we have admittedly three or four additional major developments happening around the area that we need to make sure that what we're building in infrastructure accommodates all of that additional traffic."

Commissioner Scott asked if he supports a moratorium on the houses of Wild Horse and others and Mr. Shantz stated that he does not believe a moratorium would be appropriate.

Further discussion on traffic studies and moratoriums.

Mr. Ryan Walker, 828 N. Summerville Court, stated that his HOA has done a great job keeping them informed of the proposed development and if the capacity of the influx will handle this monstrosity, noting that the police department is already shorthanded. He said his priority is safety and believes that the influx of apartments does not fit and asked if rental developments add value to the city.

Mr. Brock Jacobs, 3905 E. Brookdale Street and believes that single family homes would be the most consistent and logical use of the property and that the current rezoning is a lose-lose for everyone.

Mr. Manuel Gonzales, 4582 East Fox Run Road stating that they are political refugees from the People's Republic of California and that he believes the first and most important responsibility of every elected official is to protect their constitutional rights to life, liberty and the pursuit of happiness. He noted that this project, is a savage attack on those rights and that people are going to die in traffic accidents on these roads.

Discussion of options for the Commissioners:

1. Hold the public hearing open and not take a vote.
2. Close the public hearing and not take a vote, but it starts the recommendation to City Council within 30 days.
3. Entertain a motion and close the public hearing for both cases.

Commissioner Colony asked to be reminded about the amendment and what is the agreement, asking if the City Attorney agrees that the amendment protects them from the development moving forward if an agreement is not reached and officially signed.

Mr. Duke McDonald, Assistant City Attorney that he would not overrule what Laura Vales, Assistant City Attorney has already said.

Commissioner Doennig closed the public hearing.

Commissioner Colony comments were, "The sinkholes are just not germane to this issue. It's a developer risk situation. Sinkholes exist everywhere in this part of Missouri. The city has requirements to address sinkholes and how they must be sealed up if one has occurred, it's really the developer's risk to develop property that may have sinkholes in it.

The missing middle, there seems to be a lot of misconception that missing middle is somehow some kind of an economic threshold or economic place type, and it's not. It's simply a range of multi-unit or clustered housing that is compatible in scale with single family homes and I believe that the missing middle housing that we have in this development is definitely compatible

with the, the single family homes that it is across the street from and I think it will be a, a great addition to have some different types of housing thrown into the higher end single family universe out there.

Compatibility, I'm a big proponent of compatibility. I do believe that a new development should be compatible with the surrounding development. I don't think it's okay to put 25 cluster homes next to a 5 acre subdivision or a subdivision full of 5 acre lots, I but in this case I believe that the transitional approach the developer has taken with putting the single family homes around the south and west perimeter, the transition through the missing middle homes that are there to this higher density apartments which are going to be nice upscale apartments. I think they're going to attract a nice younger apartment dwelling type of folks, and I think that that compatibility is therefore met through this transitional approach.

Walkability, I applaud the fact that somebody brought up walkability. It's the most unique and interesting conversation to have especially with a bunch of gated communities and no sidewalks out there except for those that are contained within their own subdivision. It would be great if we could figure out how to connect all these subdivisions together so folks could walk around and get places, but it is a guiding principle. One of the guiding principles of a comprehensive plan which is what the plan is. There is no requirement that new developments have mixed use components but would be great if we could get somewhere someday and that was the kind of development that people wanted to put in. I think it would be fantastic, but it's not a requirement and do support the fact that it was brought up. I support the fact that this development has so many sidewalks and walking trails within it, and I hope that one day they're all connected to my backyard. The several speakers have asked that we vote as if this were next door to our house or it was in our backyard or our neighborhood and I'm certain that that is not a criterion.

It's not one of the eight things that we're supposed to consider, but for the record, I would welcome this development in my backyard, especially if it would take place at the public golf courses at the end of my street. So, I still think the most viable and restrictive aspect of this development was the traffic concern and believe that the turn lanes, the right ins, the right outs, the traffic studies, all the things that the city, the developer and traffic engineers have gone through have resolved this issue.

The last missing component is, is some sort of traffic control, signal control at LeCompte Road and Division Street and believe we have an amendment in place that will relieve that obligation, that will alleviate that situation, I should say, and therefore I'll be supporting this tonight."

Commissioner Doennig stated, "It is very important that for the record, that the Commissioners feel comfortable stating why they support or do not support these issues."

Commissioner Lebeck stated, "Like Mr. Gonzalez, I, too, am a California refugee. The reason I bring up California is because I lived in Southern California and Northern California as a kid, and I'm familiar with these types of what I would call a master plan development. This, quite frankly, is a great development with a lot of positive pieces. The simple problem is it's in the wrong place in our city.

It's the wrong type of zoning as a planned development for this place, type of residential neighborhoods, and traditional neighborhood as a planned development, it simply does not fit the surrounding area. If we want people to continue to live and thrive in the city limits of Springfield, we need to start showing respect to the established neighborhoods of the city and respect the entire area and honor those individuals that have invested in our community, When we look at this, it doesn't fit the comprehensive plan and there are traffic issues out there now. By basically putting this square peg in a round hole, we're going to amplify those traffic issues, and several speakers talked about it based on their experiences in the area and a single traffic light, a single intersection is not going to have the type of impact on the traffic for this area. If we look at this in the bigger picture in the broader area, and it's amplified by a lack of suitable transportation infrastructure, both vehicle and pedestrian traffic.

If the city wants something like this to work, we've got to look at putting the infrastructure in first before we do this, so it's the traffic reason, it's the fact that this doesn't fit the comprehensive plan is why this development, this rezoning fails on three of the eight things we must consider as a board. It is not consistent with the Springfield Comprehensive Plan; the range of uses are not compatible with the uses permitted in other property in the immediate vicinity and the impact the uses have on the volume of vehicular and pedestrian traffic cannot be ignored. If our comprehensive plan that the city works so hard on is to be something more than just a bunch of written bouquet of flowery-feel-good language, then we need to follow it and honor it. A planned development of this magnitude in this area of our city that does not fit the place type does not do that, so I'm going to be voting against it."

Commissioner Pauly comments were, "I understand the importance of owner occupied within our city, I think that is very important, but I also must respect those that do not want to own their own property and would prefer to be a renter, that's just

reality of it. I live amongst the 40% to 50% of renters that we have within here within the City of Springfield and we have a very high rental population. We would like to see, of course, that changed over to more of a 60/40 split with owner occupied as opposed to renters and I will be voting no, because there are so many reasons not to go ahead and support this."

Commissioner Scott comments were, "One of the things I've struggled with is and we've been beat up by testimony saying this is extremely high-density development by numerous speakers and it's just not. In fact, our existing zoning code says this would qualify and I'm not relating this just to the apartments, but as well as the development, that this would qualify for low density, not high density, not extremely high density, but low density multifamily. Low density multifamily allows 11 units per acre up to 18 units per acre with a conditional overlay district and we are below the baseline of 11 with this proposal. Secondly, this is not going to be built all at once. The applicant's representative has indicated that they're hoping for a best-case scenario that they're built in six years and absorbed in 10 years. As I recall his testimony, we're not going to throw all this at the surrounding neighborhoods or the roads or the signals or the schools all at one time. There will be an adjustment period, and the absorption will allow this to become the common pace of life for this area of the city.

Step-down approach at edges and as we look at all these neighborhoods that are represented here tonight as the context of the traditional neighborhood in this area of town, this step-down transition is at an edge. Across the street there is going to be another apartment complex and an office building and behind will be an industrial area that includes marijuana cultivating and processing. This development meets that step-down goal; Is it too much for this area? Too big? No, that's why I remarked about the step down as well as the 10-year absorption period that will allow this to meld into the everyday course of the lives of the neighborhoods around it.

Traffic is the second big issue, if not the biggest issue, besides density. The traffic study that's been reviewed by multiple engineers has indicated that with this development is only at about 25% capacity of LeCompte Road and Division Street. Sure, it's busy in peak times, but that's going to be helped by the regulation of the two traffic signals, one added at Eastgate Avenue and one added at LeCompte Road and that will provide an opportunity with traffic modulation for people to be able to get out of their neighborhoods or their driveways if they have direct access to one of these two roads. There are three turn lanes, and street widening that allows an additional left turn lane off LeCompte Road. These are great improvements.

There's also a great gift being given to all the neighbors from a single developer who is not required to put in a traffic signal because he has not created all the traffic that you're dealing with at this time, because right now it's a hay field. But he's providing a contribution that he does not have to make to help all the neighbors as people travel in on Division Street.

Finally, I didn't see or hear any testimony that any of the other neighborhoods wanted to be part of the solution regarding traffic. Has that been talked about in any of the neighborhood meetings, at Wild Horse, at any of the others? That maybe the developer should be asked, asked to not develop anymore until roads were improved and apply the same criteria to your current developer for your neighborhood as you're trying to put on this development. I didn't hear any comments about that. I didn't hear anyone comment that they've been trying for months or years to try to talk to their county commissioner to try to put a moratorium on development out on East Division Street to help mitigate the traffic challenges. It has been noted that there's approximately 1,000 or more living units going to be developed and half of those will come from this development. That means half of the additional problems coming down Division Street are coming from other developments. But the testimony that I'm hearing is that it's all this developer's problem and I don't think that is a fair assessment from the neighborhoods. I believe that this is compatible with comprehensive plan as edge development with a step-down from surrounding neighborhoods. And the comprehensive plan doesn't say matching, it says compatible. I think that this accomplishes that and the goal of increased density in our housing stock for the city and our desire to have missing middle housing, which, is strictly talking about built form. It is not talking about income requirements; it is talking about built form in the comprehensive plan, and I will be supporting this proposal."

Commissioner Ridge stated, "The stoplight needs to be there, but there's already a traffic problem there, and I don't think that it's going to get a whole lot better with all the developments that's planned in the surrounding area, so stoplight or no stop light, the traffic is still a problem to me. I think this is a good plan, but I don't think it's in the right place currently. I think that the three problems I see are the number of housing units, the number of people, and the number of cars, it will put on a relatively small acreage and to me, that's just too much, doesn't work and it doesn't fit with the character of the surrounding area. I will not support this idea.

Commissioner Knuckles stated, "I was concerned about the density earlier but we're looking at 11 units per acre with this development and I would look at a duplex as being something as a step down, transitional. The traffic is a concern but knowing what is coming to the north, it's going to be beginning a lot worse whether this development goes in or not and it's coming. I don't see that much that we can do with the traffic other than if the state increases the size of Division Street and the county

increases the size of LeCompte Road and probably down at Chestnut Expressway/Mill Street, but I don't think it's the decision of this Commission to tell the state that they're going to have to do it.

There is a lot of contribution from other areas that need to be addressed through the state, but I don't think it's right to put it all on one developer to improve the wrongs that are out there now in the infrastructure. I think the developer has done as much as would be reasonably expected of someone to make those improvements to improve that and feel that the developer has gone a little bit above what would require other developers to do. I will be voting in support of this case."

Commissioner Doennig stated, "There are a lot of positive things about this development regarding the mix of housing types. Do I think it's potentially too much in one space? Yes. I had consternation about the density of this at our first hearing and not a lot has been done to change that. However, when you look at the density in the context of no real traffic improvements out there, it looks different to me with some traffic improvements. I do feel that the developer is contributing significantly to try to resolve problems that they didn't create and they're trying. It's unreasonable to ask this developer to do work beyond the boundaries of the property that they purchased, and we can't expect them to fix the sidewalks all along Division Street and do other things that need to happen, but it's not their job.

When I think about this corridor, yes, you look at it today and what you see are single family residences, and that's about it, but we've already zoned other parcels along this strip that are going to look very different and they're going to be very dense. Does this fit, well, it doesn't fit what's there today but is it compatible with all the development that is coming.

If we were really concerned about traffic along Division Street, we wouldn't have been okay with additional development that is happening in the neighborhood, so the fact that we're complacent about those, yet this is somehow a tipping point, I find that troublesome and I'm going to vote in favor of this despite shortcomings."

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles motioned to approve Planned Development 392 as amended. Commissioner Colony seconded the motion. It Passed with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Gunther, Commissioner Colony, and Commissioner Knuckles. Nays: Commissioner Ridge, Commissioner Lebeck, and Commissioner Pauly. Absent: Commissioner Hunton. Abstain: None.



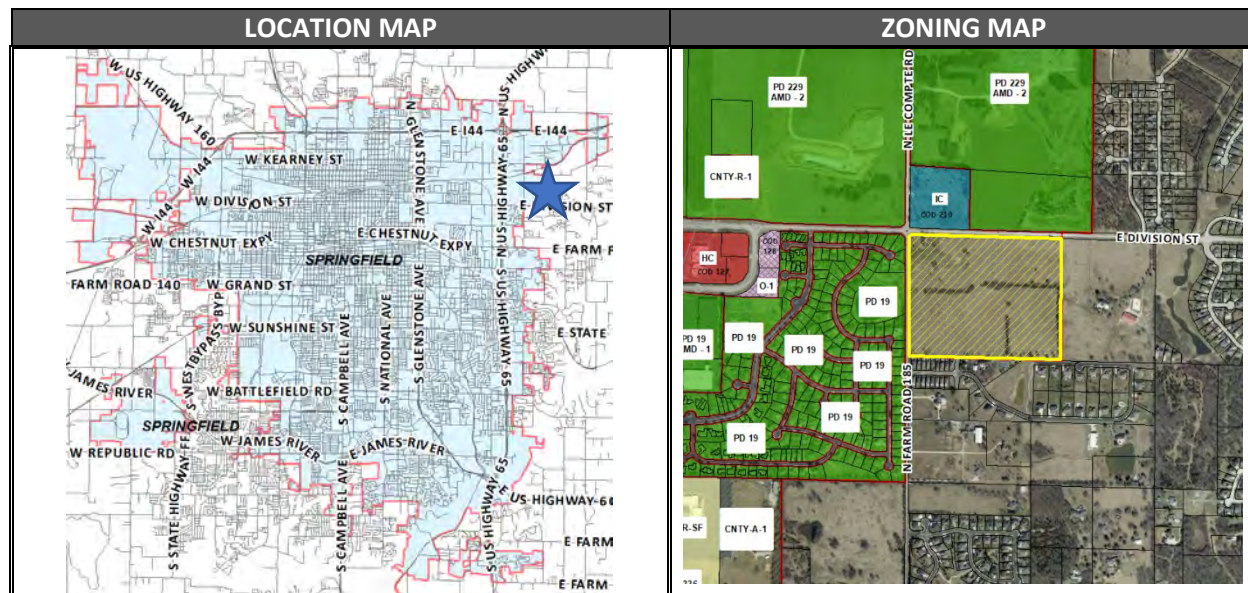
Bob Hosmer, AICP
Planning Manager

PROJECT INFORMATION

Case Number:	Planned Development No. 392
Location:	3830 E. Division Street
Total Acres:	48 acres
Applicant:	East Division Development, LLC Etal
Existing Land Use:	Agricultural/Undeveloped land
Neighborhood Meeting:	September 9, 2025
Planning and Zoning Commission:	September 25, 2025
City Council:	October 20, 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 Planned Development No. 392 (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 48 acres of property generally located at 3830 East Division Street from County A-1, Agriculture District to Planned Development No. 392.



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GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



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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.

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

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

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

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

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

Transitions:

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

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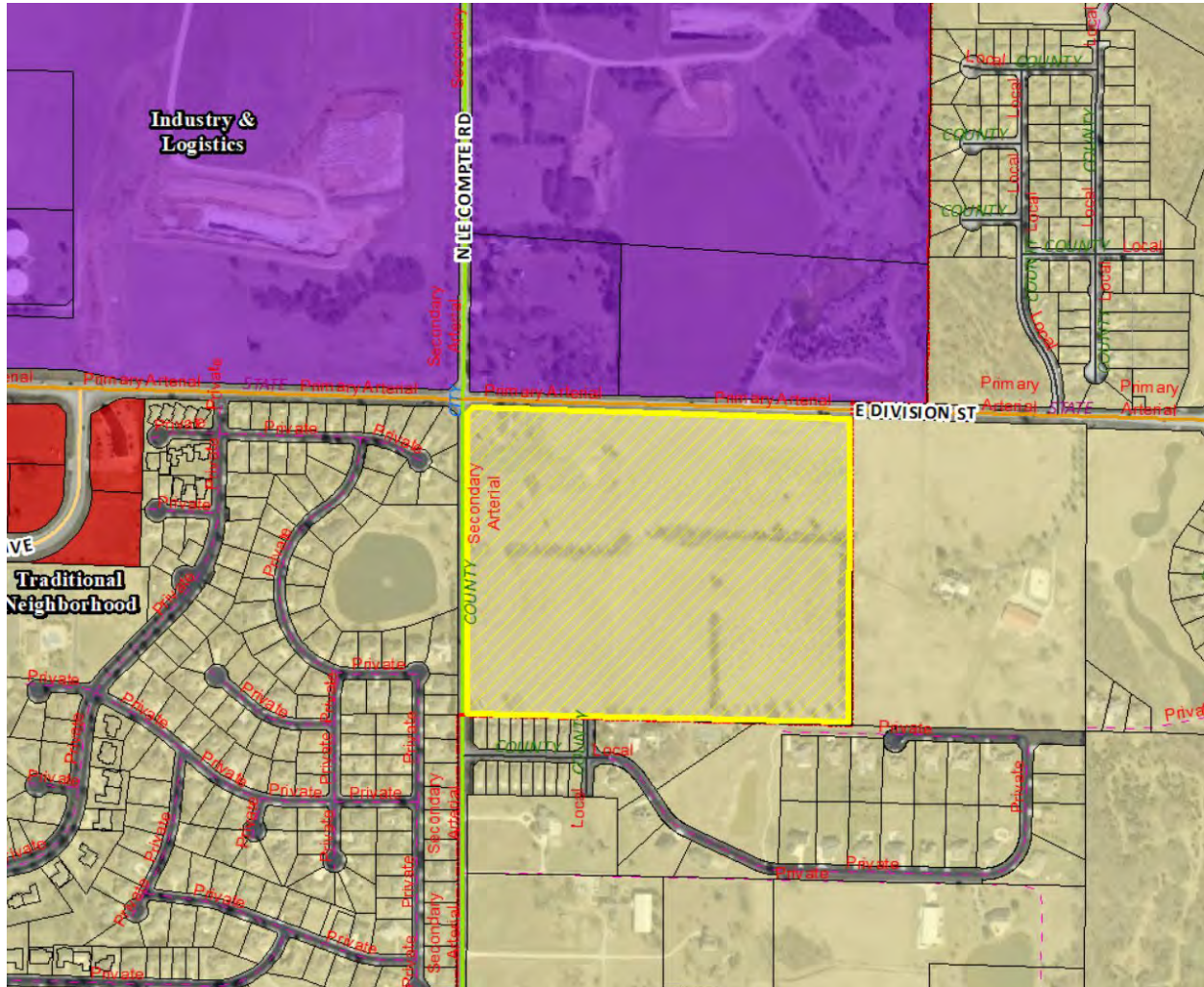
- Lower density residential uses are sufficiently screened and buffered between higher density housing and nonresidential uses.
- The design of higher density residential uses integrated into the Residential Neighborhood Placetype should complement the scale and character of the surrounding neighborhood.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

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

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

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FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES													
	Single-Family Detached	Single-Family Attached	Mixed-Family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Institutional, Retail Sales & Service	Neighborhood Commercial	Major Arterial & Innovation Spokes	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

REVIEWING DEPARTMENTS COMMENTS:

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues generally with proposed rezoning.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

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

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

FIRE DEPARTMENT:

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

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

TRAFFIC REPORT

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	Division St.	Primary Arterial	MoDOT	50	35	13,723	No	Yes	No
Street 2	Le Compte Rd.	Secondary Arterial	City	35	20	3,073	No	Yes	No

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

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- Division Street: Access P1 is a full access and will require an eastbound right turn lane. Access P2 is a right-in/right-out only access and will also require an eastbound right turn lane.
- Le Compte Road: Access P3 will serve as a full access driveway, providing ingress and egress to the development.

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

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

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

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

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

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

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

DETENTION AND DISCHARGE REQUIREMENTS

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

WATER QUALITY REQUIREMENTS

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

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2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.

3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

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

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

SINKHOLES & KARST FEATURES

N/A

MODOT COMMENTS:

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

STAFF ANALYSIS AND RECOMMENDATION:

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

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6. This application is consistent with the Traditional Neighborhood placetype which lists primary uses as single-family attached, single-family detached and multi-family dwellings as a primary use.
7. This application is consistent with the Housing and Neighborhoods chapter of the Comprehensive Plan and aligns with Goal 2, Diversify Housing Choices.
8. This application is intended to allow a variety of housing options. The southern and 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

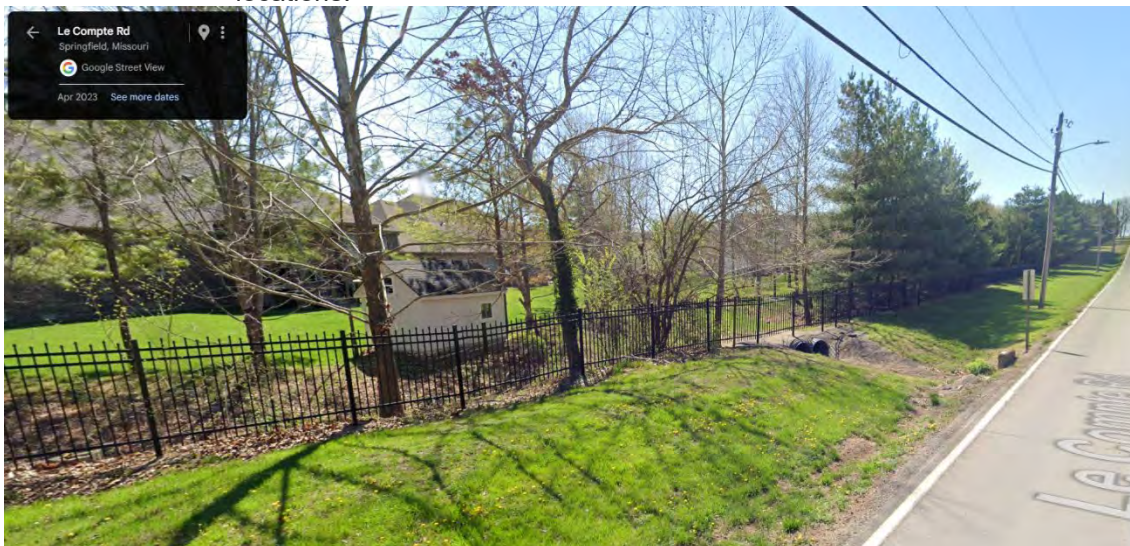
- Canopy trees. Offset the hedge and tree trunks from the back of curb (or parking blocks) to allow for bumper overhang.
2. Required bufferyard along eastern property line
 - a. For each 100 linear feet of apartment use abutting the existing single-family property to the east, provide 1 canopy tree, 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 LeCompte 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. 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 St. and LeCompte Rd. 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
 - iii. provide assurances satisfactory to the Director of Public Works guaranteeing that all required improvements will be constructed in accordance with the "Design Standards for Public Improvements" of the Public Works Department shall be provided to the City.
- b. Certificate of occupancy. No certificate of occupancy shall be issued for any structure within this District, or phase of the development, unless:
 - i. the required improvements are completed prior to occupancy of the structures; or
 - ii. the Director of Public Works has determined that:
 1. any incomplete required improvements have little or no effect on the occupancy of the facility; or
 2. conditions beyond the control of the contractor, i.e., strikes, weather, etc., have delayed the completion of the improvements.

- iii. If one of these conditions occurs, the Director of Building Development Services may permit occupancy under conditions satisfactory to the Director of Public Works that the required improvements will be completed as required by this ordinance within a reasonable time.
- c. Required improvements. Improvements necessary to adequately accommodate the intensity of development in this District include the following.
 - i. Street improvements as defined in the approved traffic study.
 - ii. Sanitary sewer facilities required to provide public sanitary service to each parcel.
 - iii. Storm water regional management facilities as shown in the attached exhibits.
- d. Improvement Standards.
 - i. Improvements shall conform to the following standards.
 - ii. All new utilities and utility connections shall be located underground, including, but not limited to, electrical and telephone cables, security and other telecommunication systems and wires. Transformers, meters of any type (including electric, gas or other meters), or other apparatus shall be adequately screened and landscaped.

13. Maintenance of Common Areas and Facilities

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

14. Phasing

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

15. Final Development Plan

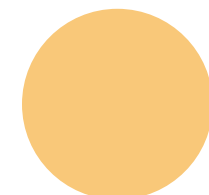
- a. A final development plan, showing conformance with the requirements of this Exhibit, shall be submitted to the Administrative Review Committee and approved in the manner described below prior to the issuance of any building permits or prior to the commencement of any of the permitted uses or improvements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

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

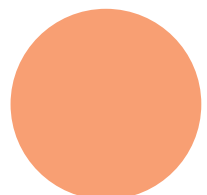
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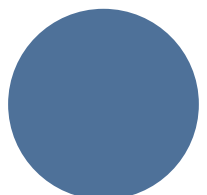
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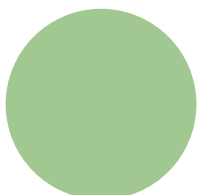
apartments



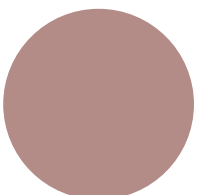
townhome



duplex



single-family lot



villa lots

division & le compte development

August 28th, 2025

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hdesigngroup

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

division & le compte development

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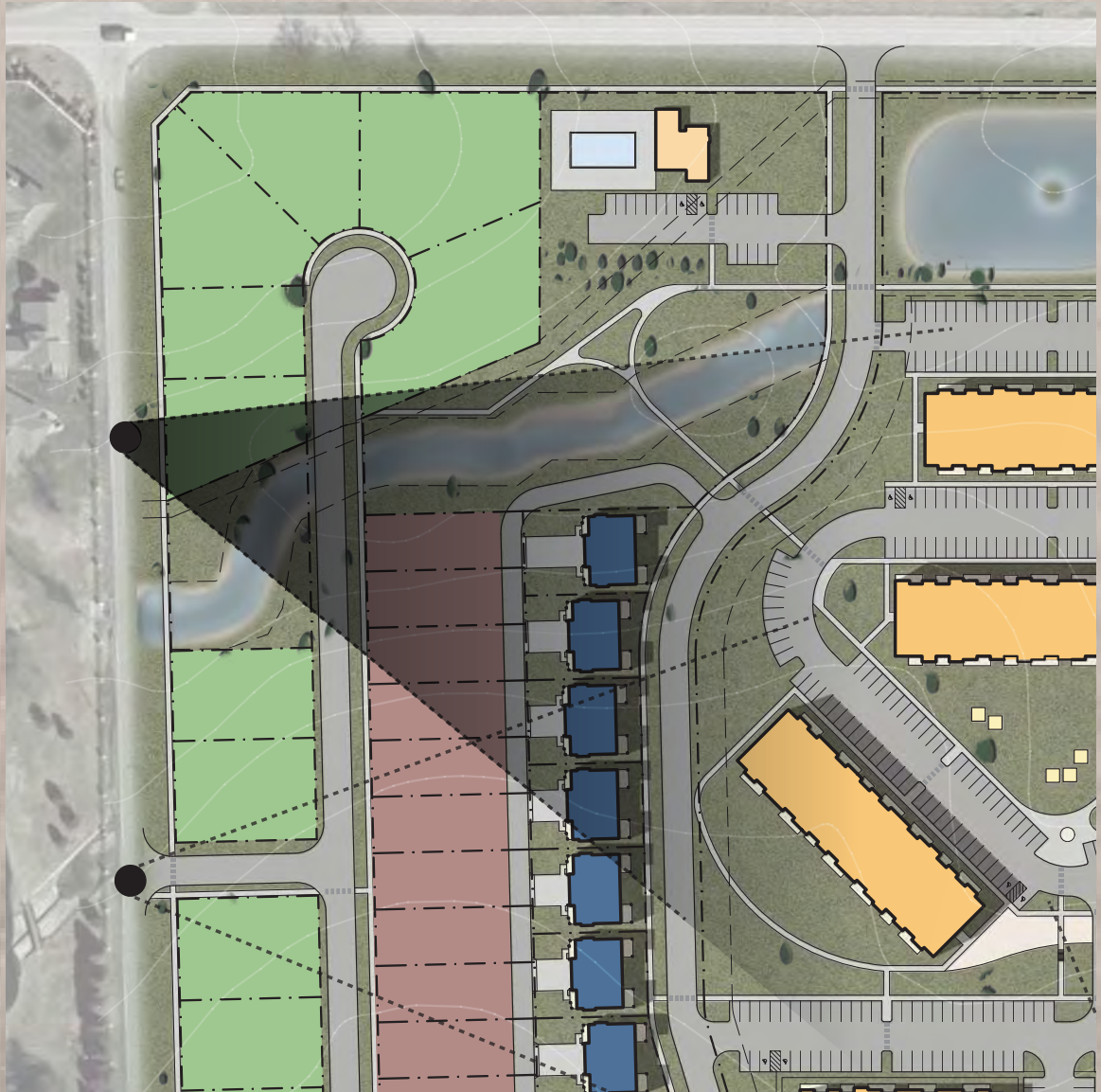


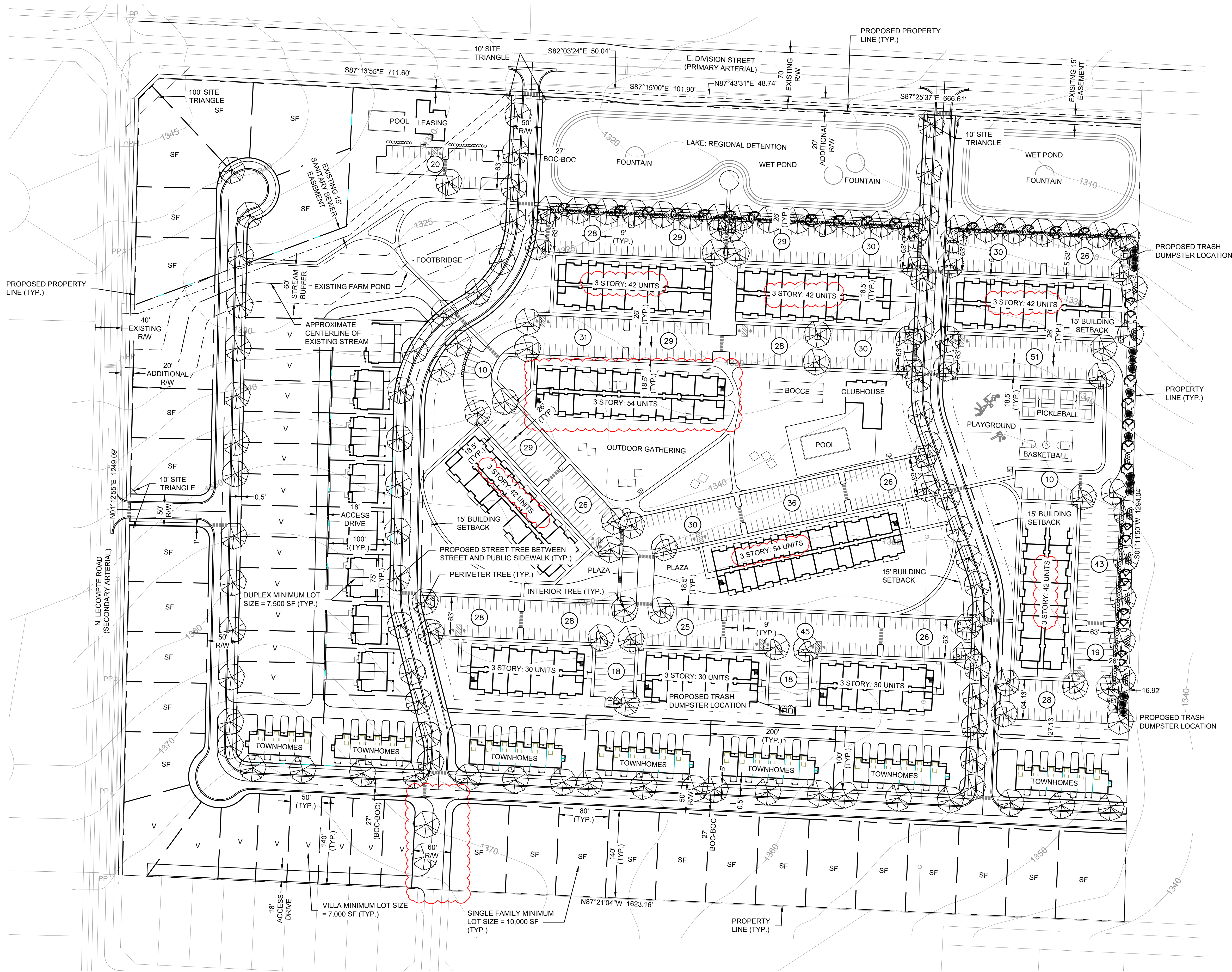
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division & le compte development

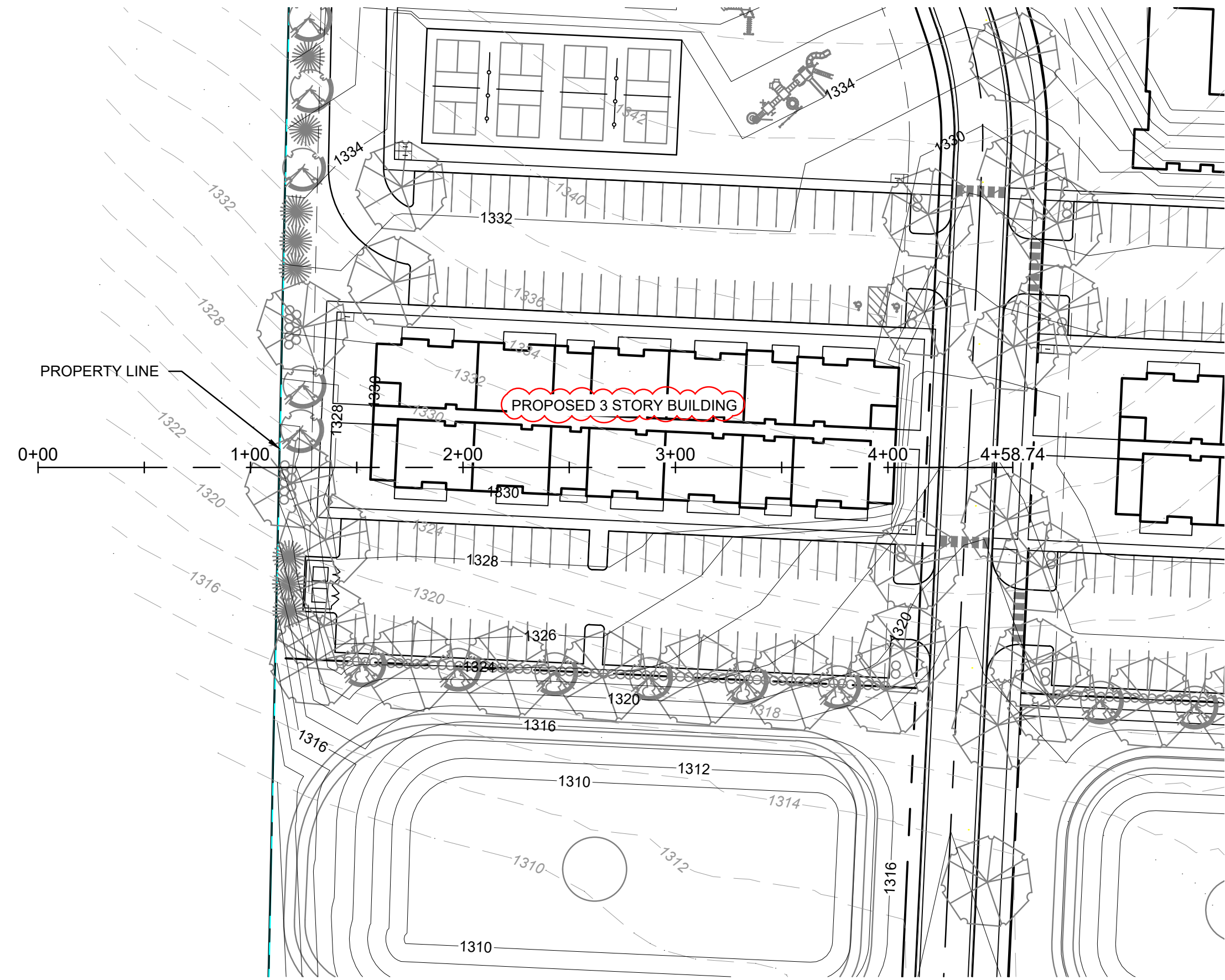
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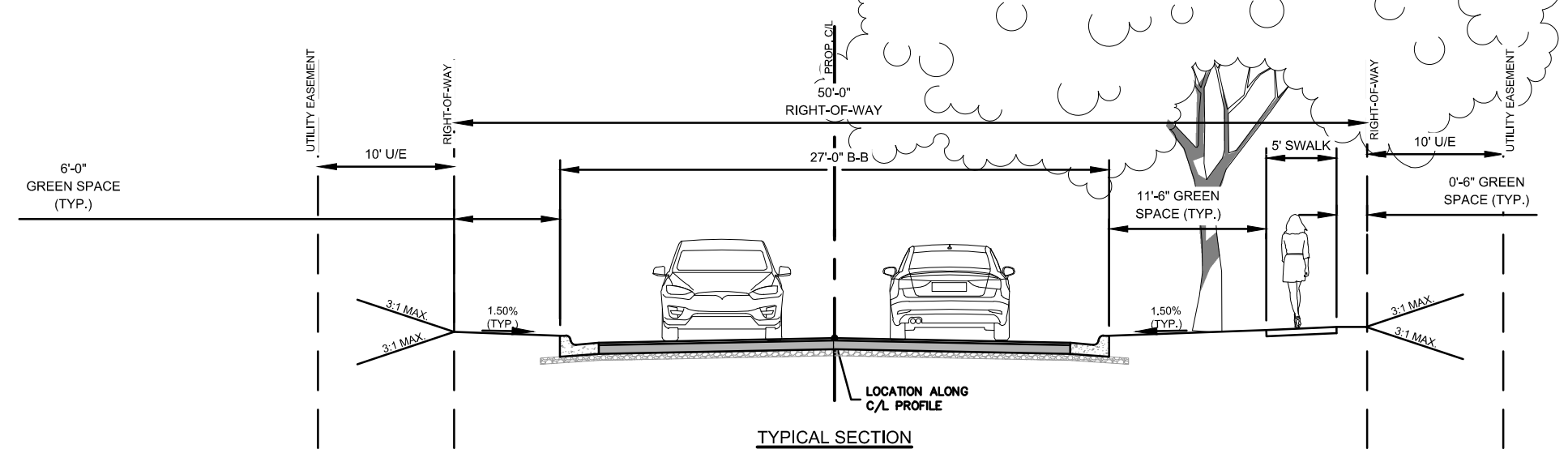




SHEET
1 of XX

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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

A north arrow pointing upwards, with the letter 'N' inside a circle. Below it is a scale bar marked from 0' to 160' in increments of 40'.



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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. Lehnex Ct Spfld MO. 65802	Phase 1 417-350-4200
Carolyn Malcolm	3430 E Sheffield Ct. 65802	417-849-8004
Miranda Myrick	1662 NOakfair Pl	417 9206487

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

September 9, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Bob & Jo Shure	3824 E Brookdale Ter.	417 839 7365
Dennis & Barbara Bergsoph	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 MARSART	1368 N MARLOWE AVE	206 954 7385
Ken & Charlene Albin	4441 E. Sherwood	417-840-8915

Christine Combs

4392 E Ambrose Dr

417-840-2819

MARK E. NELSON

4404 E. KENTBROOK DR

417-236-4940

550 St Louis Street / Springfield, MO 65806

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MORE
→

Mata 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 BARDY	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 Beydler	1440 N. Marlowe Ave	417-693-0027
Larry & Esther Wood	1365 N. Chapel Drive	417-987-3334
Bonnie Farley	3730 N. Cromwell Drive	417-725-2431
Joel Farley	"	417-725-2431

Stacy Shollenbarger

1731 N. Bristol Ave

573-825-0064

Thomas & Martha Nelson

475 N. Bellflower Dr.

5 ps. Mo. 65802

550 St Louis Street / Springfield, MO 65806

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Rikbir Vienhage

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417-820-2120



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 TURN OVER


Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

September 9, 2025

4:00 p.m. – 6:30 p.m.

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

Over

BRUCE FETTER 1235 COOPER 417-343-4210

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

Jim + Sue McDowell 4020 E High Ridge Ln

Pam Tynes 5362 E DIVISION 417-848-5200

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

550 St Louis Street / Springfield, MO 65806

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Marilyn Chana
A Rod

Paul Lewis

Maricela Burleigh

Maria Burleigh

Malcolm Burleigh

Keith Abercrombie

Michael Smith

Christina Lashmet

Joan Joryth

David Stanislaus

Gina & Mark Stillwell

Mark Mandy Mikkelsen

Ken & Pat CARTER

DAN & AUDRE BARRETT

LORI SCOTT

SANDY HOPPER

O.T. & Sharon Brewer

Allen Wrather
Brenda Wrather

1054 N. Newcastle

1450 N. Fenchurch Lane

1342 Rosedale Court

1342 ROSEDALE COURT

1342 ROSEDALE CT

1236 NEWCASTLE AVE

1465 N. Bristol Ave.

1412 N. Cooper Blvd

1465 N. Bristol Ave.

1428 N. Chapel DR

3660 E. Sheffield Way

4484 E Kentbrook Dr

1302 N. Fenchurch Ln

4749 E. RUTHERFORD ST.

1413 N. Fenchurch Lane

747 N. SUMMERCREEK CT

3649 E. Cromwell Lane

4462 E. Sherwood Dr

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 Burleigh 1342 Rosedale Court 813 693 8235

Shawn Burleigh 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.

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

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

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

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

ISSUES & QUESTIONS

A. DENSITY

Original Project

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

Comparison with local neighborhoods

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

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

.

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

B. INFRASTRUCTURE

Apparently there are 3 known sinkholes on the property.

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

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

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

C. TRAFFIC

There has been no comprehensive area MODOT study.

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

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

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

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

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

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

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

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

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

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

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

D. FORWARD SPRINGFIELD COMPREHENSIVE PLAN

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

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

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

Does the proposed revised NEW deal change any of this?

E. IS THIS MIDDLE INCOME HOUSING?

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

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

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

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

Here's the math:

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

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

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

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

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

F. SPRINGFIELD PUBLIC SCHOOLS

The elephant in the room.

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

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

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

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

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

G. TRACK RECORD

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

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

Have the following questions been asked?

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

and more importantly

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

Seems like common sense to me.

SUMMARY

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

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

REFERENCES

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

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

ADDITIONAL INFORMATION FOR CONSIDERATION:

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

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

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

NEW TRAFFIC INFORMATION TO CONSIDER:

QUESTIONS:

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

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

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

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

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

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

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

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

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

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

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

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

MODOT

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

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

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

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

SUMMARY

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

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

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

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

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

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

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

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

ISSUES & QUESTIONS

A. DENSITY

Original Project

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

Comparison with local neighborhoods

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

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

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

B. INFRASTRUCTURE

Apparently there are 3 known sinkholes on the property.

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

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

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

C. TRAFFIC

There has been no comprehensive area MODOT study.

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

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

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

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

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

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

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

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

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

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

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

D. FORWARD SPRINGFIELD COMPREHENSIVE PLAN

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

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

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

Does the proposed revised NEW deal change any of this?

E. IS THIS MIDDLE INCOME HOUSING?

Olsson advised that the 1 bedroom apartments would "probably rent for \$1300-\$1500 PLUS

an HOA fee not yet determined."

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

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

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

Here's the math:

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

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

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

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

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

F. SPRINGFIELD PUBLIC SCHOOLS

The elephant in the room.

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

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

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

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

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

G. TRACK RECORD

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

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

Have the following questions been asked?

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

and more importantly

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

Seems like common sense to me.

SUMMARY

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

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

REFERENCES

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

From: [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.

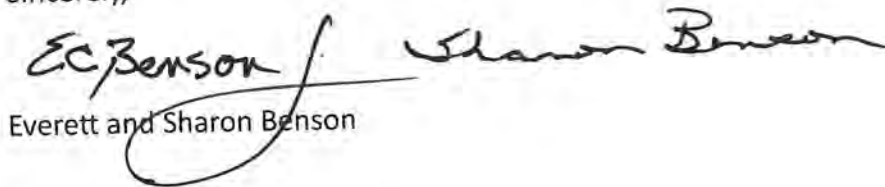
We strongly urge the Committee to reconsider Proposal 392 and/or pursue a more comprehensive stormwater management plan as a required part of the development proposal. This plan should include:

- 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 (no payroll deductions)	\$ 2,500	\$ 4,667
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

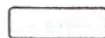
the general area, the **distance to shopping areas** and the **ultra-high density** of their own complex.

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.

over

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](#)

ALBANY, N.Y. (AP) —



Money Talks News · 1d

Seniors Face Hidden Costs in Age-Restricted Living



CarBuzz · 6d

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.

To: Springfield Planning & Zoning Commission
Subject: Opposition to Development 392
Date: October 7th, 2025

Dear Members of the Planning and Zoning Commission,

I plan to attend the upcoming meeting on Thursday, October 9, regarding Development 392.

I would like to begin by expressing my appreciation for all that you do to help maintain the high quality of life we all enjoy here in Springfield. The work of the Planning and Zoning Commission plays a crucial role in shaping the safety, character, and long-term well-being of our community, and I sincerely appreciate your service.

That said, I trust you will do the right thing and vote **NO** on Development 392. The sheer number of community members who attended the July 17 meeting and voiced strong opposition speaks volumes about how deeply this proposal conflicts with the values and priorities of our neighborhood and the broader community.

While I was disappointed that a vote did not take place that evening, I understood and respected the decision to give the developer an opportunity to hear and address our concerns. Unfortunately, now that the revised plans have been presented, it is crystal clear that this development is not about quality of life, safety, or responsible progress—it is about dollars, doors, and profit.

In no way, shape, or form did the developer meaningfully address or correct the concerns raised regarding **density and safety**—both of which should remain at the forefront of every P&Z decision regarding Springfield's future growth. In short, there have been no meaningful improvements—only adjustments designed to appear responsive while leaving the same underlying problems intact.

As a **father of two children**, their well-being and safety are of the utmost importance to me. Like many parents in this community, I worry about how increased traffic, overcrowding, and insufficient infrastructure could impact the safety of our families. I am also a **proud employee of a family-owned business located just two miles from this proposed development**, and I care deeply about the future of this area—not just as a resident, but as someone who works and contributes to the local economy every day.

Thank you again for your time, your commitment to Springfield, and your careful consideration of this matter. I trust that you will do what's right for the community and vote **NO** on Development 392.

Respectfully,
Brandon Corn
801 N. Thornapple Ln.
Springfield, MO 65802

From: [Carla Jones](#)
To: Zoning@springfieldmo.gov; [Council](#); [Schrag, Jeff](#); [Hardinger, Councilmember](#); [Hosmer, Councilmember](#); [Carroll, Councilmember](#); [Lee, Councilmember](#); [Horton, Councilmember](#); [McGull, Councilmember](#); [Jenson, Councilmember](#); [Adib-Yazdi, Bruce](#)
Subject: Request to Vote No on Planned Development 392 (3830 E Division St)
Date: Thursday, October 9, 2025 12:53:45 PM

Dear Council Members,

As a resident of Windsmore, I am writing to respectfully urge you to vote *no* on Planned Development 392, located at 3830 E Division Street.

While many of my neighbors have already expressed valid concerns regarding increased traffic congestion and the strain on our local school district, I would like to highlight several additional factors that I believe deserve serious consideration.

The developers—Olson Engineering, Napredak Builders, and the California-based private equity firm Canyon View Capital—claim this project will help address Springfield’s affordable housing shortage. However, their proposed pricing suggests otherwise:

- **\$1,700+ monthly rent for a 2-3 bedroom apartment**
- **\$1,300+ monthly rent for a 1 bedroom apartment**
- **Additional, yet undisclosed, HOA fees**
- **Homes on 10,000 sqft lots priced at \$400,000+**

Based on Springfield’s **median household income of \$67,384** ([source](#)), a one-bedroom apartment at this rate would cost residents over **\$15,600 annually before HOA fees and after taxes**—a burden that is simply not sustainable for many working-class individuals and families. These costs do not align with any meaningful definition of “affordable housing.” Further, I question the marketability of a \$400,000 home facing a 600-space apartment parking lot and ten apartment buildings. Does this layout truly reflect that home value? As a homeowner myself, I would not consider that a worthwhile investment, and I doubt many others would.

I moved to Springfield in 2016 to attend Missouri State University and chose to stay because of the city’s affordability, job opportunities, and sense of community. Developments like PD-392 threaten the very qualities that make Springfield a desirable place to live, especially for young professionals and families. If we continue to normalize these elevated costs—particularly for rental housing—how can we expect young people to stay, build families, and invest long-term in this community?

We must also consider the financial pressures facing older homeowners. With the rising costs of elder care—averaging **\$77,380 to \$101,470 annually** for nursing home care in Springfield ([source](#))—many residents may rely on their home equity for retirement and end-of-life expenses. Introducing high-density apartment complexes near established neighborhoods risks undermining property values, further limiting these options.

As the youngest homeowner in the Windsmore community, I respectfully question whether a

California-based private equity firm is acting in the long-term interests of Springfield residents. If their true goal were affordability, wouldn't we be seeing single-family homes priced in the \$100K–\$200K range, more in line with our local cost of living? Instead, this development feels more like a short-term financial venture designed to extract profit, rather than empower residents to put down roots and thrive here.

You represent the people of Springfield. A vote *yes* on this project, in its current form, would directly undermine the quality of life for many existing residents who have already chosen to invest in this community. It is clear Canyon View Capital is attempting to wear down community opposition by prolonging the process. I urge you not to let that tactic succeed at the expense of the very people you were elected to represent. Thank you for your time and your service to our city. I trust you will weigh the long-term impacts of this development carefully, and I hope you will vote *no* on PD-392.

Sincerely,
Carla Potter

From: [Connie Keiser](#)
To: [Neal, Daniel](#); [Childers, Steve](#); [Connie Keiser](#); Zoning@springfieldmo.gov
Cc: [Schrag, Jeff](#); [McGull, Councilmember](#)
Subject: 3820 East Division St Development #392
Date: Tuesday, October 7, 2025 11:42:37 AM

PLEASE FORWARD THIS TO ALL P&Z BOARD MEMBERS

This is a formal request that you vote to deny the above "revised" plan.

As stated in my September 23, 2025 email to this board and verbally asked at the September 25, 2025 Planning and Zoning public meeting:

What has changed from the original plan?

Answer: Certainly nothing of significant that would change your original 6-2 denial vote at the July 17, 2025 meeting.

A REVIEW OF ISSUES

DENSITY

- A reduction of 20 doors from the original 530; or a reduction of less than 4% (.3773%)
- An additional 3 story apartment building, now 10 buildings vs the original 9 buildings: an 11% increase
- over 600+ parking spaces (Menards has 400+ parking spaces)
- there are an additional 144+ residences, plus a 430 door apartment complex on the north side of Division (already approved), that will add to the density created by these 510 doors.

Yes, outside of Springfield city limits but still in your wheelhouse for a better Springfield.

How do these factors change your vote?

EGRESSES

- 3 egresses instead of the original 5 egresses; a reduction of 40%.
- 2 egresses on Division instead of the original 3, a reduction of 33%; there is only 1 West turn egress on Division; the other Division egress is a right turn only (East)

What/where do you think that these vehicles will go to turn around to head West toward Springfield?

- LeCompte Road is still a narrow county 2 lane road never intended to carry current traffic, let alone the additional vehicles from a 510 door complex with only one egress from this development on LeCompte Road

How does this 40% reduction change your vote?

SIGNAL AT DIVISION & LECOMPTE ROAD

Canyon View Capital, the West Coast developer has "agreed" to add a stoplight.

It was already in MoDot's plans.

How is that a change?

Even the Olsson representative said in his rebuttal comments that "even if a signal isn't added, it doesn't change the traffic problem issue."

So let's pour oil/gas on an already burning fire?

Why does that work or change your vote?

INCREASED TRAFFIC VOLUMN

Nothing has changed.

And neither should your vote.

This high density of doors will drastically increase traffic on Division Street, LeCompte Road and through the 65/Division interchange.

And don't forget the potential traffic issues as a result of the new Eastgate exchange.

And the plans for the 430 door planned apartments to be built on Division Street's North side, the 144+ additional homes at Wild Horses and The Reserve's that will add significant traffic to this area.

In all directions.

And even though that's not in Springfield proper, that factor should also be in your wheelhouse.

SINKHOLES

No study has been done.

The Olsson representative says "costs too much"... Says they "will do after the project is approved".

What happens if the sinkholes are significant?

What are the City's requirements for building in an area that's has identified sinkholes?

Will the West Coast developer come back to P&Z with yet another request for additional apartment buildings?

Because they "need the doors" to make this project work? (ie, read because they need/want the money")

Shouldn't you have knowledge of what the potential sinkholes effects on this development would mean PRIOR to approval?

AFFORDABLE

- 1 bedroom apartments that rent for \$1300 plus an as yet unknown HOA fee. Rent and HOA fees for 2 or 3 bedrooms and duplexes as yet undetermined.
- Springfield annual median income is \$30,864 (monthly \$2572) so that 1 bedroom rent is 51% of before tax dollars before the HOA fee is added.

The \$1700 + HOA fee rent for a 2-3 bedroom apartment is 66% of before tax dollars. Again before the HOA fee is added.

And that's affordable?

And this fits the description of affordable housing?

How?

HOME OWNERSHIP VS 100% RENTAL

The West Coast developer "has committed" to 50%-75% ownership of the 46 doors.

A total of 23 or 34 doors, or 94-96% rental vs 4-6% owned.

What kind of a commitment?
The chicken's or the pig's?

A written commitment?

What is the time frame for the build out of these 46 "owner"residences?

And again, who do you know that would buy a \$400K or \$500K home that has a view of 10 apartment buildings, 600+ spaces parking lot and deal with the day to day nightmare traffic of exiting in and out of the development to get to work, school, or medical and other appointments, and errands that make up every day life etc?

You heard from 2 realtors at the last meeting who told you that this would be a "real hard sell".

LOCAL INVOLVEMENT/OWNERSHIP

There is no local ownership.

This is a California private venture company:

Canyon View Capital
331 Sequel Avenue
Santa Cruz, California.

They are employing the local Olsson engineering firm for services of planning and design, engineering, technology , etc

The builder is Napredak Builders, LLC a locally owned Springfield company.

In other words employees. No skin in the game.

All the money comes from and returns to California.

Not reinvested in Springfield

Do you think that the West Coast investment firm cares about how local communities feel about an apartment complex being built in a residential area?

No. Their only concern is the return on their investment.

SPRINGFIELD PUBLIC SCHOOLS

Again not your rodeo but definitely in your wheelhouse for a greater, better Springfield.

OTHER QUESTIONS

- Have you personally driven by and into any of the communities that they have built in the area?

See how have they been maintained?

- Have you talked to any of those cities to get a feedback on how it was doing, how the the actual build out progressed, if the project was completed or/and finished on time, received a CO and yet more importantly how was it to deal with out of state owners after the project was completed and the real estate management firm took over?

Were there any things they might do differently?

Would they approve another project by this investor?

Doesn't that make common sense?

COMMUNITY FEEDBACK

It's quite obvious from the comments made at the various "neighborhood meetings", the 2 P&Z meetings and numerous emails and conversations addressed to this Board and the City Council, that NONE of the residential communities affected by this development want an apartment complex. Which this clearly is.

Residences yes. Apartment complex no.

CONCLUSION

You were correct in your initial denial of this project.

Nothing of any significance has changed.

Neither should your original 6-2 vote of denial.

If anything additional issues and concerns has been brought to your attention that validates your initial denial.

Thank you for your time and denial of this "revised" project.

September 22, 2025

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

RE: Planned Development 392

Dear Planning and Zoning Commissioners,

My name is Kevin Ausburn, and my wife Lynn and I have lived at 4105 E. Brookdale Terrace, Springfield, MO 65802, in Bristol Park since 2016. We chose this neighborhood because of its large lots, country feel at the edge of town, and the nice, well maintained developments in the area. **We are opposed to "Planned Development 392", 3830 E. Division, as it has currently been presented.** We are proponents of economic development and readily acknowledge that this property will be developed. However, this is the wrong development for this property, and the zoning should remain a single family residential district.

This proposed development is an attempt to "force fit" an out of state investor group's idea of housing onto a location that is not suited for a 95% rental development, when the property should be protected for a traditional single family owner occupied neighborhood development commensurate in quality and value with the existing surrounding neighborhoods.

We attended the neighborhood meeting conducted by Olsson Engineering on September 9th at Hickory Hills school and appreciated the information they provided and the questions they answered from homeowners. This meeting was prompted by several revisions that they made to the original proposed development plans that had been presented at a previous neighborhood meeting that we were unable to attend. It is our impression that the changes made were minor cosmetic ones that do not address the major issues that warrant the rejection of this development's rezoning request:

- Incompatible with area residential neighborhoods
- Excessive density levels
- Traffic and safety issues
- Template approach to housing
- School overcrowding
- Water runoff issues
- Inconsistent with Forward SGF plans

Incompatible with area residential neighborhoods

The area that is roughly east of Highway 65, south of Division Street, and north of Sunshine is dominated by traditional single family owner occupied neighborhoods and is considered to be a highly desirable Springfield area to live. The immediate areas impacted by the proposed development are Cooper Estates, Windsmore, and Bristol Park. All are gated communities with

housing valued well in excess of the average home price in Springfield. Our neighborhood, Bristol Park, has 17 "villas" and 21 "estate" homes. The estate homes are on one acre lots and maintain a country feel with no sidewalks and no light poles. I have attached several photos of our neighborhood at the end of this letter. This ambiance would be destroyed, and our property values would be greatly decreased if a development along our neighborhood's north property line was allowed to proceed with 510 predominantly rental family units. This proposed development would not add value to the residential area or Springfield in general and could establish a bad precedent as residential growth moves east.

Excessive density levels

The proposed development was designed to maximize the number of family units that could be squeezed into the development to spread the infrastructure costs and corresponding expenses so that charged rental rates would achieve their desired return on investment. It is our impression that the developer has a standard template for projects like this that they have implemented around the country and are not motivated to develop quality neighborhoods that will attract long term investments by individual homeowners.

To highlight the excessive density of the proposed development with Bristol Park on its southern property border consider that the development will have 510 family units with 95% being rental on 48 acres, whereas Bristol Park has 38 owner occupied houses on approximately 30 acres.

Traffic and safety issues

The proposed development has one point of ingress/egress on Le Compte road and on Division Street there is one point of ingress/egress to the east only and one point further east of ingress/egress for 510 family units. Olsson presented traffic studies that were prepared in June 2025 by CJW Transportation Consultants that were used to support the developers claim that traffic was adequately addressed in the development plans.

Those of us that live in this area and experience the traffic on Division and Le Compte on a daily basis know firsthand the challenges navigating this area at particular times of the day. Division currently handles more traffic than it is designed for and the intersection of Division and Le Compte is a dangerous one already before adding a 510 unit development with daily work commuters. Compound this with multiple work commuters per living unit and the congestion gets even greater.

The intersection of Division and Le Compte currently has no traffic signal, and the Missouri Department of Transportation has made no commitment to add one. Even before this proposed development this intersection experiences a large number of accidents due to vehicles trying to cross Division and/or jump into the flow of traffic.

A traditional single family owner occupied neighborhood would add traffic to the area, but not at the volume level a 510 unit development would.

Template approach to housing

The developer appears to employ a standard approach to developments they promote based upon maximizing the number of living units they can get on a property. Through a combination of apartments, townhomes, duplexes, villas, and single family homes, they focus on dense unit configurations. There are no unique or distinguishing characteristics about their developments. This proposed development features only 26 single-family units out of a total of 510 units. The representative from Olsson at the September 9th meeting mentioned that the majority of the single-family homes would be leased and not owner occupied.

School overcrowding

There have been numerous neighborhoods developed recently east of Highway 65 that have impacted the student population at Hickory Hills School. The Lakes at Wild Horse and its multiple phases continue to expand on Division Street, and new developments on east Chestnut and east Cherry Street have added to the potential additional students that feed into Hickory Hills. This proposed development with its 510 family units would feed into Hickory Hills and compound the census challenges for the school. There are no sidewalks along Division Street so transportation of students to Hickory Hills will have to be addressed by the school district.

Developing this property as a single family owner occupied residential district would be much easier for the school to absorb than would a high density multifamily development with 510 units. Not to mention the consistency and stability of the student population from an owner occupied neighborhood of single family homes compared to a densely populated rental development.

Water runoff issues

The property is downstream from development along Eastgate and Cooper Estates and currently experiences excessive storm water runoff after heavy rains. Currently as undeveloped land, the property serves as a buffer for storm water runoff allowing it to gradually be absorbed and minimizing downstream problems for property further east. Adding a densely populated neighborhood with a large square footage of roofs, parking, and streets will take away the current buffer and move more water at a faster pace to property to the east. The property proposed for development also contains sink holes that have not been fully mapped or evaluated for the impact they will experience from increased storm water runoff.

If this property was developed as a single family residential district as it is currently zoned, many, if not all of the water runoff issues would be more easily addressed and not become a problem like they would in a high density multifamily development with 510 units.

Inconsistent with Forward SGF plans

Springfield does not have a shortage of apartments or rental properties. In fact, I have seen studies that Springfield has a higher percentage of rental housing, and a shortage of owner occupied homes than many communities our size. This proposed development does nothing to

promote and encourage individual home ownership. There are those that claim the city needs to promote more density in housing options. That may be the case in certain redevelopment areas of the city or areas where a transition is needed between disparate zoning categories. The location of this property does not satisfy either of these. In fact, there are only two apartment complexes that come to mind east of Highway 65, south of Division, and north of Sunshine. Both of them are on Eastgate with one of them separating a car dealership and a neighborhood and the other separating a neighborhood and railroad tracks. It is a false premise to use as an argument that Springfield needs more dense neighborhoods as a rationale for this proposed 510 unit development when the property is situated in a highly desirable area for single family owner occupied housing and is currently surrounded by higher end traditional neighborhoods.

In conclusion, there is no doubt that the property on the southeast corner of Division Street and Le Compte Road will be developed someday. In fact, we would support its development if it were done in a manner consistent with the high quality single family owner occupied residential homes that currently predominate this area. The highest and best use for this property is to continue the trend that has been established and maintain the current zoning as a single family residential district.

We do not support and vigorously oppose a change in zoning that would allow high density multifamily density for Planned Development 392.

Very Truly Yours,

Kevin and Lynn Ausburn

Kevin and Lynn Ausburn

Attachments - Photos

Location of proposed development with Bristol Park to the south



Example of Villas



Example of Estate homes



Example of lot sizes that are one acre



From: [Heather Richards](#)
To: [Council; Zoning@springfieldmo.gov](mailto:Zoning@springfieldmo.gov)
Subject: Opposition to Planned Development 392 Located at 3830 E Division St
Date: Wednesday, October 8, 2025 12:30:16 PM

This is the first time you received an email from this sender (hrichards73@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Secured by Check Point

Dear Members of the Planning and Zoning Commission and City Council,

I am writing to formally request that you vote to deny the revised development plan currently under consideration.

The revised proposal presents no meaningful changes that would warrant reconsideration of your original 6–2 vote of denial on July 17, 2025. Upon review, the core issues remain unresolved and, in some cases, have become more concerning.

Key Concerns:

Density

- The reduction of 20 units (less than 4%) is negligible.
- The addition of a tenth apartment building increases overall massing by 11%.
- Over 600 parking spaces will accompany this development, contributing to congestion.
- Nearby approved projects—including 430 units north of Division and 144+ homes in Wild Horses and The Reserve—will compound density concerns.

Traffic & Egress

- Egress points have been reduced from five to three, a 40% decrease.
- Only one westbound exit on Division Street remains, forcing vehicles to seek alternate routes.
- LeCompte Road, a narrow two-lane county road, is ill-equipped to handle the projected traffic volume.

Traffic Signal at Division & LeCompte

- The developer’s agreement to add a signal aligns with MoDOT’s existing plans and does not address the underlying traffic issues.
- Even Olsson’s representative acknowledged that the signal would not resolve congestion.

Affordability

- Proposed rents—\$1300+ for a one-bedroom and \$1700+ for larger units—are well above what is considered affordable for Springfield residents, whose median monthly income is \$2,572.
- These figures do not include HOA fees, further straining affordability.

Homeownership vs. Rental

- Of the 510 units, only 46 are proposed for ownership, with a vague commitment to 50–75% owner occupancy.
- This equates to just 4–6% ownership, leaving the vast majority as rentals.
- Realtors have expressed concern about the marketability of homes adjacent to dense apartment buildings and heavy traffic.

Local Investment

- Canyon View Capital, a California-based firm, owns the project.
- While local firms are contracted for services, ownership and profits remain out-of-state, offering little reinvestment in our community.

Environmental Concerns

- No sinkhole study has been conducted.
- The developer has stated such studies will be done post-approval, raising serious questions about safety and feasibility.

Community Sentiment

- Feedback from neighborhood meetings, public hearings, and correspondence has been overwhelmingly opposed to this development.
- Residents support residential growth—not high-density apartment complexes.

In conclusion, the revised plan does not address the fundamental concerns that led to your original denial. If anything, additional issues have surfaced that further validate your decision. I respectfully urge you to uphold your commitment to responsible planning and vote to deny this revised proposal.

Thank you for your time, consideration, and continued dedication to a better Springfield.

Respectfully,
Heather Richards
784 N. Fallbrooke Terrace
Springfield, MO 65802

From: [Ryan Walker](#)
To: [Hosmer, Bob](#); [Hession, Tyler](#); [Menke, Andrew](#); [Neal, Daniel](#); [Pearcy, Monica](#); [Sparlin, Michael](#); [Werland, Amy](#)
Subject: Opposition to Division and LeCompte Development PD 392
Date: Tuesday, October 7, 2025 8:33:45 AM
Attachments: [image001.png](#)
Importance: High

I am asking you to vote **no** on ***Planned Development 392 located at 3830 E Division St.***

This project raises serious concerns for residents. Increased traffic on streets not designed for heavy use will create safety risks for children, pedestrians, and cyclists. Our schools, utilities and local infrastructure are already stretched thin, and additional density will only make those challenges worse. Beyond these issues, the proposal threatens the character and stability of our neighborhood. Families have invested here with the understanding that this area would remain single-family, and changing that could lower property values and diminish the sense of community we've built.

There are other areas in our city already zoned and equipped to support multi-family housing. Placing apartments where the infrastructure and planning are more appropriate would meet the housing needs without sacrificing the quality of life in established neighborhoods.

For these reasons, I respectfully urge you to protect our community and vote against this proposal.

Sincerely,

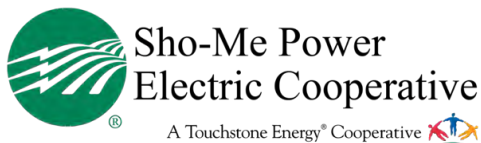
Ryan, Adriene, and Beckham Walker

Windsmore Homeowner

828 North SummerCreek Ct. 65802

Ryan Walker

Security & Remote Facilities, Director



Office: 417.859.2615
Mobile: 417.860.2891
Email: RWalker@ShoMePower.com
Website: www.ShoMePower.com
Address: PO Box D, Marshfield, MO 65706

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From: [Ryan Walker](#)
To: [Hosmer, Bob](#); [Hession, Tyler](#); [Menke, Andrew](#); [Neal, Daniel](#); [Pearcy, Monica](#); [Sparlin, Michael](#); [Werland, Amy](#)
Subject: Opposition to Division and LeCompte Development PD 392
Date: Wednesday, October 8, 2025 12:49:46 PM
Attachments: [image001.png](#)
Importance: High

This is a formal request that you vote to deny the above "revised" plan.

As stated in my September 23, 2025 email to this board and verbally asked at the September 25, 2025 Planning and Zoning public meeting:

What has changed from the original plan?

Answer: Certainly nothing of significant that would change your original 6-2 denial vote at the July 17, 2025 meeting.

A REVIEW OF ISSUES

DENSITY

- A reduction of 20 doors from the original 530; or a reduction of less than 4% (.3773%)
- An additional 3 story apartment building, now 10 buildings vs the original 9 buildings: an 11% increase
- over 600+ parking spaces (Menards has 400+ parking spaces)
- there are an additional 144+ residences, plus a 430 door apartment complex on the north side of Division (already approved), that will add to the density created by these 510 doors.

Yes, outside of Springfield city limits but still in your wheelhouse for a better Springfield.

How do these factors change your vote?

EGRESSES

- 3 egresses instead of the original 5 egresses; a reduction of 40%.
- 2 egresses on Division instead of the original 3, a reduction of 33%; there is only 1 West turn egress on Division; the other Division egress is a right turn only (East)

What/where do you think that these vehicles will go to turn around to head West toward

Springfield?

- LeCompte Road is still a narrow county 2 lane road never intended to carry current traffic, let alone the additional vehicles from a 510 door complex with only one egress from this development on LeCompte Road

How does this 40% reduction change your vote?

SIGNAL AT DIVISION & LECOMPTE ROAD

Canyon View Capital, the West Coast developer has "agreed" to add a stoplight.

It was already in MoDot's plans.

How is that a change?

Even the Olsson representative said in his rebuttal comments that "even if a signal isn't added, it doesn't change the traffic problem issue."

So let's pour oil/gas on an already burning fire?

Why does that work or change your vote?

INCREASED TRAFFIC VOLUMN

Nothing has changed.

And neither should your vote.

This high density of doors will drastically increase traffic on Division Street, LeCompte Road and through the 65/Division interchange.

And don't forget the potential traffic issues as a result of the new Eastgate exchange.

And the plans for the 430 door planned apartments to be built on Division Street's North side, the 144+ additional homes at Wild Horses and The Reserve's that will add significant traffic to this area.

In all directions.

And even though that's not in Springfield proper, that factor should also be in your wheelhouse.

SINKHOLES

No study has been done.

The Olsson representative says "costs too much"... Says they "will do after the project is approved".

What happens if the sinkholes are significant?

What are the City's requirements for building in an area that's has identified sinkholes?

Will the West Coast developer come back to P&Z with yet another request for additional apartment buildings?

Because they "need the doors" to make this project work? (ie, read because they need/want the money")

Shouldn't you have knowledge of what the potential sinkholes effects on this development would mean PRIOR to approval?

AFFORDABLE

- 1 bedroom apartments that rent for \$1300 plus an as yet unknown HOA fee. Rent and HOA fees for 2 or 3 bedrooms and duplexes as yet undetermined.

- Springfield annual median income is \$30,864 (monthly \$2572) so that 1 bedroom rent is 51% of before tax dollars before the HOA fee is added.

The \$1700 + HOA fee rent for a 2-3 bedroom apartment is 66% of before tax dollars. Again before the HOA fee is added.

And that's affordable?

And this fits the description of affordable housing?

How?

HOME OWNERSHIP VS 100% RENTAL

The West Coast developer "has committed" to 50%-75% ownership of the 46 doors.

A total of 23 or 34 doors, or 94-96% rental vs 4-6% owned.

What kind of a commitment?

The chicken's or the pig's?

A written commitment?

What is the time frame for the build out of these 46 "owner"residences?

And again, who do you know that would buy a \$400K or \$500K home that has a view of 10 apartment buildings, 600+ spaces parking lot and deal with the day to day nightmare traffic of exiting in and out of the development to get to work, school, or medical and other appointments, and errands that make up every day life etc?

You heard from 2 realtors at the last meeting who told you that this would be a "real hard sell".

LOCAL INVOLVEMENT/OWNERSHIP

There is no local ownership.

This is a California private venture company:

Canyon View Capital
331 Sequel Avenue
Santa Cruz, California.

They are employing the local Olsson engineering firm for services of planning and design, engineering, technology , etc

The builder is Napredak Builders, LLC a locally owned Springfield company.

In other words employees. No skin in the game.

All the money comes from and returns to California.

Not reinvested in Springfield

Do you think that the West Coast investment firm cares about how local communities feel about an apartment complex being built in a residential area?

No. Their only concern is the return on their investment.

SPRINGFIELD PUBLIC SCHOOLS

Again not your rodeo but definitely in your wheelhouse for a greater, better Springfield.

OTHER QUESTIONS

- Have you personally driven by and into any of the communities that they have built in the area?

See how have they been maintained?

- Have you talked to any of those cities to get a feedback on how it was doing, how the the actual build out progressed, if the project was completed or/and finished on time, received a CO and yet more importantly how was it to deal with out of state owners after the project was completed and the real estate management firm took over?

Were there any things they might do differently?

Would they approve another project by this investor?

Doesn't that make common sense?

COMMUNITY FEEDBACK

It's quite obvious from the comments made at the various "neighborhood meetings", the 2 P&Z meetings and numerous emails and conversations addressed to this Board and the City Council, that NONE of the residential communities affected by this development want an apartment complex. Which this clearly is.

Residences yes. Apartment complex no.

CONCLUSION

You were correct in your initial denial of this project.

Nothing of any significance has changed.

Neither should your original 6-2 vote of denial.

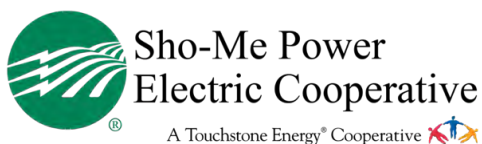
If anything additional issues and concerns has been brought to your attention that validates

your initial denial.

Thank you for your time and denial of this "revised" project.

Ryan Walker

Security & Remote Facilities, Director



Office:	417.859.2615
Mobile:	417.860.2891
Email:	RWalker@ShoMePower.com
Website:	www.ShoMePower.com
Address:	PO Box D, Marshfield, MO 65706

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

File No. 5526813.0001

October 8, 2025

VIA EMAIL (ZONING@SPRINGFIELD.MO.GOV)

Randall Doennig c/o Planning Director Bob Hosmer
Chairman, Springfield Planning and Zoning Commission
1010 N. Booneville
Springfield, Missouri

RE: Planned Development No. 392

Mr. Doennig and Mr. Hosmer,

As you know, my firm represents the Bristol Park Community Association, Inc. (“Bristol Park”) in connection with its opposition to Proposed Planned Development No. 392 (the “Proposal” or the “Proposed Development”) at 3830 E. Division St., Springfield, MO 65802. The Proposal is set to be heard before the Springfield Planning and Zoning Commission (the “Commission”) on October 9, 2025, after the Commission left open the September 25, 2025 Commission meeting (the “September Meeting”) for the apparent purpose of eliciting further testimony concerning the Proposal. As set forth fully below, Bristol Park respectfully urges the Commission to deny the Proposal, because it violates and contravenes applicable provisions of the Springfield Development Code and accompanying Forward SGF Comprehensive Plan.

On July 17, 2025, this Commission correctly voted to reject the Proposed Development by a vote of 6-2 when an earlier version of the Proposal (the “July Proposal”) was presented. The City Council voted to remand the Proposal back to the Commission after hearing overwhelming community feedback highlighting serious concerns with the Proposal. In response to these actions, the Applicant revised the Proposal in the following respects: (1) reduced the proposed number of units to approximately 510 from 463 by removing the fourth story of the proposed mid-rise apartment buildings and adding at least one additional mid-rise apartment building; (2) removed the proposed access to Danvers Street (located in Bristol Park Neighborhood); (3) represented to the Commission that the at least 50%-75% of certain single-family detached housing units will not be made rentals; and (4) included a request that the Missouri Department of Transportation install a traffic signal at the intersection of Division Street and LeCompte Road (the “Revisions”).

These Revisions, while a step in the right direction, do not adequately address the deficiencies with the Proposal including *inter alia* failure to conform with the Forward SGF Comprehensive Plan, inadequate traffic and safety improvements; and failure to satisfy the criteria contained in Section 36-367 of the

Springfield Land Development Code. As more thoroughly discussed in this letter, the Commission should stand by its prior decision and vote to table or reject the Proposal as presently drafted.

I. Bristol Park Objects the Commission's Consideration of Evidence Offered by its Own Members in Support of the Proposed Development.

As an initial matter, and because the Commission has yet to undertake any vote concerning whether to recommend that the Proposal be approved or rejected by the Springfield City Council, Bristol Park objects to the Commission's consideration of evidence supplied by members of the Commission during the September Meeting, in connection with its ultimate recommendation concerning the Proposal.

During the September Meeting, dozens of concerned Springfield residents appeared and voiced their opposition to the Proposal, most of whom were met with disagreement and argument from certain members of the Commission that seemingly believe that the Proposal should be approved. During such interactions, and after such residents completed their testimony, members of the Commission consistently and periodically offered lengthy explanations and/or "clarification" as to why they believed that such residents were wrong and/or why such residents concerns were unfounded. *See, e.g., September Meeting*,¹ at 40:45:00 (A commissioner suggesting that speaker's density concerns are unfounded because other high-density developments are likely to be constructed nearby); 1:54:50 (A commissioner offering "clarification" contradicting speaker's testimony); 2:15:50 – 2:19:00 (A commissioner offering a minutes-long explanation as to why the Proposed Development satisfies all applicable criteria in the Development Code); 2:40:30 (A commissioner explaining generally that there exists a "growing trend" that the "younger generations... do not want [to own] a home" in response to speakers' concerns regarding home prices being impacted by nearby apartment rentals); 2:55:07 (A commissioner offering a "clarification" of the speaker's "wrong impression").

The Commission is tasked with the **quasi-judicial role** of hearing and deciding the merits of the proposals presented to it based upon the evidence presented, and not with offering evidence in support or in opposition of a proposal before it. *See Springfield, Missouri Code of Ordinances*, at Art. XI, § 11.2 (explaining powers and duties of Planning and Zoning Commission); *see also Bowman v. Greene Cnty. Com'n*, 732 S.W.2d 223, 225 (Mo. App. S.D. 1987) (explaining that zoning authority's adjudication of whether to authorize a particular use pursuant to zoning code is "quasi-judicial in nature"). Accordingly, any attempts by the Commission to introduce evidence in support of, or in opposition to the Proposal are improper, and the Commission must not consider the testimony and/or evidence presented by its own Commissioners during the September Hearing in rendering its vote and ultimate recommendation with respect to the Proposed Development.

II. Zoning Amendment Criteria

As the City of Springfield acknowledges in its *Development Review Staff Report* pertaining to the Proposal, the Commission must consider the criteria set forth in Section 36-367 of Article III of the Springfield,

¹ <https://cityview.springfieldmo.gov/planning-zoning/season:2/videos/planning-zoning-commission-september-25-2025-1>

Missouri Land Development Code in connection with forming its recommendation for the Proposal. As described at-length by Springfield residents opposed to the Development at the September Meeting, several of the criteria contained in Section 36-367 support denial of the Proposal, as set forth fully below.

Section 36-367(7)(b) provides that “[i]f the application is for 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 the 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.

See Development Code, Art. III, § 36-367(7)(b).

Criteria Nos. 1, 2, 5, 6, and 7 above clearly support denial, and each are addressed in-turn below.

i. The Proposal Violates Criteria No. 1

With respect to Criteria No. 1, and irrespective of the evidence presented at the September Hearing and the October 9, 2025 Hearing, the Proposal categorically and as a matter of law cannot comport with the Forward SGF Comprehensive Plan (the “Plan”), which requires that development of the parcel (the “Parcel”) upon which the Proposal is intended to be situated must be predominantly single family detached dwellings.

Chapter 6 of the Plan governs Growth Areas & Annexations and is applicable in this instance because the Parcel was only recently annexed into the City of Springfield. Critically, Chapter 6 contains a map (the



“Placetype Map”) which assigns “placetype” categories to areas surrounding the City of Springfield. The Placetype Map governs how development **should** occur in such designated areas in the event that they are ultimately annexed into the City of Springfield. See Forward SGF Comprehensive Plan, p. 58. The Placetype Map offers ten (10) uses and assigns a designated use to various locations surrounding the city of Springfield, including the location of the Proposal. See *id.* The property sought to be developed in the Proposal is assigned “Residential Neighborhood: Traditional,” which requires development of “[p]ost-war residential neighborhoods that contain **predominately** single-family detached dwellings with uniform setbacks, building designs, and parcel sizes.” See *id.* By contrast, the Placetype Map enumerates several areas for “Mixed Residential” which is applicable to the Proposal, and includes “[p]rimarily higher density single-family attached and multi-family residential dwellings....” See *id.* However the Placetype Map does not authorize such “Mixed Residential” growth and development in the location that the Proposal seeks, and is instead concentrated in the south, west, and north portions of the City of Springfield. See *id.*

The Proposal is plainly inconsistent with the Plan in several respects including, *inter alia*, (1) by incorporating mixed high-and-low density residential spaces, in which single-family detached dwellings represent a small fraction of the total dwellings; (2) by failing to incorporate uniform setbacks; and (3) by failing to incorporate uniform parcel sizes. See *id.* Specifically, the Proposal includes predominantly mid-rise apartments, duplexes, and townhomes and **only nine percent (9%)** of the units constitute single family detached dwellings. Regardless of your definition of predominate, there is no legitimate argument that the proposed proportion of single-family detached dwellings predominate over the other housing types. The Proposal therefore categorically violates the annexation and growth requirements contained in the Plan.

In addition, the Plan calls for the city to strengthen and support existing neighborhoods.² 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, commonly known as “step down zoning”. See Forward SGF, Ch.7 at p.70. While the Proposal seeks to side-step this requirement by placing its high-density units in the center of the Proposed Development surrounded by a row of lower (and relatively-lower) density units, its attempt to do so is misguided. The suggestion that the gradual transition requirement is satisfied with respect to a particular parcel by simply incorporating a single row of low

² While certain commissioners emphasized his disagreement with the applicability of Chapter 7 of the Plan to the Proposal during the September Meeting, his criticisms were misguided. See September Meeting, at 2:15:50 – 2:19:00. Each provision of the Plan must be read in harmony with the entire Plan, which broadly sets forth the “policies that direct future growth and development.” See Forward SGF Comprehensive Plan, p. 7. Rather than state that it is narrowly applicable to particular circumstances, Chapter 7 general sets forth broad goals of developing and maintaining quality, prideful, and cohesive neighborhoods. As concerned residents explained at-length during the September Hearing, the Proposal has the potential to negatively impact the nature and character of several neighborhoods in its vicinity. The Plan’s goals concerning neighborhoods therefore should not be ignored by the Commission in assessing the Proposal.

Further applicable, 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.* Forward SGF’s land use chapter reinforces this concept 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*). Bristol Park notes that the Proposal contravenes these general principles set forth in the Plan, in addition to those set forth above.

density homes contravenes the entire spirit of the Plan, which notably contains stated goals of “cultivat[ing] neighborhood identity **and cohesion**,” in which the step-down is not assessed on a parcel-by-parcel basis, but instead by looking to transition uses gradually across the principal and majority uses in an area. *See id.* at p. 64 (emphasis added). If, as the Proposal suggests, the step-down requirement can be satisfied with respect to a single parcel by merely incorporating a row of similar or existing uses with a new or changed use in the center, the resulting outcome would result in a dartboard-like use pattern across the City of Springfield. The Proposal therefore fails to meet the general principles governing neighborhood development, which likewise requires rejection of the Proposal.

The Proposal should accordingly be rejected for its failure to comport with the Plan.

ii. Criteria Nos. 2, 5, 6, and 7 Support Denial of the Proposal

Like criteria No. 1, the Proposal plainly does not meet criteria 1, 3, 5, or 6.

With respect to criteria No. 2, it was suggested during the September Meeting that the existence of a general housing shortage in the City of Springfield supports approval of the Proposal. *See September Meeting*, at 2:15:50 – 2:19:00. This conclusion misapprehends Criteria No. 2, which asks whether there exists “any changed or changing conditions **in the area** that make the proposed rezoning **necessary**.” *See Development Code*, Art. III, § 36-367(7)(b) (emphasis added). A general housing shortage in the City of Springfield does not satisfy Criteria No. 2, which addresses changing conditions in an “area” of the proposed development, which requires a more-narrow focus. Nor does a general housing shortage justify the conclusion that the is “necessary,” while there exists more-suitable locations for high density developments elsewhere in the City of Springfield.

Criteria No. 5 was addressed at-length in the September Meeting, in which overwhelming evidence was presented to demonstrate that the Proposal would cause a significant negative impact on vehicular traffic and traffic safety in the vicinity. Bristol Park notes that it has been able to obtain a copy of the traffic study performed by MoDOT. Based upon our review of the study, its scope, and relevant conclusions, the traffic study does **not** evaluate the entire corridor from Hwy 65 to Hickory Hills school nor does it take into account planned 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 adequately 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. While the neighborhood appreciates the applicant’s stated desire to see a traffic signal installed at the intersection, there is no commitment from MoDOT to install such a signal. There is some reference in the staff report to a “pending agreement” to signalize that intersection, however no such agreement has been made public as of the date of this letter. Without a commitment from MoDOT to install a signal within a reasonable time, the Proposal presents a dangerous set of additional curb cuts onto busy streets. Without additional traffic safety improvements, the Proposal should be rejected.

With respect to Criteria No. 6, the Proposal contains no evidence suggesting that the proposed rezoning would correct an error in the application of the Springfield, Missouri Zoning Regulations. This criteria therefore likewise does not support approval of the Proposal.

Finally, Criteria No. 7 – which asks whether a “reasonably viable economic **use** of the subject property will be precluded if the proposed rezoning is denied” – similarly does not support approval of the Proposal. While certain commissioners suggested in the September Hearing that Bristol Park’s interpretation of Criteria No. 7 contravenes “American” principles, such contention is also misguided. Neither Bristol Park nor any other concerned resident that spoke in opposition to the Proposal suggested or argued that the owner of the Parcel should not be able to develop it for **residential use** – Instead, they contended that the Proposal contains an exceptionally high density rate, and any development on the Parcel should contain a density rate that is compatible with the surrounding neighborhood. Therefore, mere development of the Proposal does not deprive the applicant of any legitimate and viable economic use – It instead places appropriate limitations on use, which is a fundamental function of any planning and zoning regulation.

Sincerely,

/s/ Benjamin J. Shantz

Ben Shantz

cc: Bristol Park Community Association, Inc.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: R-SF to Planned Development
(existing zoning) (proposed zoning)
2. Meeting Date & Time: June 26, 2025 from 4:00-6:30 pm
3. Meeting Location: Greenstay Hotel and Suites 222 N Ingram Mill Ave, Springfield, MO
4. Number of invitations that were sent: 100
5. How the mailing list was generated: City of Springfield Generated List
6. Number of neighbors in attendance (attach a sign-in sheet): 89
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

See attached document.

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

See attached document.

I, Ricky Haase (print name), attest that the neighborhood meeting was held on June 26, 2025 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."

Ricky G Haase

Signature of person completing affidavit

Ricky Haase

Printed name of person completing affidavit

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

June 26, 2025

4:00 p.m. – 6:30 p.m.

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

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

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

550 St Louis Street / Springfield, MO 65806

☎ 417.890.8802 / olsson.com

OVER

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

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

June 26, 2025

4:00 p.m. – 6:30 p.m.

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

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

June 26, 2025

4:00 p.m. – 6:30 p.m.

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

Bob & Barbara Schneider

3827 E. Brookdale Terr

417-343-8554

Brock Jacobs

3905 E Brookdale Terrace

417-773-6481

550 St Louis Street / Springfield, MO 65806

O 417.890.8802 / olsson.com

Neighborhood Meeting

Southeast Corner of Division and Le Compte Property Rezoning

June 26, 2025

4:00 p.m. – 6:30 p.m.

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

Neighborhood Meeting

Southeast Corner of Division and Le Comte 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
Norma 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 BOATRICK	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

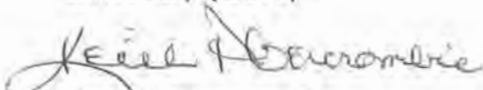
Dear Members of the Board,

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 'AKB', with a long horizontal flourish extending to the right.

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

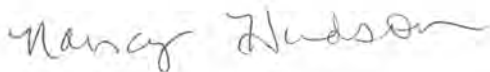
To Whom It May Concern:

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,

A handwritten signature in cursive script that reads "Nancy Hudson".

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 –

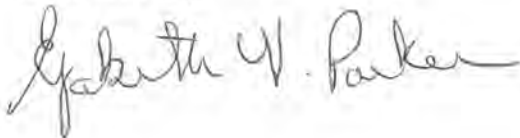
I am writing today to **discourage** you from approving and implementing the current proposed development at Division and Le Compte in east Springfield. I drive this intersection daily and it is already NOT SAFE. Traffic to and from Strafford on Division, as well as trucks to and from the underground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

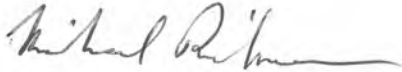


June 23, 2025

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.

Truffie would be a big problem.

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

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

Please take this in consideration.

Thank you!

Laurenne Zimmer
Home owner in Cooper Estates

July 13, 2025

Springfield MO

Planning & Zoning Commission/City Council

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

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

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

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

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

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

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



Carol Barr

1165 N New Castle Ave

Springfield MO 65802

July 13, 2025

Springfield MO

Planning & Zoning Commission/City Council

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

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

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!



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.

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City of Springfield - Dept of Planning & Development,

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

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

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

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

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

Sincerely,

Matthew Hartfield
823 N Grapevine Rd,
Springfield, MO 65802

To Whom it May Concern,

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

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

1. Strain on Infrastructure:

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

2. Changes to Neighborhood Character:

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

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

- *decreases biodiversity

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

- *loss of natural ecosystems

4. Traffic and Safety:

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

5. School Overcrowding:

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

6. Lack of Transparency and Local Accountability:

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

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

Sincerely,
Jessica Ingram

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

July 12, 2025

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

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

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

Sincerely,



Joe & Sue Johnson

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

July 13, 2025

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

To the City of Springfield,

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

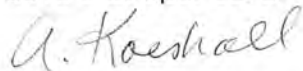
Traffic on Division is one of my biggest concerns. I go to work between 7:30 and 8:30 in the morning and entering Division from Cooper Estates is always difficult. Before any large housing development is put in, Division must be turned into a proper 4 lane road. And the congestion caused by the train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

A long time of construction will also obstruct traffic.

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

Thank you for making wise decisions.

Anita Koeshall
3510 E Cooper BLVD



July 12, 2025

To: Planning and Zoning Commission

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

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

1. Traffic and safety

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

2. Infrastructure and Public Services

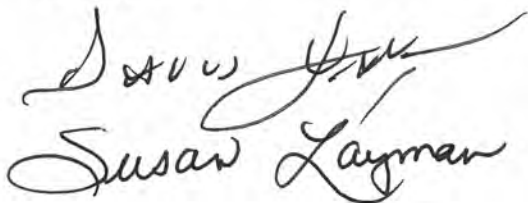
Hundreds of new households would place considerable strain on water, sewer, waste management and other city services.

3. School Overcrowding

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

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

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

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

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

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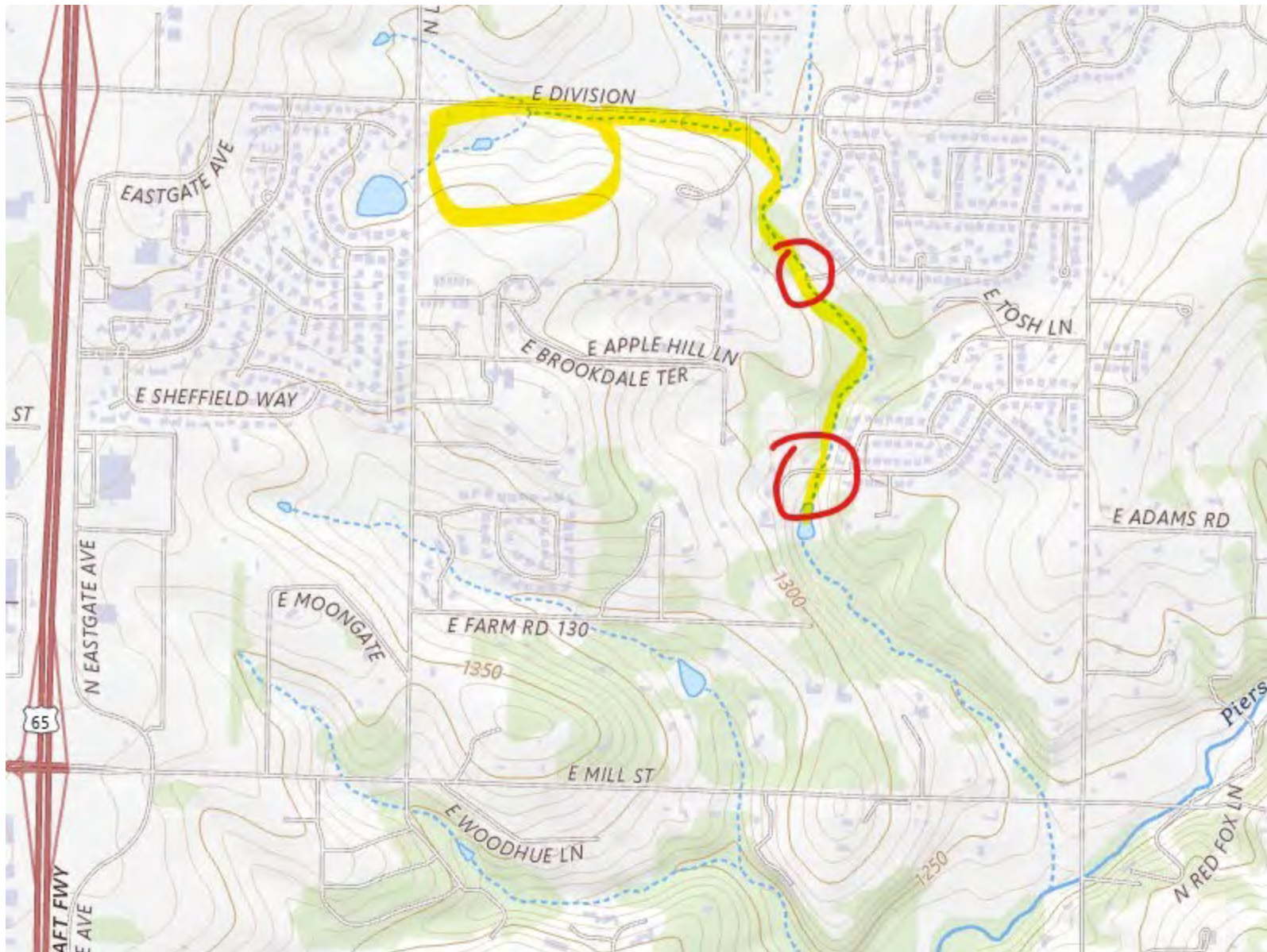
To City of Springfield Planning & Zoning,

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

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

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

Thanks,
-Ryan McCormick
Pearson Meadows HOA



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

Hello City of Springfield Development review team,

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

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

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

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

Regards,

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

Maksim & Yelena Popov

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

July 9, 2025

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

RE: Planned Development 392 located at 3830 E Division St

Dear Department of Planning & Development,

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

Thank you for your consideration.

Sincerely,


Maksim & Yelena Popov





SpencerFane

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

File No. 5526813.0001

July 17, 2025

VIA EMAIL

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

RE: Planned Development No. 392

Mr. Doennig,

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

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

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

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

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

- Inadequacy of MoDOT traffic study

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

- Sinkhole Identification and Issues

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



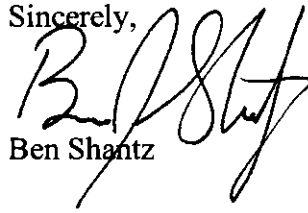
- School Busing

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

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

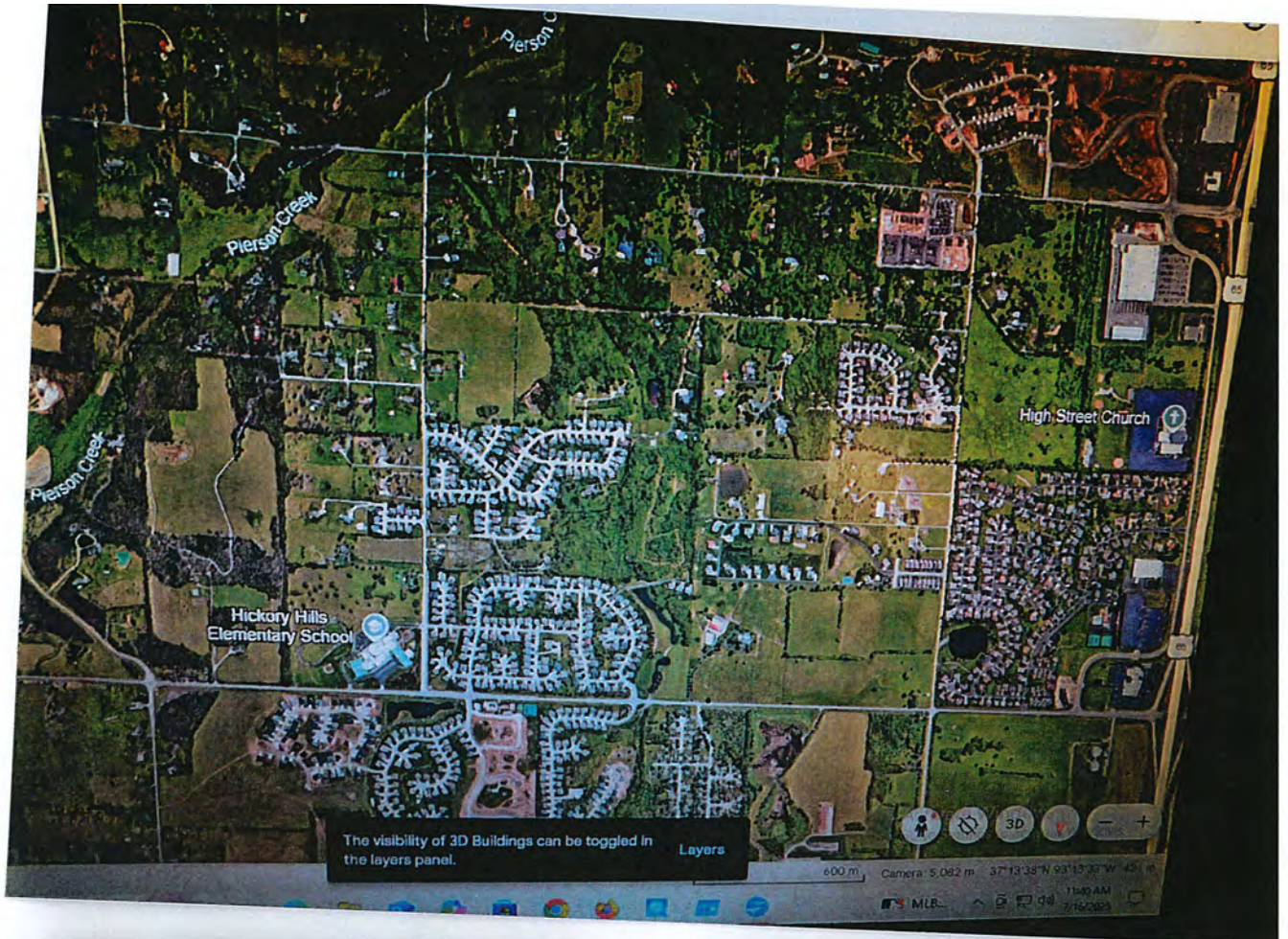
Should you have any questions about the contents of this letter or wish to speak with me or Bristol Park, please do not hesitate to call me. Thank you for your consideration on this topic.

Sincerely,

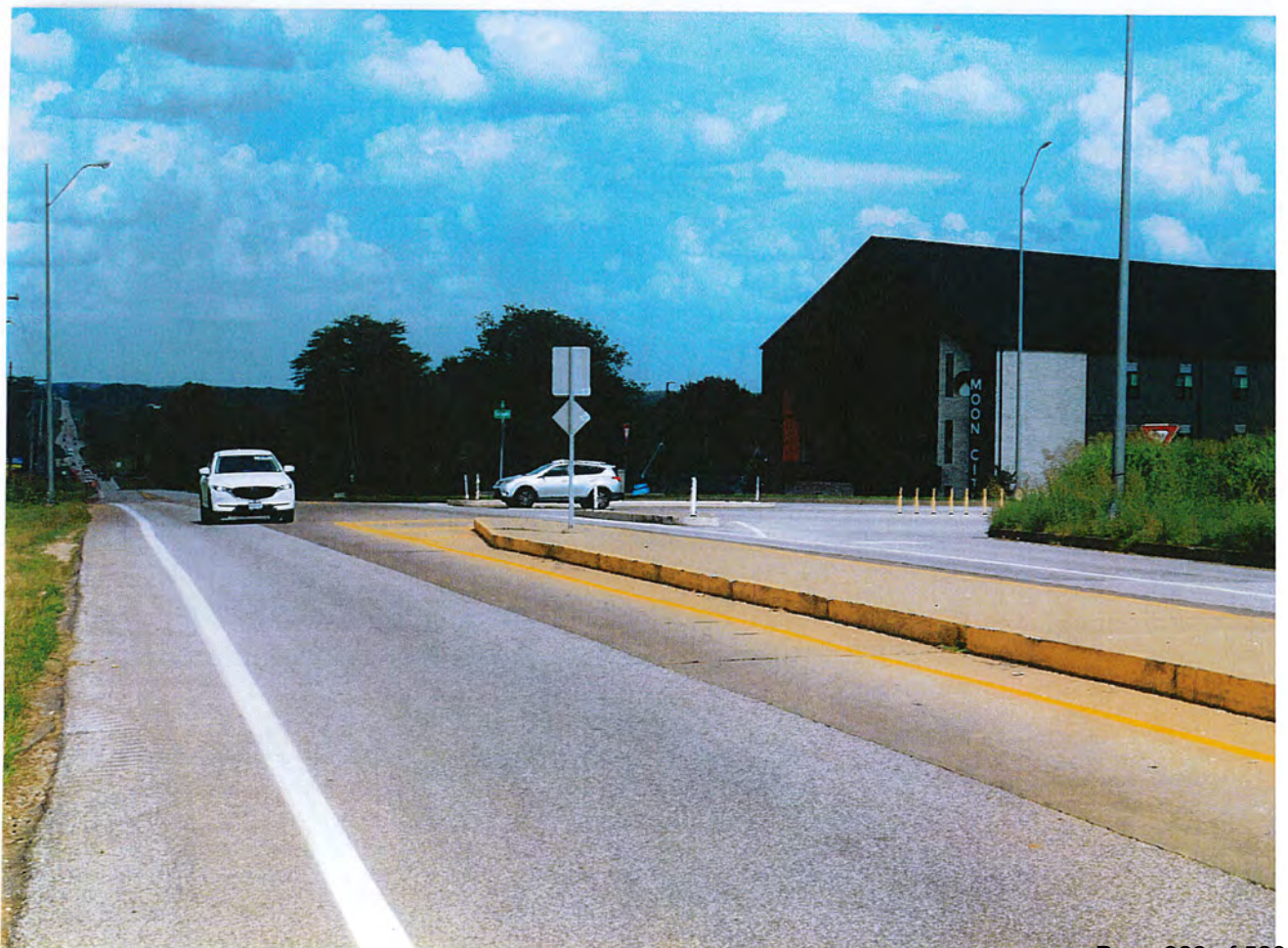


Ben Shantz

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











EXPLANATION TO COUNCIL BILL 2025-227 (CARROLL, HARDINGER, HORTON,

FILED: 10/22/2025

ORIGINATING DEPARTMENT: Building Development

TITLE: A general ordinance amending the Springfield City Code by enacting a new Chapter 75 'RESIDENTIAL RENTAL LICENSE AND INSPECTION PILOT PROGRAM.'

PURPOSE: The purpose of Chapter 75 is to implement an 18-month pilot program in the West Central Neighborhood that establishes rental licensing and safety-focused inspections for single-family and duplex rental properties. The program seeks to enhance the health, safety, and habitability of rental housing while supporting landlords with clear maintenance standards and guidance while also gathering data to help evaluate the future expansion of the program. Enforcement of the program would begin on March 23, 2026.

BACKGROUND INFORMATION: The West Central Neighborhood was selected for the pilot due to its high concentration of rental properties, frequent nuisance and blight issues, and an aging housing stock—averaging 102 years. The pilot program targets approximately 1,541 single-family and duplex rental units and is based on successful models from other communities. Local stakeholder input from the Neighborhood Advisory Council, Springfield Tenants Unite, Springfield Apartment & Housing Association and other key partners has shaped its development. By focusing the program in one neighborhood, the City of Springfield can collect data, evaluate effectiveness, make adjustments, and determine whether to expand the program citywide.

Submitted By: Brad Musick, Assistant Director

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

Attachments:

1. Enacting 75 (1)
2. Chapter 75_ Exh A

One-rdg. _____
P. Hrngs. _____
Pgs. 13 _____
Filed: 10-14-25 _____

Sponsored by: Carroll, Hardinger, Horton, Lee

First Reading: _____ Second Reading: _____

COUNCIL BILL 2025-227 GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield City Code by enacting a new Chapter 75 ‘RESIDENTIAL
2 RENTAL LICENSE AND INSPECTION PILOT PROGRAM.’
3
4

5 WHEREAS, the City of Springfield, Missouri, (“the City”) commissioned a housing
6 study in 2023, the report for which was accepted by City Council via Resolution No. 10736
7 on January 2, 2024 (“the 2023 Housing Study”); and
8

9 WHEREAS, the 2023 Housing Study found that 58% of the City’s residents rent their
10 homes; and
11

12 WHEREAS, the 2023 Housing Study found that “[t]he data, physical survey and input
13 from the community confirmed that there are some sub-standard housing units offered for
14 rent in Springfield. Bringing these units up to health and safety standards is an important
15 safety and well-being measure for the entire community. In addition, some neighborhoods
16 were identified as having a high percentage of investor-owned rentals which were
17 substandard or in danger of becoming so”; and
18

19 WHEREAS, the 2023 Housing Study found that the West Central neighborhood had
20 the highest number of investor-owned properties; and
21

22 WHEREAS, data from the City’s Department of Building Development Services
23 indicates that the West Central neighborhood experiences frequent nuisance and blight
24 issues, and has an aging housing stock averaging 102 years; and
25

26 WHEREAS, the 2023 Housing Study recommended several implementation
27 strategies, including housing stabilization, which highlighted the need to improve rental
28 housing quality and specifically suggested the adoption and funding of a rental regulation
29 program, also herein referred to as a rental inspection program; and
30

31 WHEREAS, City Council referred the question of whether to implement a rental
32 inspection program to the Community Involvement Committee; and

33 WHEREAS, after study, the Community Involvement Committee recommended the
34 implementation of a rental inspection program, specifically a new Chapter 75 'Residential
35 Rental License and Inspection Program; and
36

37 WHEREAS, the Community Involvement Committee recommended the
38 implementation of said program as a pilot, limited to single-family and duplex residential
39 rental housing located within the West Central neighborhood.
40

41 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
42 SPRINGFIELD, MISSOURI, as follows, that:
43

44 Section 1 – Chapter 75 'RESIDENTIAL RENTAL LICENSE AND INSPECTION PILOT
45 PROGRAM' is hereby enacted as set forth in "Exhibit A," attached hereto and
46 incorporated herein by this reference.
47

48 Section 2 – This Ordinance shall be in full force and effect from and after passage;
49 however, enforcement shall not begin until April 3, 2026.
50

51
52 Passed at Meeting: _____
53

54 _____
55 Mayor
56

57
58 Attest: _____, City Clerk
59

60
61 Filed as Ordinance: _____
62

63
64 Approved as to Form: Duke M. Donald, Assistant City Attorney
65

66
67 Approved for Council Action: [Signature], City Manager

Exhibit A

Chapter 75 – RESIDENTIAL RENTAL LICENSE AND INSPECTION PROGRAM

Sec. 75-1. Purpose and Scope

This chapter is designed to facilitate a Residential Rental License and Inspection pilot program. Therefore, for the time being, this chapter applies only to single-family and duplex **Residential Rental Properties** in the West Central Neighborhood, as defined in the City's Neighborhood Registry.

Sec. 75-2. Definitions

- (A) **BDS** means the Building Development Services Department.
- (B) **Inspection Report** means a report **BDS** makes on a **BDS** form that shows the results of an inspection under this chapter.
- (C) **Dwelling Unit** means a single unit providing complete independent living facilities for one or more people, including permanent provisions for living, sleeping, eating, cooking, and sanitation.
- (D) **Entry Consent** means a **BDS** form that **BDS** will use to obtain written consent to enter a **Premises**.
- (E) **Let** means to provide a **Dwelling Unit** for **Occupancy** to a **Person** who is not the **Owner** for no consideration.
- (F) **Licensee** means any **Owner** the city licenses under this chapter to **Let** or **Rent** a **Dwelling Unit**. For the purposes of this chapter, **Licensee** may be used interchangeably with **Owner**.
- (G) **Long-term** means thirty or more consecutive days.
- (H) **Major Reconstruction** means replacing, within a twelve-month period, at least 50% of four or more primary building systems, which include: (1) HVAC; (2) electrical; (3) interior walls; (4) external structural walls; (5) windows; (6) roofs and ceilings; (7) plumbing; and (8) foundation and foundation walls.
- (I) **New Construction** means any structure built entirely new, including foundation, walls, and all other components.
- (J) **Occupancy** or **Occupy** means residing in a **Dwelling Unit**.
- (K) **Owner** means the **Person** that possess(es) lawful title to real property and may

also include an **Owner's** authorized agent. Under this chapter, **Owner** may be used interchangeably with **Licensee**.

- (L) **Person** means any: natural person; business entity, including, but not limited to, a corporation, partnership, limited liability company, or sole proprietorship; political subdivision of the State or other governmental entity; public or private agency; utility; any other legal entity; or, any successor or assign of any of the foregoing.
- (M) **Premises** means a lot with its buildings, structures, and appurtenances.
- (N) **Property Manager** means an **Owner's** agent responsible for complying with this **Ordinance** and authorized to receive communications, service of process, summons, notices, and other legal process on the **Owner's** behalf. The **Property Manager** cannot be a **Tenant** of the **Owner**.
- (O) **Qualified Vacant Dwelling Unit** means any **Dwelling Unit** not occupied at the time of inspection and not previously inspected by **BDS**.
- (P) **Re-inspection** means any inspection following an initial inspection to verify correction of previously reported violations.
- (Q) **Rent** means to provide a **Dwelling Unit** to a **Person** who does not own it for consideration under a written, oral, or implied agreement.
- (R) **Rental License** means the license **BDS** issues under this chapter authorizing an **Owner** to **Let** or **Rent** a **Dwelling Unit** on **Residential Rental Property** within the city on a **Long-term** basis.
- (S) **Rental License Application** means a form **BDS** provides to **Owners** who wish to apply for a **Rental License**.
- (T) **Residential Rental Property** means any **Premises** with one or more **Dwelling Units Let** or **Rented** to one or more **Tenants**.
- (U) **Short-term** means less than thirty days.
- (V) **Tenant** means any **Person**, age 18 or older, who occupies a **Dwelling Unit** other than: the **Owner**; the **Owner's** immediate family (related by blood, marriage, or adoption); or, any **Person** residing with the **Owner**.
- (W) **Violation Notice** means notice on a **BDS** form stating how a **Dwelling Unit** violates this chapter.

Sec. 75-3. Rental License Required.

- (A) An **Owner** must have a **Rental License** to **Let** or **Rent Residential Rental Property** on a **Long-term** basis within the city, unless exempt under this chapter.
- (B) Only one **Owner** needs a **Rental License** for jointly owned **Residential Rental Property**.

Sec. 75-4. Rental License Fee.

- (A) The annual fee for a **Rental License** is due upon license application or renewal.
- (B) The fee may neither be prorated nor refunded upon denial, suspension, or revocation of a **Rental License**.
- (C) The fee amount is in the “Evaluation of Charges for Municipal Services” on file in the City Clerk’s Office.

Sec. 75-5. Rental License Application.

An applicant for a **Rental License** must apply in writing, in-person, or on the city’s online portal on a **Rental License Application** and fully provide:

- (A) Each **Dwelling Unit** address and its approximate construction date.
- (B) The **Owner’s** name, physical home address (no PO Box), physical business address (if any, no PO Box), telephone number, cellular telephone number, and e-mail address.
- (C) A statement as to whether the **Dwelling Unit** is Section 8 housing or other subsidized housing and, if so, the date of its most recent inspection.
- (D) The **Owner’s** signature and the application date. The city will accept an application with a **Property Manager’s** signature if the application includes the **Owner’s** written, notarized authorization granting the **Property Manager** authority to sign documents and act on the **Owner’s** behalf.

Sec. 75-6. Rental License Issuance, Approval

- (A) **BDS** will review a **Rental License Application** within five business days of receiving it and issue the **Owner** a **Rental License** if the:
 - 1. application is complete and free of any fraud, material misrepresentation, or false statement; and,
 - 2. all fees due are paid.

- (B) **BDS** will keep copies of any application denials in its files.

Sec. 75-7. Rental License Appearance, Display

- (A) **BDS** will print each **Rental License** on **BDS** letterhead and include the license number, the **Licensee's** name, any **Property Manager** information, each licensed **Dwelling Unit** address, the license expiration date, and any other information **BDS** places on the **Rental License**.
- (B) A **Licensee** must display a **Rental License** within the common area of each licensed **Residential Rental Property** the **Licensee** owns. In absence of a common area, the **Licensee** must display the **Rental License** within each **Dwelling Unit**. A **Licensee** must also make a **Rental License** pertinent to a **Tenant** available to such **Tenant**, or to **BDS**, upon request.

Sec. 75-8. Tenant Information

- (A) For each **Dwelling Unit**, its **Owner** must access the city's online portal and enter data for each **Tenant** including, but not limited to, name, mailing address, and contact phone number or identify each vacant **Dwelling Unit**.
- (B) **Owner** is responsible for updating all records for each **Dwelling Unit** in the online portal as changes occur.

Sec. 75-9. Rental License Duration

Unless revoked, a **Rental License** is valid from the date it is issued until the date it expires according to the following schedule. A **Rental License** is valid a minimum of 6 months after the issue date.

Licensee Name Begins With	Expiration Date:
A, B	January 31
C, D	February 28
E, F	March 31
G, H	April 30
I, J	May 31
K, L	June 30
M, N	July 31
O, P, Q	August 31
R, S	September 30
T, U	October 31
V, W	November 30
X, Y, Z	December 31

Sec. 75-10. Rental License Renewal

- (A) To retain a **Rental License**, a **Licensee** must renew it annually. At least four weeks before a **Rental License** expires, **BDS** will send a renewal notice to a **Licensee** or the **Licensee's Property Manager**.

- (B) To renew a **Rental License**, a **Licensee**, before the **Rental License** expires, must:
1. pay **BDS** the **Rental License** fee and any inspection fee due;
 2. have passed the most recent inspection applicable to each **Rental License** to be renewed.

Sec. 75-11. Inspections

- (A) Except as otherwise provided in this chapter, every **Residential Rental Property** is subject to inspection every five years.
- (B) If a **Residential Rental Property** is scheduled to be inspected during the ensuing year, **BDS** will so notify the **Owner** at the time of licensing or renewal. The **Owner** must contact **BDS** during the month of licensing or renewal to schedule an inspection of any **Qualified Vacant Dwelling Unit** and schedule an inspection time of any occupied **Dwelling Unit** with **BDS**. Failure to schedule and complete an inspection is grounds for revoking a **Rental License** or declining to renew one.
1. No **Owner** will be penalized for delay of an inspection or re-inspection caused by events out of the **Owner's** control as determined by **BDS** in its reasonable discretion.
 2. An **Owner** has no obligation to obtain consent from any **Tenant** for any city inspection or re-inspection.
- (C) **BDS** will send **Tenants** notice of an upcoming inspection no later than 14 days prior to inspection. The notice will include an **Entry Consent** for the **Tenant** to return to **BDS** consenting to or refusing entry and inspection. Any **Tenant** who does not return the **Entry Consent** by the deadline stated in the notice thereby refuses **BDS** consent to enter and inspect. If entry is refused, **BDS** may seek entry:
1. with an administrative-search warrant: or,
 2. by any other lawful means.
- (D) **BDS** will make reasonable efforts to minimize inconvenience that inspections cause **Tenants**. One such effort will be to prioritize inspecting **Qualified Vacant Dwelling Units**, which Owners identify for **BDS**. **BDS** will develop other such efforts on an ongoing basis.

Sec. 75-12. Inspections for Owners with Multiple Residential Rental Properties

For **Owners** that **Let** or **Rent** 10 or more **Dwelling Units**, **BDS** will randomly select a

portion of such units for inspection in the year in which they are scheduled for inspection. The portion will be 20%, rounded up to the nearest whole number, not to exceed 25.

- (A) If any inspected **Dwelling Unit** has more than seven violations, **BDS**, after giving at least seventy-two hours prior written notice, will inspect an additional 20%, rounded up to the nearest whole number, not to exceed 25. If **BDS** finds more than seven violations in the additional units, **BDS** will inspect all units under the **Owner's** control. **BDS** will assess the cost for any additional inspections to the **Owner**.
- (B) If **BDS** finds recurring identical violations while inspecting similarly designed **Dwelling Units** in the same structure or apartment complex, the **Owner** must develop a corrective-action plan within 30 days after **BDS** delivers a **BDS Inspection Report** to such **Owner** stating the violations. The plan must be to correct all recurring violations and have **BDS's** approval. If the **Owner** does not timely develop a plan or if **BDS** disapproves a plan, **BDS** will inspect all other similarly designed **Dwelling Units** of the same structure or apartment complex. **BDS** will assess the cost for any additional inspections to the **Owner**.
- (C) **Residential Rental Property** that qualifies as **New Construction** or as **Major Reconstruction** is exempt from inspection for 10 years after passing its final building inspection. Once construction is complete, the **Owner** must obtain a **Rental License** for each **Dwelling Unit** in such **Residential Rental Property**.

Sec. 75-13. Inspection and Administrative Fees

- (A) There is no initial inspection fee per **Dwelling Unit** inspected.
- (B) The administrative fee for any subsequent re-inspection, required after an initial inspection, is in the "Evaluation of Charges for Municipal Services" on file in the City Clerk's Office.
- (C) For each **Dwelling Unit** scheduled for inspection, there is a \$25 administrative fee chargeable to any **Owner** that does not appear for a scheduled inspection or re-inspection. At an **Owner's** request, **BDS** will re-schedule an inspection if the **Owner** makes the request with at least seven-day's prior notice to **BDS**. The administrative fee does not apply to a re-scheduled inspection an **Owner** timely requests or due to circumstances beyond the **Owner's** control.

Sec. 75-14. (Reserved)

Sec. 75-15. Premises Entry.

- (A) **BDS** is authorized to enter **Premises** in a lawful way at all reasonable times:
 - 1. when necessary to make an inspection;
 - 2. to enforce this chapter; or,

3. when **BDS** has reasonable suspicion that any **Residential Rental Property** within Springfield city limits violates this chapter.

- (B) **BDS** will seek consent to enter with an **Entry Consent**.
- (C) For each occupied **Dwelling Unit**, **BDS** will notify **Tenants** that **BDS** will arrive to inspect the unit on the date and at the time stated on the notice. The notice will invite tenants to consent to **BDS** entering the unit for inspection.
- (D) Once **BDS** has consent to enter and inspect from an occupying **Tenant**, **BDS**, upon arriving at the unit, will first attempt to contact an occupant, present proper credentials, and request entry. If entry is refused, **BDS** may seek entry:
 - 1. with an administrative-search warrant: or,
 - 2. by any other lawful means.
- (E) For unoccupied **Residential Rental Property** where **BDS** is unable to contact an occupant, or is denied consent to enter, **BDS** may seek entry:
 - 1. with an administrative-search warrant: or,
 - 2. by any other lawful means.

Sec. 75-16. Violations.

- (A) A **Dwelling Unit** violates this chapter if it violates any of the enumerated excerpts from the currently adopted *International Property Maintenance Code* as such excerpts appear in the most recent document on file with the city clerk called "Rental Inspection Items." According to **BDS** expertise, **BDS** may change the content in the "Rental Inspection Items" document as necessary to protect the public health, safety, and welfare if the changes are consistent with the currently adopted *International Property Maintenance Code*.
- (B) An **Owner** violates this chapter for doing any act this chapter proscribes or failing to do any act this chapter prescribes.

Sec. 75-17. Violation Notice

- (C) **BDS** will deliver a **Violation Notice** to the **Owner** or **Property Manager** upon determining that a **Residential Rental Property** violates this chapter.
 - 1. To **Owners** without an e-mail address, **BDS** will deliver all notices this chapter requires **BDS** to deliver by:
 - a. personal service; or
 - b. postage prepaid United States certified mail, return receipt requested, and regular first-class mail; or
 - c. FedEx, UPS, or similar carrier; and,
 - d. posting the notice in a conspicuous location on the property, unless there has been personal service.

2. To Owners with an e-mail address, **BDS** will deliver all notices this chapter requires **BDS** to deliver exclusively by e-mail.

(D) The **Violation Notice** will state:

1. alleged violation(s); and,
2. the remedy BDS seeks.

Sec. 75-18. Revocation

(A) **BDS** may revoke a **Rental License** after considering:

1. the severity of violating conditions in the **Dwelling Unit** prompting the possible revocation;
2. mitigating and aggravating circumstances; and,
3. whether a Licensee responsible for such **Dwelling Unit** has had other violations under this chapter.

(B) **BDS** will issue a replacement **Rental License** only after a responsible **Licensee** has corrected all violations causing revocation and a **BDS** inspection confirms that.

Sec. 75-19. Unlawful Acts

It is unlawful to operate **Residential Rental Property** within the city:

- (A) **Long-term** without a **Rental License**; or,
- (B) as stated in the “**Violations**” section of this chapter.

Sec. 75-20. Municipal Offense

(A) It is a municipal offense to commit any act stated in the “**Unlawful Acts**” section of this chapter. Upon conviction of each such municipal offense, the minimum fine is \$500; the maximum fine is \$2,500.

(B) A municipal court judge may not suspend all, or any portion of, the minimum fine for letting or renting a **Dwelling Unit**:

1. without a **Rental License**; or,
2. that has more than three of the conditions listed in the “**Violations**” section of this chapter.

Sec. 75-21. Administrative Adjudication

In addition to any other remedy in this chapter, **BDS** may elect to enforce this chapter through administrative proceedings.

(A) *Notice requirements.*

- a. BDS will send notice pertaining to administrative enforcement to:
 - a. **Owners**; and,
 - b. all others with a recorded interest in the subject property.
- b. Notice will:
 - 1. state alleged violations;
 - 2. identify the **Residential Rental Property** where the alleged violations exist;
 - 3. order the **Owner** to correct violations within 10 days of the notice date;
 - 4. warn the **Owner** that failure to correct violations within 10 days of the notice date may result in:
 - a. municipal-court proceedings leading to fines; or,
 - b. administrative proceedings leading to imposed fines that, upon becoming final, will have the same force as circuit-court judgments.
 - 5. state the date, time, and location for the hearing described in this section.

(B) *Hearing.* Hearings will be recorded and the hearing officer will hear testimony under oath or affirmation. Interested parties may appear in person and by counsel.

(C) *Decision.*

- a. In deciding each case, the hearing officer will issue “Findings of Fact, Conclusions of Law, and Order.” The order must impose an administrative fine between \$500 and \$2,500 upon finding that:
 - a. violations exist; and
 - b. notices have been properly given.
- b. The decision will be distributed to the **Owner** and others with an interest affecting title in the property, by:
 - a. personal delivery;
 - b. postage prepaid United States certified mail, return receipt requested, and regular first class mail;
 - c. FedEx, UPS, or a similar delivery; or,
 - d. e-mail, as this chapter provides.
- c. The decision will be final 30 days after distribution unless there is an appeal to circuit court under RSMo Ch. 536.

(D) *Liens.* Costs and fines imposed in final decisions are a debt due the city, and may be enforced in the same manner as a judgment lien under a judgment of a court of competent jurisdiction.

Sec. 75-22. Exemptions

(A) This chapter does not apply to:

1. **Dwelling Units** an **Owner** occupies or an **Owner's** immediate family (related by blood, marriage, or adoption) occupies;
2. **Dwelling Units** an **Owner's** principal occupies when the **Owner** is not a natural person;
3. Bed and breakfasts;
4. Short-term rentals;
5. Campgrounds;
6. Group homes, day care centers, and day care homes;
7. Nursing homes;
8. Fraternity houses and sorority houses;
9. Hotels and motels;
10. Section 8 housing;
11. Any structure that belongs to the United States, the State of Missouri, Greene County, Missouri, the City of Springfield, Missouri, or Missouri State University.

(B) Though registration requirements remain, there are no **Rental License** fees nor inspection requirements for state or federally subsidized housing:

1. regularly inspected as part of the subsidy program; and,
2. rented, leased, subleased, let, or otherwise occupied by **Persons** other than an **Owner** or an **Owner's** immediate family (related by blood, marriage, or adoption).



EXPLANATION TO COUNCIL BILL 2025-229 (SCHRAG)

FILED: 10/20/2025

ORIGINATING DEPARTMENT: City Clerk

TITLE: A resolution authorizing Mayor Jeff Schrag, on behalf of the City of Springfield, to attend the Citizen's Trip with the Springfield Sister Cities Association to our sister city, Tlaquepaque, Jalisco, Mexico.

PURPOSE: To authorize Mayor Jeff Schrag, on behalf of the City of Springfield, to attend the Citizen's Trip with the Springfield Sister Cities Association to our sister city, Tlaquepaque, Jalisco, Mexico.

BACKGROUND INFORMATION: In 2003, the City of Springfield and Tlaquepaque, Jalisco, Mexico, entered into a sister city relationship. Since that time, both cities have enjoyed an exchange of cultural and educational events, which have proven to be beneficial to the citizens of both cities.

It is estimated that the cost of this trip, including airfare, meals, and lodging will be approximately \$2,500.

Submitted By:

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

David Cameron, City Manager 10/28/2025

Maurice S. Jones, Deputy City Manager 10/28/2025

Attachments: 1. Travel _ Res

One-rdg. X
P. Hrngs.
Pgs. 3
Filed: 10-28-25

Sponsored by: Schrag

COUNCIL BILL 2025-229 RESOLUTION

A RESOLUTION

1 AUTHORIZING Mayor Jeff Schrag, on behalf of the City of Springfield, to attend the
2 Citizen's Trip with the Springfield Sister Cities Association to our sister
3 city, Tlaquepaque, Jalisco, Mexico.
4 _____
5

6 WHEREAS, the City of Springfield and Tlaquepaque, Jalisco, Mexico, entered
7 into a Sister City relationship in 2003; and
8

9 WHEREAS, since that time, both cities have enjoyed an exchange of cultural and
10 educational events, which have proven to be beneficial to the citizens of both cities; and
11

12 WHEREAS, City Council recognizes the value of this event and the benefits of
13 attending.
14

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

18 Section 1 – The City Council hereby authorizes Mayor Jeff Schrag, on behalf of
19 the City of Springfield, Missouri to attend the Citizen's Trip with the Springfield Sister
20 Cities Association to our sister city, Tlaquepaque, Jalisco, Mexico, and further
21 authorizes payment of all such necessary expenses incurred by said attendance.
22

23 Section 2 – This Resolution shall be in effect from and after passage.
24

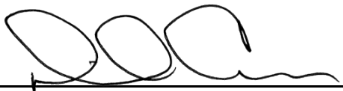
25 Passed at meeting: _____
26

27 _____
28 Mayor
29

30 Attest: _____, City Clerk
31

32 Filed as Resolution _____
33

34 _____
35 Approved as to form:  _____, City Attorney

36 Approved for Council action:  _____, City Manager



EXPLANATION TO COUNCIL BILL 2025-230 (MCGULL)

FILED: 10/24/2025

ORIGINATING DEPARTMENT: Economic Vitality and Workforce Development

TITLE: A resolution authorizing the City Manager, or designee, on behalf of the City of Springfield, Missouri, to apply for tax credits from the Missouri Development Finance Board for contributions to benefit Care to Learn.

PURPOSE: To authorize the City Manager, or designee, on behalf of the City of Springfield, Missouri, to apply for tax credits from the Missouri Development Finance Board for contributions to benefit Care to Learn.

BACKGROUND INFORMATION: The Missouri Development Finance Board ("MDFB") operates a program that provides 50 percent tax credits to persons and/or organizations making donations for qualified projects. Contributions are made directly to the MDFB and the MDFB sends tax credit certificates to the donor. The funds remain at the MDFB until construction costs are incurred, at which point the grantee requests disbursements from the account on behalf of the project. This program requires that the grantee be a public entity, such as the City of Springfield (the "City"). The City has previously received approval for MDFB projects that provided tax credits for donations for the construction of Founders Park, the renovation of the Creamery Arts Center, the construction of the new wing at the Discovery Center of Springfield, the construction of the new History Museum, two projects with Ozarks Food Harvest, and a Community Partnership of the Ozarks renovation project for an Affordable Housing Center.

REMARKS: Funds raised through the MDFB Tax Credits for Contributions program will be used to improve a newly acquired property by Care to Learn, consisting of a 1.62-acre lot with a 19,740 square foot building located at 1730 E. Portland Street. The newly acquired property will be the proposed site of Care to Learn's central location and permanent space. Planned improvements needed to make the property ideal for this new central location include updating roadway entries, adding a loading dock, creating a project/volunteer space (approximately 3,000 SF), and a warehouse (approximately 6,000 SF). The proposed improvements will help create a space that will allow the organization to use the building in the most effective and efficient way to achieve the organization's mission. The property was purchased in September of this year with a planned construction start by Spring 2026 and completion of the project by Winter or Spring 2027.

This bill advances the following goals and objectives of the Forward SGF Comprehensive Plan:

- Health and Well-Being (Chapter 2, Theme 3, Goal 4): Reducing disparities regarding food access, housing education, environmental, financial, and social factors that contribute to poor health in the community
- Economic Development (Chapter 8): Fostering public-private partnerships (Objective 1.5) and prioritizing improvements on the Glenstone Ave. corridor (Objective 3.1).

Submitted By: Patrick Ruiz, Senior City Planner

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

Maurice S. Jones, Deputy City Manager 10/29/2025

Attachments: 1. Care to Learn MDFB Resolution

One-rdg. X
P. Hrngs.
Pgs. 4
Filed 10-28-25

Sponsored by McGull

COUNCIL BILL 2025-230 RESOLUTION

A RESOLUTION

1 AUTHORIZING the City Manager, or designee, on behalf of the City of Springfield,
2 Missouri, to apply for tax credits from the Missouri Development
3 Finance Board for contributions to benefit Care to Learn.
4
5

6 WHEREAS, the Missouri Development Finance Board (“MDFB”) operates a
7 program that provides 50 percent tax credits to qualified individuals and institutions
8 making donations to certain qualified projects; and
9

10 WHEREAS, the City of Springfield has previously received approval from the
11 MDFB Tax Credits for Contributions program for other local projects, including the
12 construction of Founders Park, renovation of the Creamery Arts Center, construction
13 improvements at the Discovery Center, construction of the History Museum, facility
14 expansion of Ozarks Food Harvest, and renovation of an Affordable Housing Center for
15 Community Partnership of the Ozarks; and
16

17 WHEREAS, if approved, funds raised through the MDFB tax credits will be used
18 to improve a newly acquired property by Care to Learn, located at 1730 East Portland
19 Street, to be used as the organization’s central location and permanent space, with
20 needed improvements to include updating roadway entries, adding a loading dock,
21 creating a project/volunteer space, and a warehouse.
22

23 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
24 SPRINGFIELD, MISSOURI, as follows, that:
25

26 Section 1 – The City Manager, or designee, on behalf of the City of Springfield,
27 Missouri, is hereby authorized to apply for tax credits from the Missouri Development
28 Finance Board for contributions to benefit Care to Learn and to take such actions as are
29 reasonably necessary in connection with such application.
30

31 Section 2 – This Resolution shall be effective immediately upon adoption.
32

33 Passed at meeting:
34
35

Mayor

Attest: _____, City Clerk

Filed as Resolution _____

Approved as to form: Laura Vales, Assistant City Attorney

Approved for Council action: [Signature], City Manager



EXPLANATION TO COUNCIL BILL 2025-231 (CARROLL, HARDINGER, HORTON,

FILED: 10/28/2025

ORIGINATING DEPARTMENT: City Manager

TITLE: A resolution adopting the City of Springfield's Legislative Priorities for 2026.

PURPOSE: To adopt the City of Springfield's Legislative Priorities.

BACKGROUND INFORMATION: This Resolution adopts the City of Springfield's 2026 Legislative Priorities. These priorities, once adopted, will guide the City's elected officials and staff in their work with state and federal legislators during 2026.

On September 17, 2025, the Community Involvement Committee reviewed and provided guidance for the Legislative Priorities at a Committee meeting. The final version of the 2026 Legislative Priorities is attached as Exhibit A. Exhibit B is provided in markup form for informational purposes only. The City of Springfield - Committee Recommendation Report is attached as Exhibit C.

Submitted By:

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

- Attachments:**
1. CC Legislative Priorities 2026 Res
 2. CC Legislative Priorities 2026 - Exhibit A
 3. CC Legislative Priorities 2026 - Markup Version - Exhibit B
 4. CC Legislative Priorities 2026 - Exhibit C

One-rdg. X
P. Hrngs.
Pgs. 10
Filed: 10-29-2025

Sponsored by: Carroll, Hardinger, Horton, Lee

COUNCIL BILL 2025-231 RESOLUTION

A RESOLUTION

1 ADOPTING the City of Springfield's Legislative Priorities for 2026.
2 _____
3

4 WHEREAS, City Council is concerned with legislative matters at the state and
5 federal level which have an impact on the governmental operations of the City of
6 Springfield, Missouri; and
7

8 WHEREAS, City Council has identified several important legislative items that may
9 be considered by federal and state legislatures in the upcoming year; and
10

11 WHEREAS, adoption of the legislative priorities will empower City officials, staff, and
12 representatives to advocate on the City's behalf, before and to members of the federal and
13 state legislatures.
14

15 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
16 SPRINGFIELD, MISSOURI, as follows, that:
17

18 Section 1 – City Council hereby adopts “Exhibit A”, a copy of which is attached
19 hereto and incorporated herein by reference, as its Legislative Priorities for 2026.
20

21 Section 2 – This Resolution shall be in effect immediately upon adoption.
22

23 Passed at meeting: _____
24

25 _____
26 Mayor
27

28 Attest: _____, City Clerk
29

30 Filed as Resolution: _____
31

32 _____
33 Approved as to form: , City Attorney
34

35 _____
36 Approved for Council action: , City Manager

Exhibit A

City of Springfield Legislative Priorities – 2026

General Priorities

- **Retain Local Control** – The City of Springfield opposes legislation that would reduce or remove local authority, including the setting of user and license fees; result in a new net cost and related tax burden to the City of Springfield and/or its citizens; or move municipal elections from April to Fall or introduce partisanship into municipal elections.
- **Special Interest Legislation** – The City of Springfield requests that legislation with statewide impact not be used to address localized concerns.
- **Promote Public Safety** – The City of Springfield supports legislation that promotes safe communities and reduces violent crime.
- **Promote Economic Vitality** – The City of Springfield supports legislation that strengthens Springfield's ability to: compete for jobs, enhance education and workforce development, improve transportation, provide affordable housing, create healthy neighborhoods, stimulate downtown revitalization, grow tourism funding, and ensure broadband access for all citizens – all without compromising our natural environment.
- **Promote Fiscal Sustainability** – The City of Springfield supports legislation that honors municipal taxing independence, preserves current revenue streams and ensures stable service delivery and infrastructure.
- **Promote Quality of Place** – The City of Springfield supports legislation that promotes projects that improve livability, strengthens our ability to retain and attract talent, enhances our neighborhoods, enriches our visitor experience, and encourages an inclusive and welcoming community.

Specific Priorities

- **Public Safety** – The City of Springfield supports:
 - sustained funding for mental health services, the Pretrial Witness Protection Service fund, rape kit testing, and sexual assault reduction and victim assistance needs, and

- efforts to reduce gun violence in our community and across the state of Missouri, including amending State law to match Federal law regarding the possession of handguns by minors.
- **Pay Day Loans** – The City of Springfield asks our General Assembly to introduce and support legislation that will limit refinancing and cap the amount of interest that can be charged by pay-day loan and car title loan companies.
- **State Provided Mental Health Services** – The City of Springfield asks our General Assembly to invest in community mental health services (e.g., call centers, mobile crisis, 24-hour rapid access units, etc.). Roughly 1 of 5 individuals live with a mental illness or substance use disorder. We believe this investment will pay for itself many times over in both community dollars spent and lives saved.
- **HB 1662 Homes-based Business Law** – The City of Springfield asks our General Assembly to support legislation to amend or repeal the home-based work/business statutes changed by HB 1662 in 2022. These laws create legal zoning inequities and severely constrain cities from reasonably protecting residential neighborhoods from incompatible commercial and industrial activities.
- **Video Lottery Terminals** – The City of Springfield asks our General Assembly to lawfully define video lottery terminals (VLTs) as illegal gambling devices under State law.
- **Vehicle Registration** – The City of Springfield asks our General Assembly to do everything possible to ensure vehicle owners register and license their vehicles on time, including a significant increase in late fees. Missouri Department of Revenue 2023 data indicates that only 67% of owned vehicles in the state are registered.
- **Sale of Hemp-based Marijuana Products** – The City of Springfield asks our General Assembly to ban or heavily regulate the over-the-counter sale and use of intoxicating, hemp-derived Tetrahydrocannabinol (THC) infused products. These products are commonly sold in misleading packaging alongside regular food, beverage, and candy products, are marketed to children and are available in convenience stores, smoke shops and cannabidiol (CBD) shops across the state.
- **Ozarks Transportation Organization** – The City of Springfield asks our General Assembly and the Missouri Highways and Transportation Commission/MoDOT to fully fund all projects and program requests contained within the Ozarks Transportation Organization's (OTO) multi-year transportation improvement program.

Exhibit B
markup version

City of Springfield Legislative Priorities – ~~2025~~2026

General Priorities

- **Retain Local Control** – The City of Springfield opposes legislation that would reduce or remove local authority, including the setting of user and license fees; result in a new net cost and related tax burden to the City of Springfield and/or its citizens; or move municipal elections from April to Fall or introduce partisanship into municipal elections.
- **Special Interest Legislation** – The City of Springfield requests that legislation with statewide impact not be used to address localized concerns.
- **Promote Public Safety** – The City of Springfield supports legislation that promotes safe communities and reduces violent crime.
- **Promote Economic Vitality** – The City of Springfield supports legislation that strengthens Springfield's ability to: compete for jobs, enhance education and workforce development, improve transportation, provide affordable housing, create healthy neighborhoods, stimulate downtown revitalization, grow tourism funding, and ensure broadband access for all citizens – all without compromising our natural environment.
- **Promote Fiscal Sustainability** – The City of Springfield supports legislation that honors municipal taxing independence, preserves current revenue streams and ensures stable service delivery and infrastructure.
- **Promote Quality of Place** – The City of Springfield supports legislation that promotes projects that improve livability, strengthens our ability to retain and attract talent, enhances our neighborhoods, enriches our visitor experience, and encourages an inclusive and welcoming community.

Specific Priorities

- **Public Safety** – The City of Springfield supports:
 - sustained funding for mental health services, the Pretrial Witness Protection Service fund, rape kit testing, and sexual assault reduction and victim assistance needs, and

- efforts to reduce gun violence in our community and across the state of Missouri, including amending State law to match Federal law regarding the possession of handguns by minors.
- **Pay Day Loans** – The City of Springfield asks our General Assembly to introduce and support legislation that will limit refinancing and cap the amount of interest that can be charged by pay-day loan and car title loan companies.

● **Municipal Court**

- ~~**Failure to Appear in Court for Traffic Violation (FACT Procedure)**—~~
The City of Springfield asks our General Assembly to reinstate the FACT (Failure to Appear in Court for Traffic Violation) procedure that was eliminated in 2015. The City supports legislation to ensure defendants can be compelled, through appropriate due process, to attend municipal courts, and pay the fines that have been imposed on them for violation of the law.
- ~~**Municipal Court Warrants**—~~ The City of Springfield asks our General Assembly to introduce and support legislation that will amend RSMo 479.360.1(3) to *clearly* allow courts the ability to utilize bench warrants for those defendants that fail to abide by the judgment of the court or fail to show cause for not abiding by the judgment of the court.
- ~~**Municipal Community Service Support**—~~ The City of Springfield asks our General Assembly to introduce and support language to once again allow municipal courts that utilize community service in lieu of traditional sentencing to obtain program cost recovery from non-indigent probationers. We also support amendments that limit municipal liability for these programs.

● **Chronic Nuisance Properties and Dangerous Buildings**

Property Nuisances

The City of Springfield asks our General Assembly to introduce and support a bill that will provide an accelerated abatement process for chronic nuisances by:

- Allowing a single, one-year notice for the abatement of tall grass and weed nuisances to more expeditiously address chronic violation locations;
- Allowing violation notices to be sent only to owner;
- Allowing flexible notice mailing alternatives such as Fed Ex or UPS, as long as the recipient's signature is required;
- Allowing nuisance abatement costs to run with the land;
- Allowing recovery of all direct costs associated with processing and abatement of nuisances; and
- The review of all related statutory narrative for topic and definitional clarity.

Dangerous/Unsafe Buildings

We ask our General Assembly to introduce and support a bill that:

- ~~○ Allows flexible notice mailing alternatives such as Fed Ex or UPS, as long as the recipient's signature is required;~~
- ~~○ Allows recovery of all direct costs associated with processing and abatement;~~
- ~~○ Allows for collecting of processing and abatement costs through the County Collector (real estate tax bill) in lieu of a special tax bill; and~~
- ~~○ Limits the formal notice requirement to 'violation notice' and 'need to abate' purposes only.~~

- **State Provided Mental Health Services** – The City of Springfield asks our General Assembly to invest in community mental health services (e.g., call centers, mobile crisis, 24-hour rapid access units, etc.). Roughly 1 of 5 individuals live with a mental illness or substance use disorder. We believe this investment will pay for itself many times over in both community dollars spent and lives saved.
- **HB 1662 Homes-based Business Law** – The City of Springfield asks our General Assembly to support legislation to amend or repeal the home-based work/business statutes changed by HB 1662 in 2022. These laws create legal zoning inequities and severely constrain cities from reasonably protecting residential neighborhoods from incompatible commercial and industrial activities.
- **Video Lottery Terminals** – The City of Springfield asks our General Assembly to lawfully define video lottery terminals (VLTs) as illegal gambling devices under State law.
- ~~• **Transportation Development Districts (TDDs)** – The City of Springfield asks our General Assembly to clarify the statutory use of TDD funds.~~
- ~~• **Annexation** – The City of Springfield asks our General Assembly to amend State law to enhance the ability of cities to apply the voluntary annexation process.~~
- **Vehicle Registration** – The City of Springfield asks our General Assembly to do everything possible to ensure vehicle owners register and license their vehicles on time, including a significant increase in late fees. Missouri Department of Revenue 2023 data indicates that only 67% of owned vehicles in the state are registered.
- **Sale of Hemp-based Marijuana Products** – The City of Springfield asks our General Assembly to ban or heavily regulate the over-the-counter sale and use of intoxicating, hemp-derived Tetrahydrocannabinol (THC) infused products. These products are commonly sold in misleading packaging alongside regular food, beverage, and candy products, are marketed to children and are available in convenience stores, smoke shops and cannabidiol (CBD) shops across the state.

- **Ozarks Transportation Organization –** The City of Springfield asks our General Assembly and the Missouri Highways and Transportation Commission/MoDOT to fully fund all projects and program requests contained within the Ozarks Transportation Organization's (OTO) multi-year transportation improvement program.

City of Springfield – Committee Recommendation Report

Committee Name: Community Involvement Committee

Meeting Date: September 17, 2025

Prepared By: Anita J. Cotter, City Clerk

1. Referral Information

Referral Language:

Refer to the Community Involvement Committee the Review and Recommendation of 2026 Legislative Priorities for City Council Consideration

Date Referred: September 8, 2025

Referral Requested By: Mayor Schrag

Committee Assigned: Community Involvement Committee

2. Summary of Actions Taken

The Community Involvement Committee met on September 17, 2025, to conduct a comprehensive review and prepare a formal recommendation of the City of Springfield's Legislative Priorities for 2026. A draft version of the Legislative Priorities was approved unanimously by the Committee, and staff drafted a resolution for City Council's consideration.

3. Supporting Documentation

Council Bill 2025-231

4. Committee Recommendation

The Committee recommended the revised 2026 Legislative Priorities be sent to City Council for consideration.

Committee Vote: Councilmember Horton moved to present the revised Legislative Priorities for 2026 to City Council. Councilmember Lee seconded the motion, and it was approved by the following vote: Ayes: Lee, Horton, Hardinger, and Carroll. Nays: None. Absent: None. Abstain: None.

The Committee voted unanimously to forward the revised 2026 Legislative Priorities be sent to City Council for consideration.

5. Signature

Committee Chair: Callie Carroll Date: 10/29/25
by Antonio Carter

For City Clerk's Office Use Only:

Date Received: 11/03/2025

Added to Council Agenda Date: 11/03/2025



EXPLANATION TO COUNCIL BILL 2025-225 (CARROLL) THIS ITEM WAS POST

FILED: 10/22/2025

ORIGINATING DEPARTMENT: Economic Vitality

TITLE: A special ordinance approving the Amended Petition to Establish the Sunshine Towne Centre Community Improvement District; and authorizing the City Manager, or designee, to execute the First Amendment to the Cooperative Agreement between the City of Springfield, the Sunshine Towne Centre Community Improvement District, and Springfield West Partners, LLC.

PURPOSE: To adopt a special ordinance approving the Amended Petition to Establish the Sunshine Towne Centre Community Improvement District and authorizing the City Manager, on behalf of the City, to execute the First Amendment to the Cooperative Agreement between the City of Springfield, the Sunshine Towne Centre Community Improvement District, and Springfield West Partners, LLC. (Staff recommends approval.)

BACKGROUND INFORMATION: In 2023, the City of Springfield entered into an Infrastructure Reimbursement Agreement (“IRA”) with Springfield West Partners, LLC (“Developer”) to finance certain required public improvements associated with the construction of a 22.72-acre retail development generally located along the south side of West Sunshine Street between South West Bypass and South Moore Road. The development will be anchored by a 150,000-square-foot (approx.) general retail facility (“Target”) located on a 13-acre lot at the intersection of South West Bypass and West Sunshine Street. The remainder of the development consists of four smaller lots that will be developed for retail/commercial use. According to the IRA, the City will reimburse the Developer up to \$4,020,560 for the costs of the improvements to West Sunshine Street, South West Bypass, and South Moore Road using one-half of the City’s 1-cent (1%) general revenue, ¼-cent (0.25%) capital improvements, and 1/8-cent (0.125%) transportation sales taxes that will be generated by the proposed retail development. The IRA also includes a commitment to establish a community improvement district (“CID”) over the proposed retail development, excluding Target, to fund the balance of the public improvements, including internal streets and sidewalks, stormwater facilities, and utilities, which were estimated to cost \$2.22 million.

In accordance with the IRA, the Developer filed the Petition to Establish the Sunshine Towne Centre CID (“Original Petition”), which the City Council approved on March 11, 2024, by Special Ordinance 27968. The CID encompasses approximately 11.1 acres consisting of the retail development, exclusive of Target. It was established as a political subdivision of the State of Missouri that is governed by a five-member board of directors. Subject to the approval of the qualified voters, it has the power to impose a sales and use tax at a maximum rate of one percent (1.0%) on all retail sales made

within the District that are subject to taxation pursuant to state law. The revenues shall be used to reimburse the Developer up to \$2,217,330 for the cost of the public improvements (“CID Projects”) with interest.

The Developer has since commenced construction of the retail development, during which it has been required to construct approximately \$780,000 of additional public improvements that were beyond the initial scope outlined in the Original Petition. These additional public improvements include installing water and sanitary sewer mains and relocating overhead electrical utilities to the south side of the site.

To enable the District to reimburse these additional costs, the Developer has filed the Amended Petition to Establish the Sunshine Towne Centre CID (Exhibit I). It seeks the following:

- Amend the CID Projects to include additional public improvements and increase the Reimbursable Project Costs from \$2,217,330 to \$2,996,640.
- Appoint Curtis Jared, David Havens, Tyler Creach, and Kerry Rovig to serve on the District's Board of Directors. They will replace Greg Smith, Jameson Clark, John Fugitt, and Sean McQueary, who have resigned from the Board.
- Reset the life of the District to 27 years from the date the Amended Petition is approved by the City Council or upon reimbursing the entire cost of the CID Projects, whichever occurs first.

The Cooperative Agreement between the City of Springfield, the Sunshine Towne Centre CID, and the Developer was executed following the establishment of the District. It outlines how District revenues are to be collected and administered, as well as the method of certifying eligible project costs, paying ongoing District operating costs, and disbursing District revenues. The First Amendment to the Cooperative Agreement (Exhibit II) modifies the CID Projects and the maximum reimbursement costs to be consistent with the Amended Petition.

REMARKS: The Springfield City Clerk has reviewed the Amended Petition and verified that it substantially complies with Sections 67.1401 to 67.1571, RSMo, the Community Improvement District Act. Staff recommends approval.

Submitted By: Matthew Schaefer, Senior City Planner

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

Attachments:

1. Amended Petition to Establish the Sunshine Towne Centre CID
2. Amended Petition to Establish the Sunshine Towne Centre CID_exh1

3. Amended Petition to Establish the Sunshine Towne Centre
CID_exh2

One-rdg. _____
P. Hrngs. X
Pgs. 37
Filed: 10-14-25

Sponsored by: Carroll

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-225

SPECIAL ORDINANCE _____

AN ORDINANCE

1 APPROVING the Amended Petition to Establish the Sunshine Towne Centre
2 Community Improvement District; and authorizing the City Manager,
3 or designee, to execute the First Amendment to the Cooperative
4 Agreement between the City of Springfield, the Sunshine Towne
5 Centre Community Improvement District, and Springfield West
6 Partners, LLC.
7 _____
8

9 WHEREAS, Sections 67.1401 to 67.1571 RSMo. (the “Community Improvement
10 District Act”) authorize the governing body of any municipal corporation, upon a proper
11 petition requesting the formation of a community improvement district, or requesting the
12 amendment of an existing community improvement district’s petition, and after a public
13 hearing to adopt an ordinance establishing or amending the petition creating the
14 community improvement district; and
15

16 WHEREAS, the Sunshine Towne Centre Community Improvement District (the
17 “CID”) was established by Special Ordinance 27968 on March 11, 2024, and consists of
18 approximately 11.1 acres of retail development at the intersection of South West
19 Bypass and West Sunshine Street in Springfield, Missouri; and
20

21 WHEREAS, the original petition establishing the Sunshine Towne Centre CID
22 included reimbursable expenses for the cost of public improvements in an amount not to
23 exceed \$2,217,330; and
24

25 WHEREAS, upon commencement of construction of retail development, it was
26 determined that additional public improvements were necessary, totaling approximately
27 \$780,000, including the installation of water and sanitary sewer mains and the
28 relocation of overhead electrical utilities to the south side of the site; and
29

30 WHEREAS, Springfield West Partners, LLC (the “Developer”), has submitted an
31 Amended Petition to Establish the Sunshine Towne Centre CID (the “Amended
32 Petition”), which proposes to include additional public improvements and increase the
33 Reimbursable Project Costs to \$2,996,640, appoint four new members to the CID’s

Board of Directors to replace members who have resigned, and reset the life of the CID to 27 years from the date the Amended Petition is approved by the City Council or upon reimbursing the entirety of the Reimbursable Project Costs, whichever occurs first; and

WHEREAS, on August 26, 2025, the Amended Petition was filed with the City Clerk of the City of Springfield and included all required signatures in support of said petition; and

WHEREAS, the City Clerk has verified that the Amended Petition complies with the Community Improvement District Act and set a public hearing with all proper notice being given in accordance with the Community Improvement District Act or other applicable law; and

WHEREAS, all mailed and published notices of the required public hearing for the Amended Petition have been provided in accordance with the Community Improvement District Act; and

WHEREAS, the City Council held a public hearing on October 20, 2025, at which time all persons interested in the amendment of the petition were allowed an opportunity to speak; and

WHEREAS, the City Council finds that the Amended Petition is proper and meets all the requirements of the Community Improvement District Act.

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

Section 1 – The verified Amended Petition to Establish the Sunshine Towne Centre Community Improvement District (the “Amended Petition”), attached hereto and incorporated herein by this reference as “Exhibit 1,” is hereby approved, with said amendments including additional public improvements, increasing the Reimbursable Project Costs to \$2,996,640, appointing Curtis Jared, David Havens, Tyler Creach, and Kerry Rovic to the Board of Directors, and resetting the life of the Sunshine Towne Centre Community Improvement District (the “CID”) to 27 years from the date that the Amended Petition is approved.

Section 2 – The City Manager, or designee, is authorized on behalf of the City of Springfield (the “City”), to execute the First Amendment to the Cooperative Agreement between the City, the Sunshine Towne Centre CID, and Springfield West Partners, LLC (the “Developer”), a copy of which is attached hereto and incorporated herein by this reference as “Exhibit 2,” to reflect the additional public improvements and increased Reimbursable Project Costs.

Section 3 – The City Clerk is hereby directed to prepare and file with the Missouri Department of Economic Development and the State Auditor the report specified in

79 Subsection 6 of Section 67.1421 of the Community Improvement District Act and to
80 further notify the Office of the Greene County Clerk of the District's amended petition.

81
82 Section 4 – This Ordinance shall be in full force and effect from and after
83 passage.

84
85 Passed at meeting: _____

86
87 _____
88 Mayor

89
90 Attest: _____, City Clerk

91
92 Filed as Ordinance: _____

93
94 Approved as to form: Laura Vales, Assistant City Attorney

95
96 Approved for Council action: [Signature], City Manager
97
98

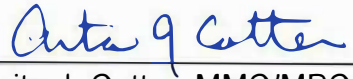
EXHIBIT 1

City Clerk Verification

Pursuant to Section 67.1401 to 67.1571 of the Revised Statues of Missouri (the "CID Act"), I, Anita J. Cotter, City Clerk of Springfield, Missouri, state the following:

1. An amended petition to establish the Sunshine Towne Centre Community Improvement District was filed in the office of the City Clerk of Springfield, Missouri on the 26th day of August, 2025.
2. I have reviewed the petition and have determined on September 4, 2025, which does not exceed ninety days after receipt of the petition, that the petition substantially complies with the requirements of Section 67.1421.2 of the CID Act.

Date: 9/4/2025



Anita J. Cotter, MMC/MPCC
City Clerk

**AMENDED PETITION TO ESTABLISH THE
SUNSHINE TOWNE CENTRE
COMMUNITY IMPROVEMENT DISTRICT**

City of Springfield, Greene County, Missouri

Originally approved March 11, 2024
Amendment submitted August 26, 2025

**AMENDED PETITION TO ESTABLISH THE
SUNSHINE TOWNE CENTRE COMMUNITY IMPROVEMENT DISTRICT**

To the City Council of the City of Springfield, Greene County, Missouri (the "City")

The undersigned (collectively, the "**Petitioners**"), being the owners of record of more than fifty percent (50%) by assessed value of the real property within the boundaries of the Sunshine Towne Centre Community Improvement District (the "**District**"), which was formed by the City pursuant to Ordinance No. 27968 (the "**Ordinance**") and the owners of record of more than fifty percent (50%) per capita of all owners of real property within the boundaries of the District, do hereby petition and request that the City approve this Amended Petition in accordance with Section 67.1421.5(3), RSMo of the Community Improvement District Act, Sections 67.1401 to 67.1571, RSMo. (the "**Community Improvement District Act**" or "**Act**") in accordance with this Petition.

As set forth in the Ordinance, the District was formed to provide funding for certain public improvements within the District (the "**CID Project**"). As contemplated by Section 13 of the Original Petition, the District entered into a the Agreement (as defined herein) with Springfield West Partners, LLC (the "**Developer**") and the City. In furtherance of the CID Project, the Developer re-subdivided the real property within the District and commenced construction of certain public improvements, including the CID Project. In connection with the development of the CID Project, the City required certain public improvements which were not reasonably foreseeable at the time the City adopted the Ordinance (such work as more particularly described in Exhibit D, is referred to as the "**Additional Work**"). As such, the Petitioner has submitted this Amended Petition to add the Additional Work (and the estimated cost thereof) to the CID Project.

In support of this Petition, Petitioners state as follows:

1. Legal Description and Map of District Boundaries; Property Areas; Ownership.

The legal description of the District is attached hereto as **Exhibit A**. A map illustrating the District boundaries is attached hereto as **Exhibit B**. The boundaries of the District are contiguous. The Petitioners collectively own more than 50% by assessed value of the real estate within the District and comprise more than 50% per capita of all owners of real property within the boundaries of the District. A listing of all the owners of real estate in the District is attached hereto as **Exhibit C**.

2. Name of District.

The name of the District is the "Sunshine Towne Centre Community Improvement District."

3. Signatures May Not Be Withdrawn Later Than Seven Days After Submittal.

Notice has been provided to all Petitioners that their signatures may not be withdrawn later than seven (7) days after the filing of this Amended Petition with the City Clerk. This notice is included on each signature page attached to this Petition.

4. Five-Year Plan.

An amended five-year plan stating a description of the purposes of the District, the services it will provide, each improvement it will make from the list of allowable improvements under Section 67.1461 of the Act, including the Additional Work, an estimate of costs of these services and improvements to be incurred, the anticipated sources of funds to pay the costs, and the anticipated terms of the sources of funds to pay the costs is attached hereto as **Exhibit D** and includes **Exhibits D-1 and D-2**.

5. Type of District.

Pursuant to the Ordinance, the District was formed as a political subdivision.

6. Board of Directors.

A. The is (and will be) governed by a five (5) member board of directors (the "Board").

B. Each Director, during the Director's entire term, shall:

- i) Be at least 18 years of age;
- ii) Be a resident of the state of Missouri; and
- iii) Be an owner of real property within the District, which is defined in the Act as the individual or individuals or entity or entities who own a fee interest in real property that is located within the district ("**Owner**") or their legally authorized representative ("**Owner Representative**"); or an owner of a business operating within the District, which the Act defines for business organizations and other entities as the individual who is legally authorized to represent the entity with regard to the District ("**Business Owner**"); and
- iv) Notwithstanding the foregoing subsection (iii), at least one Director must not be an Owner, Owner Representative, or Business Owner, and instead must meet all of the following:
 - (a) Be a resident of the City of Springfield;
 - (b) Be qualified and registered to vote under RSMo. Chapter 115 according to the records of the election authority as of the thirtieth (30th) day prior to the date of the applicable election;
 - (c) Have no financial interest in any real property or business operating within the District; and

- (d) Not be a relative within the second degree of consanguinity or affinity to an owner of real property or a business operating in the District.
- C. Each Director who is an Owner or Owner Representative located in the District must declare to be either an Owner or Owner Representative. All Owner Representatives must be certified in writing as an Owner Representative by the Owner. In the event the Owner de-certifies an Owner Representative as an authorized representative of the Owner, for any reason at the discretion of the Owner, the Owner Representative shall immediately be ineligible to be a Director and shall automatically be removed from the Board.
- D. Except for the Directors named below, each Director shall be appointed by the Mayor with the advice and consent of the City Council according to a slate submitted by the Board to the City Clerk.
- E. The following slate of Directors were approved by the ordinance. Since that time, Sean McQueary, Greg Smith, Jameson Clark, and John Fugitt have all resigned. As such, the following individuals are hereby appointed for the remainder of such directors' terms.

Original Director	Status	New Director	TERM	Expiration
Tom Walker			4 Years	April 22, 2028
Greg Smith	Resigned	Curtis Jared	4 Years	April 22, 2028
Jameson Clark	Resigned	David Havens	2 Years	April 22, 2026
John Fugitt	Resigned	Tyler Creach	2 Years	April 22, 2026
Sean McQueary	Resigned	Kerry Rovig	2Years	April 22, 2026

- F. Their successors shall serve for four-year terms or until their successors are appointed in accordance with the Act. If so appointed, there shall be no limits on the number of times a person may serve as a Director and there shall not be any term limits.
- G. In the event for any reason a Director is not able to serve his or her full term or is removed from the Board for any reason ("**Exiting Director**"), any vacancy to the Board shall be filled by appointment of an interim director ("**Interim Director**") which shall be nominated by the remaining Directors and appointed by the Mayor as per Section 7 of this Petition. Notwithstanding anything to the contrary, any Director's failure to meet the qualification requirements set forth in this Section 6, either in a Director's individual capacity or in a Director's representative capacity, shall constitute cause for the Board to take appropriate action to remove said Director. However, the failure to meet such representation requirements shall not affect the Board's authority to hold meetings, exercise any of the District's powers or take any otherwise lawful action, assuming a lawful quorum to do so.

7. Successor Directors.

- A. Successor Directors, whether to serve a new term or to fill a vacancy on the Board, shall be appointed in accordance with the Act according to a slate submitted to the City Clerk by the Board. The City Clerk shall deliver the slate to the Mayor. The Mayor may appoint the successor Directors according to the slate submitted, provided that such appointments shall not be effective unless the City Council consents to said appointments by resolution; or the Mayor or the City Council may reject the slate submitted and request in writing that the Board submit an alternate slate.
- B. If an alternate slate is requested, the Board shall submit an alternate slate to the City Clerk. The City Clerk shall deliver the alternate slate to the Mayor. The Mayor may appoint the successor Directors according to the alternate slate submitted, and the City Council may consent by resolution to the appointment; or, the Mayor or the City Council may reject the alternate slate submitted and request that the Board submit another alternate slate.
- C. The procedure described above shall continue until the successor Directors are appointed by the Mayor with the consent of the City Council.

8. Total Assessed Value.

As of the date of submittal of this Petition, the total assessed value of all privately-owned real property located within the District is \$300,705.60.¹

9. Determination of Blight.

The Petitioners do not seek a determination that the District, or any portion thereof, is a blighted area.

10. Life of District.

Subject to the provisions of Section 13 of this Petition, the District will continue to exist and function until the earlier of: (i) 27 years from the effective date of the Ordinance unless the municipality extends the length of time under section 67.1481 of the Act; (ii) until the entire cost of the CID Projects (and accrued interest), as such term is defined on Exhibit D attached hereto, and including Exhibits D-1 and D-2, is reimbursed by the CID Sales Tax Revenue, as herein defined; or (iii) until any bond, notes, or other obligations issued by or on behalf of the District (the “**CID Obligations**”) to pay the costs of the CID Projects (including the Additional Work) have been fully repaid (however, in this regard, a refinancing or restructuring of said bond issue shall not constitute a repayment thereof).

11. Maximum Rates of Business License Tax, Real Property Tax and Sales Tax.

¹ As the District includes portions of certain parcels, the value of such partial parcels was prorated based on the area of such parcel located within the District.

A. License and Real Estate Taxes.

The District will not impose business license taxes or real estate taxes.

B. Sales and Use Taxes.

On or about April 23, 2024, the District adopted Resolution No. 24-009 imposing a district sales and use tax (the "CID Sales Tax"), at a maximum rate not to exceed one percent (1.0%), on all retail sales made in the District which are subject to taxation pursuant to Sections 144.010 to 144.525, RSMo., except sales of motor vehicles, trailers, boats, or outboard motors and sales to or by public utilities and providers of communications, cable, or video services. On or about June 25, 2024 the qualified voter approved the CID Sales Tax by mail-in ballot.

12. Maximum Rates of Special Assessments and the Method of Assessment.

The District will not impose special assessments.

13. Cooperative Agreement Relating to CID Sales Tax Revenue Collection and Distribution.

Pursuant to Resolution No. 24-007, the District is authorized to enter into an intergovernmental agreement the City and the Developer (the "**Agreement**") concerning the collection and administration of the District revenues, the method of certifying eligible project costs, payment of ongoing District operating costs, disbursement of District revenues, and other rights, duties, and obligations of the District, City, and Developer for the operations of the District. Within six (6) months of the Ordinance approving this Amended Petition, the District, the City, and the Developer shall enter into an amendment to the Agreement concerning the Additional Work.

14. Limitations on Borrowing Capacity.

The District has the authority to borrow funds from any public or private source and issue obligations and provide security for the repayment of same as provided by the Act and as otherwise provided by Missouri law, including, without limitation, pledging CID Sales Tax Revenue. Petitioners do not seek limitations on the borrowing capacity of the District.

15. Limitations on Revenue Generation.

The District has no limitations on the revenue it may generate.

16. Other Limitations on District Powers.

The District has the authority and powers granted to community improvement districts and political subdivisions under the Act and as otherwise provided by Missouri law.

17. Annual Reports and Meetings.

The District shall continue to comply with the reporting and meeting requirements described in Sections 67.1471 and 105.145, RSMo., and acknowledges that such meetings shall be open to the public and subject to the requirements of the Missouri Sunshine Law set forth in RSMo. Section 610.010, et seq.

18. Request for Ordinance Establishing District.

The Petitioners respectfully request the City Council of the City of Springfield, Missouri to hold a public hearing in accordance with section 67.1421, RSMo. and adopt an ordinance to adopt this Amended Petition.

19. Severability

If any provision of this Petition shall be held or deemed to be invalid, inoperative, or unenforceable as applied in any particular case, or in all cases, because it conflicts with any other provision or provisions of this Petition or for any other reason, such circumstances shall not have the effect of rendering the provision in question inoperative or unenforceable in any other case or circumstance, or of rendering any other provision contained in this Petition invalid, inoperative, or unenforceable to any extent whatsoever.

[Remainder of page left intentionally blank]

**Signature Page to Petition to Establish the
Sunshine Towne Centre Community Improvement District**

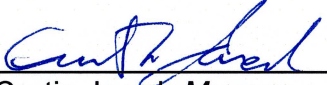
The undersigned requests that the City Council of the City of Springfield, Missouri establish the Sunshine Towne Centre Community Improvement District according to the preceding Petition.

Name of Owner: Springfield West Partners LLC
Owner's Telephone Number: (417) 877-7900
Owner's Mailing Address: 2870 S INGRAM MILL RD # A, SPRINGFIELD, MO 65804
If Signer is different from Owner
Name and Title of Signer: CURTIS JARED, MANAGER
Basis of Signer's Legal Authority to Sign: MANAGER
Signer's Telephone Number: (417) 877-7900
Signer's Mailing Address: 2870 S INGRAM MILL RD # A, SPRINGFIELD, MO 65804

Owner's Property within District

New tax ID	Address	Acres	2024 EAV	Owner
1333210040	1903 S FARM ROAD 133	4.962	\$ 7,110.00	SPRINGFIELD WEST PARTNERS LLC

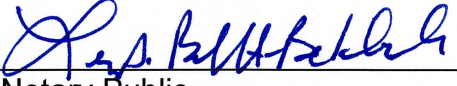
By executing this Petition, the undersigned represents and warrants that he or she is authorized to execute this Petition on behalf of the property owner named immediately above. Signatures may not be withdrawn later than seven days after this Petition is filed with the City Clerk.

By:  08/14/25
Curtis Jared, Manager Date

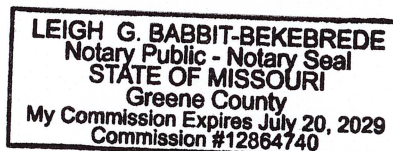
STATE OF MISSOURI)
) SS.
COUNTY OF GREENE)

Before me personally appeared Curtis Jared, to me personally known to be the individual described in and who executed the foregoing instrument.

WITNESS my hand and official seal this 14th day of August 2025.


Notary Public

My commission expires: July 20, 2029



**Signature Page to Petition to Establish the
Sunshine Towne Centre Community Improvement District**

The undersigned requests that the City Council of the City of Springfield, Missouri establish the Sunshine Towne Centre Community Improvement District according to the preceding Petition.

Name of Owner: OG Real Estate Springfield MO LLC
Owner's Telephone Number: (417) 877-7900
Owner's Mailing Address: 2870 S INGRAM MILL RD # A, SPRINGFIELD, MO 65804
If Signer is different from Owner
Name and Title of Signer: CURTIS JARED, MANAGER
Basis of Signer's Legal Authority to Sign: MANAGER
Signer's Telephone Number: (417) 877-7900
Signer's Mailing Address: 2870 S INGRAM MILL RD # A, SPRINGFIELD, MO 65804

Owner's Property within District

New tax ID	Address	Acres	2024 EAV	Owner
1333210041	3370 W SUNSHINE ST	2.567	\$115,460.00	OG REAL ESTATE SPRINGFIELD MO LLC

By executing this Petition, the undersigned represents and warrants that he or she is authorized to execute this Petition on behalf of the property owner named immediately above. Signatures may not be withdrawn later than seven days after this Petition is filed with the City Clerk.

By: Curtis Jared 08/14/25
Curtis Jared, Manager Date

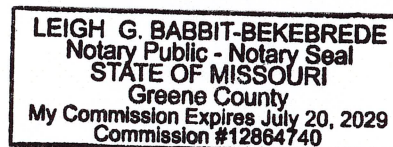
STATE OF MISSOURI)
COUNTY OF GREENE) SS.

Before me personally appeared Curtis Jared, to me personally known to be the individual described in and who executed the foregoing instrument.

WITNESS my hand and official seal this 14th day of August 2025.

Leigh G. Babbitt-Bekebrede
Notary Public

My commission expires: July 20, 2029



**Signature Page to Petition to Establish the
Sunshine Towne Centre Community Improvement District**

The undersigned requests that the City Council of the City of Springfield, Missouri establish the Sunshine Towne Centre Community Improvement District according to the preceding Petition.

Name of Owner: 3310 W SUNSHINE LLC
Owner's Telephone Number: (417) 877-7900
Owner's Mailing Address: 2870 S INGRAM MILL RD # A, SPRINGFIELD, MO 65804
If Signer is different from Owner
Name and Title of Signer: CURTIS JARED, MANAGER
Basis of Signer's Legal Authority to Sign: MANAGER
Signer's Telephone Number: (417) 877-7900
Signer's Mailing Address: 2870 S INGRAM MILL RD # A, SPRINGFIELD, MO 65804

Owner's Property within District

New tax ID	Address	Acres	2024 EAV	Owner
1333210043	3310 W SUNSHINE ST	1.154	\$ 68,160.00	3310 W SUNSHINE LLC

By executing this Petition, the undersigned represents and warrants that he or she is authorized to execute this Petition on behalf of the property owner named immediately above. Signatures may not be withdrawn later than seven days after this Petition is filed with the City Clerk.

By:  08/14/25
Curtis Jared, Manager Date

STATE OF MISSOURI)
) SS.
COUNTY OF GREENE)

Before me personally appeared Curtis Jared, to me personally known to be the individual described in and who executed the foregoing instrument.

WITNESS my hand and official seal this 14th day of August 2025.


Notary Public

My commission expires: July 20, 2029



**Signature Page to Petition to Establish the
Sunshine Towne Centre Community Improvement District**

The undersigned requests that the City Council of the City of Springfield, Missouri establish the Sunshine Towne Centre Community Improvement District according to the preceding Petition.

Name of Owner: 3340 W SUNSHINE LLC
Owner's Telephone Number: (417) 877-7900
Owner's Mailing Address: 2870 S INGRAM MILL RD # A, SPRINGFIELD, MO 65804
If Signer is different from Owner
Name and Title of Signer: CURTIS JARED, MANAGER
Basis of Signer's Legal Authority to Sign: MANAGER
Signer's Telephone Number: (417) 877-7900
Signer's Mailing Address: 2870 S INGRAM MILL RD # A, SPRINGFIELD, MO 65804

Owner's Property within District

New tax ID	Address	Acres	2024 EAV	Owner
1333210042	3340 W SUNSHINE ST	0.818	\$ 56,930.00	3340 W W SUNSHINE LLC

By executing this Petition, the undersigned represents and warrants that he or she is authorized to execute this Petition on behalf of the property owner named immediately above. Signatures may not be withdrawn later than seven days after this Petition is filed with the City Clerk.

By: Curtis Jared 08/14/25
Curtis Jared, Manager Date

STATE OF MISSOURI)
) SS.
COUNTY OF GREENE)

Before me personally appeared Curtis Jared, to me personally known to be the individual described in and who executed the foregoing instrument.

WITNESS my hand and official seal this 14th day of August 2025.

Leigh G. Babbitt-Bekebrede
Notary Public

My commission expires: July 20, 2029



CLERK'S RECEIPT OF PETITION

This Amended Petition to establish the Sunshine Towne Centre Community Improvement District was filed in the office of the City Clerk of Springfield, Missouri on the 26th day of August, 2025.

[SEAL]



Anita J. Cotter

Anita J. Cotter, MMC/MPCC
City Clerk

EXHIBIT A

District Legal Description

Part of the NW 1/4 of Section 33, part of the NE 1/4 of Section 32, West of the Fifth Principal Meridian, Greene County, Missouri and being more particularly described as follows:

Commencing at the Northwest Corner of said NW 1/4 of the NW 1/4; thence South 88°43'00" East 226.63 feet along the North line of said Section 33; thence leaving the North line of said Section 33, South 1°17'00" West 83.14 feet, on the South Right of Way line at Station 467+64.31 with an Offset Right of 54 feet from the centerline for W. Sunshine St., as described in General Warranty Deed, Recorded in Book 2579, Page 1062, MODot Job No. J8U0509; thence continuing along W. Sunshine St. South Right of Way as shown on Final Plans, Route 60 Federal Aid Project Number FAC85-AID, Sheet 8, South 88°38'20" East 475.56 feet, to the Point of Beginning; thence continuing along said W. Sunshine St. South Right of Way line, South 88°38'20" East 559.13 feet; thence continue along said W. Sunshine St. South Right of Way line, South 48°21'33" East 53.69 feet; thence leaving said W. Sunshine St. South Right of Way line, 2°05'32" West 72.21 feet; thence around a tangent curve to the left having a radius of 125.73 feet, an arc length of 9.10 feet, a chord bearing of South 0°01'08" West and a Chord distance of 9.10; thence South 2°03'16" East 75.74 feet; thence around a tangent curve to the right having a radius of 74.27 feet, an arc length of 5.38 feet, a chord bearing of South 0°01'08" West and a Chord distance of 5.37; thence South 2°05'32" West 214.85 feet; thence around a tangent curve to the left having a radius of 1525.73 feet, an arc length of 18.43 feet, a chord bearing of South 1°44'46" West and a Chord distance of 18.43 feet; thence South 1°24'00" West 320.60 feet to a found iron pipe at the Northeast corner of Lot 1, Yandell Subdivision, Recorded March 12, 1965 in Book W, Page 65; thence North 88°38'44" West 114.33 feet along the North line of said Lot 1, Yandell Subdivision to a found iron pin at the Northeast corner of Lot 1, Final Plat, Windchime Subdivision, Recorded August 15, 1986 in Book JJ, Page 68; thence along the North line of said Windchime Subdivision, North 88°54'22" West 140.54 feet to a found iron pin; thence continue along the North line of said Windchime Subdivision, North 88°40'06" West 70.86 feet to a found iron pin; thence continue along the North line of said Windchime Subdivision, North 88°33'58" West 70.65 feet to a found iron pin; thence continue along the North line of said Windchime Subdivision, North 88°46'46" West 140.76 feet to a found iron pin; thence continue along the North line of said Windchime Subdivision, North 88°41'17" West 140.85 feet to a found iron pin; thence continue along the North line of said Windchime Subdivision, North 88°43'44" West 70.35 feet to a found iron pin; thence continue along the North line of said Windchime Subdivision, North 88°43'20" West 352.76 feet to a found iron pin; thence continue along the North line of said Windchime Subdivision, North 87°29'51" West 208.70 feet to a found iron pin on the West line of said Section 33; thence North 88°29'51" West 47.34 to a point on the Easterly Right of Way line for W. Bypass as described in General Warranty Deed, Recorded in Book 2579, Page 1062, MODot Job No. J8U0509; thence along the said W. Bypass Easterly Right of Way, around a curve to the left having a radius of 1363.24 feet, an arc length of 80.01 feet, a chord bearing of North 11°06'20" East and a Chord distance of 80.00; thence leaving said W. Bypass

Easterly Right of Way line, South 71°53'30" East 69.21 feet; thence South 81°35'38" East 59.38 feet; thence South 88°38'20" East 578.81 feet; thence North 89°06'21" East 32.94 feet; thence North 45°12'39" East 34.67 feet; thence North 1°21'40" East 280.03 feet; thence North 0°47'12" West 80.06 feet; thence North 1°21'40" East 278.01 feet; thence North 24°38'03" East 35.05 feet to the Point of Beginning

Contains 483,245 square feet or 11.094 acres of land, more or less.

EXHIBIT B

Map of District Boundary

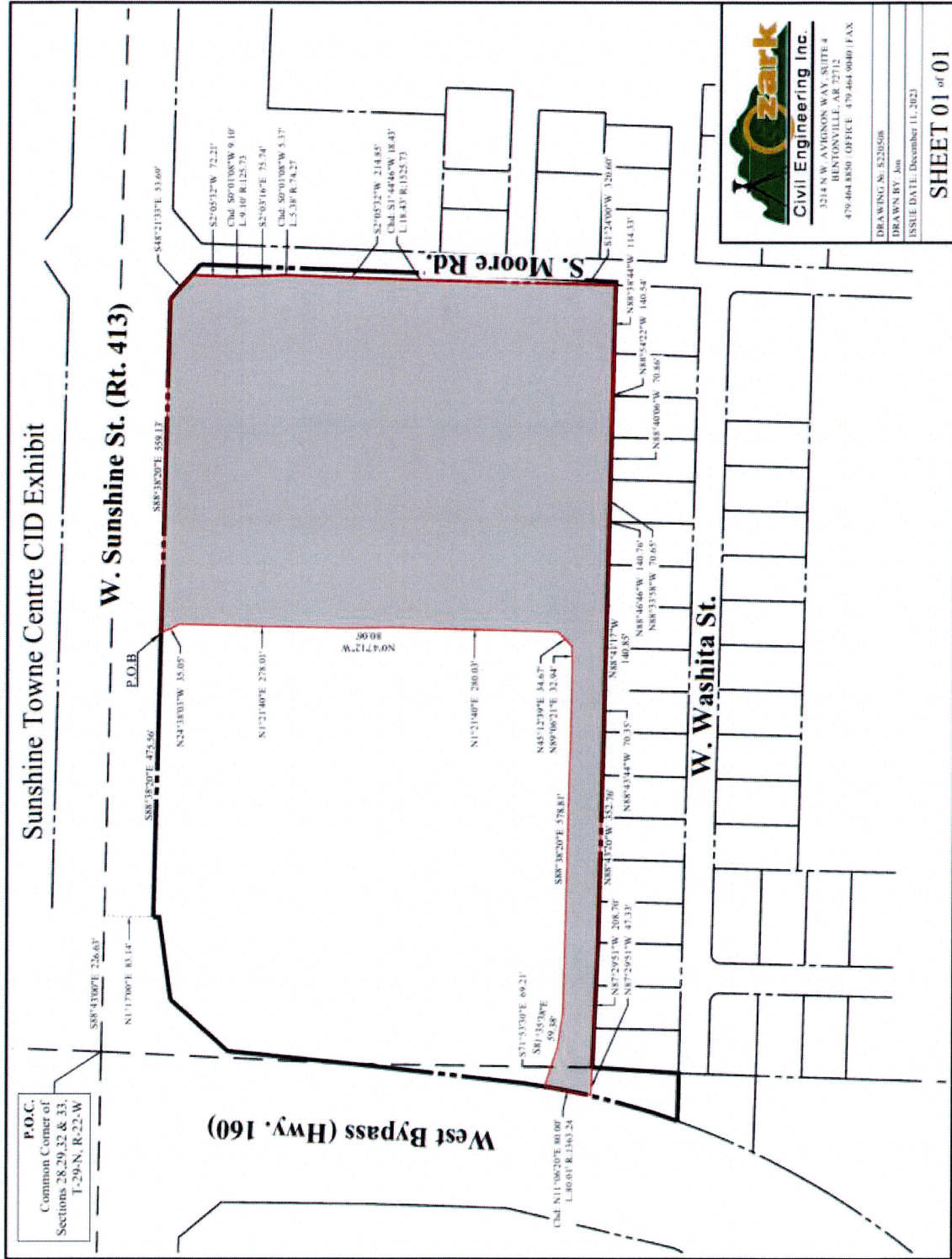


EXHIBIT C **List of Owners of Real Property within District**

New tax ID	Address	Acres	2024 EAV	Owner
1333210036	Access Easement	1.58722	\$ 53,045.60	TARGET CORP
1333210040	1903 S FARM ROAD 133	4.962	\$ 7,110.00	SPRINGFIELD WEST PARTNERS LLC
1333210041	3370 W SUNSHINE ST	2.567	\$115,460.00	OG REAL ESTATE SPRINGFIELD MO LLC
1333210042	3340 W SUNSHINE ST	0.818	\$ 56,930.00	3340 W SUNSHINE LLC
1333210043	3310 W SUNSHINE ST	1.154	\$ 68,160.00	3310 W SUNSHINE LLC
		11.08822	\$300,705.60	

NOTES:

- (1) Parcel No. 88-13-33-210-036 has 13.01 acres and an assessed value of \$434,800. However, only 12.2% of said tract (and none of the buildings) is located in the District.
- (2) The Parces shown above reflect the Plat of Sunshine Towne Centre, 1st Addition, which was recorded on August 27, 2024, in Book 2024, Page 026408, after the original formation of the District.
- (3) Deed to 3340 W SUNSHINE LLC recorded on August 5, 2025 in Book 2025 at Page 025270-25.
- (4) Location of Parcels set forth below:

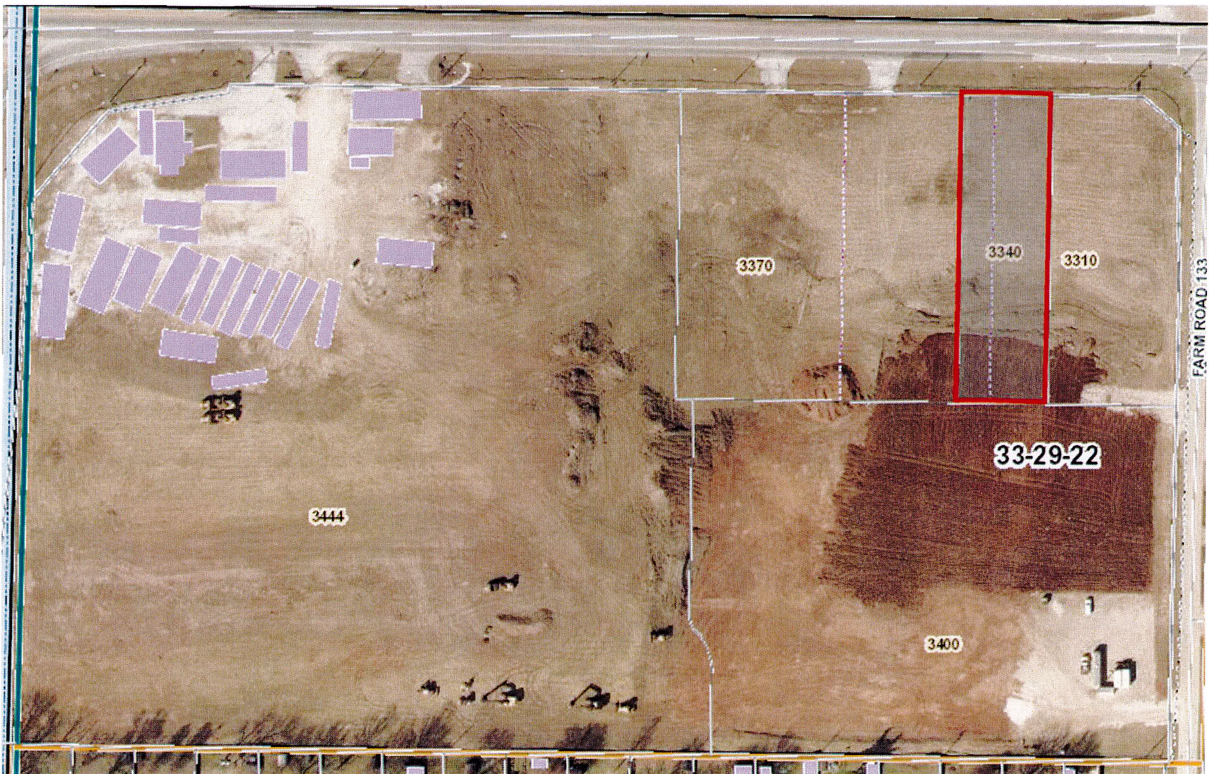


EXHIBIT D
Amended Five-Year Plan

1. Purpose of the District. The purposes of the District are to:

- A. Form and govern the District as provided in this Petition and in accordance with the Act and the Missouri Revised Statutes;
- B. Provide or cause to be provided for the benefit of the District, certain CID Projects as described in this Exhibit;
- C. Develop funding sources, including the levying of the CID Sales Tax, necessary in order to pay for the required expenses, costs and expenses of the District and to pay for the CID Projects in a manner provided in this Petition and as authorized by the Act;
- D. Provide for ongoing administrative activities (e.g. accounting, communications, reporting) as are required by the Act and the Cooperative Agreement; and,
- E. Such other purposes as authorized or required by the Act.

2. CID Projects

A. Services. The services that may be performed by the District include the following:

- i) The District will oversee organizational matters of the District, including the adoption of bylaws and other governance policies; support business activity and in the District including the promotion of business activities through the construction, installation, maintenance, and equipping of improvements within the District; and undertake and satisfy administrative responsibilities required under the CID Act.
- ii) In connection with the improvements, the District may facilitate/provide funding for applicable professional fees and other costs, including (i) architectural, (ii) legal/accounting (iii) engineering, (iv) landscape design, (v) permits (vi) insurance.

B. Improvements.

- i) Facilitate/provide funding in order to construct, reconstruct, install, repair, maintain, and equip any of the following: sidewalks, streets (including the access road depicted in the site plan attached hereto as Exhibit D-4), lighting, retaining walls, traffic signs and signals utilities, drainage works, water, electrical distribution facilities, storm and sewer systems and other site improvements, and any other useful, necessary or desired improvements permitted under the CID Act. Those portions of the CID Project that constitute the Additional Work are set forth in Exhibit D-1.

C. Costs.

- i) The estimated costs of the CID Projects, including the Additional Work (exclusive of accrued interest) to be reimbursed by the District are set forth in the attached Exhibit D-1. The party or parties constructing the improvements may only be reimbursed by the CID Sales Tax for the items identified as Reimbursable Project Costs on this Exhibit D-1 (the “**Reimbursable Project Costs**”), plus accrued interest, as set forth in the Cooperative Agreement.
- 3. **Budget.** The anticipated sources of funds to pay the costs, the anticipated terms of the sources of funds to pay the costs, the estimated operating costs, and the estimated five-year budget are set forth in the attached Exhibit D-2 and Exhibit D-3.

EXHIBIT D-1
Estimated CID Project Costs

ESTIMATED CID PROJECT COSTS

Item	Original Project Cost	Adjusted Additional Project	Final Project Cost
Mobilization	\$ 81,583.00	\$ -	\$ 81,583.00
Roadway/Asphalt/Curbs/Gutters/Sidewalks	\$ 457,873.00	\$ 5,000.00	\$ 462,873.00
Master Detention Basin Structures/Piping	\$ 1,205,758.00	\$ 7,371.00	\$ 1,213,129.00
Fencing/Buffer/Landscaping	\$ 98,600.00	\$ 100,250.00	\$ 198,850.00
Street Lighting/Underground conduit/Pole Bases	\$ 152,315.00	\$ -	\$ 152,315.00
Soil Stabilization/Remediation/Rock Removal	\$ 101,715.00	\$ 373,395.00	\$ 475,110.00
New Public Water Main	\$ -	\$ 95,943.00	\$ 95,943.00
New Underground Electric Distribution	\$ -	\$ 75,572.00	\$ 75,572.00
New Public Sewer Main	\$ -	\$ 86,370.00	\$ 86,370.00
Topsoil Distribution	\$ 5,831.00	\$ (5,831.00)	\$ -
Hydro mulching/Site Stabilization	\$ 25,900.00	\$ 5,600.00	\$ 31,500.00
Striping	\$ 4,500.00	\$ (4,500.00)	\$ -
Right of Way Acquisition	\$ 41,143.00	\$ -	\$ 41,143.00
Civil Engineering	\$ 15,187.00	\$ 22,463.00	\$ 37,650.00
Legal	\$ 26,925.00	\$ 17,677.00	\$ 44,602.00
	\$2,217,330.00	\$779,310.00	\$2,996,640.00

NOTE: Categories and amounts are for illustration purposes only and are not intended to establish limitations for any particular purpose. Savings in one budget category may be applied to additional costs incurred in other budget categories; provided however, the total amount may not exceed \$2,996,640.00 (exclusive of interest). The amount shown above excludes accrued interest on any obligations issued by the District to finance the CID Project.

Five-Year Budget with Anticipated Sources of Funds and Terms of Sources of Funds

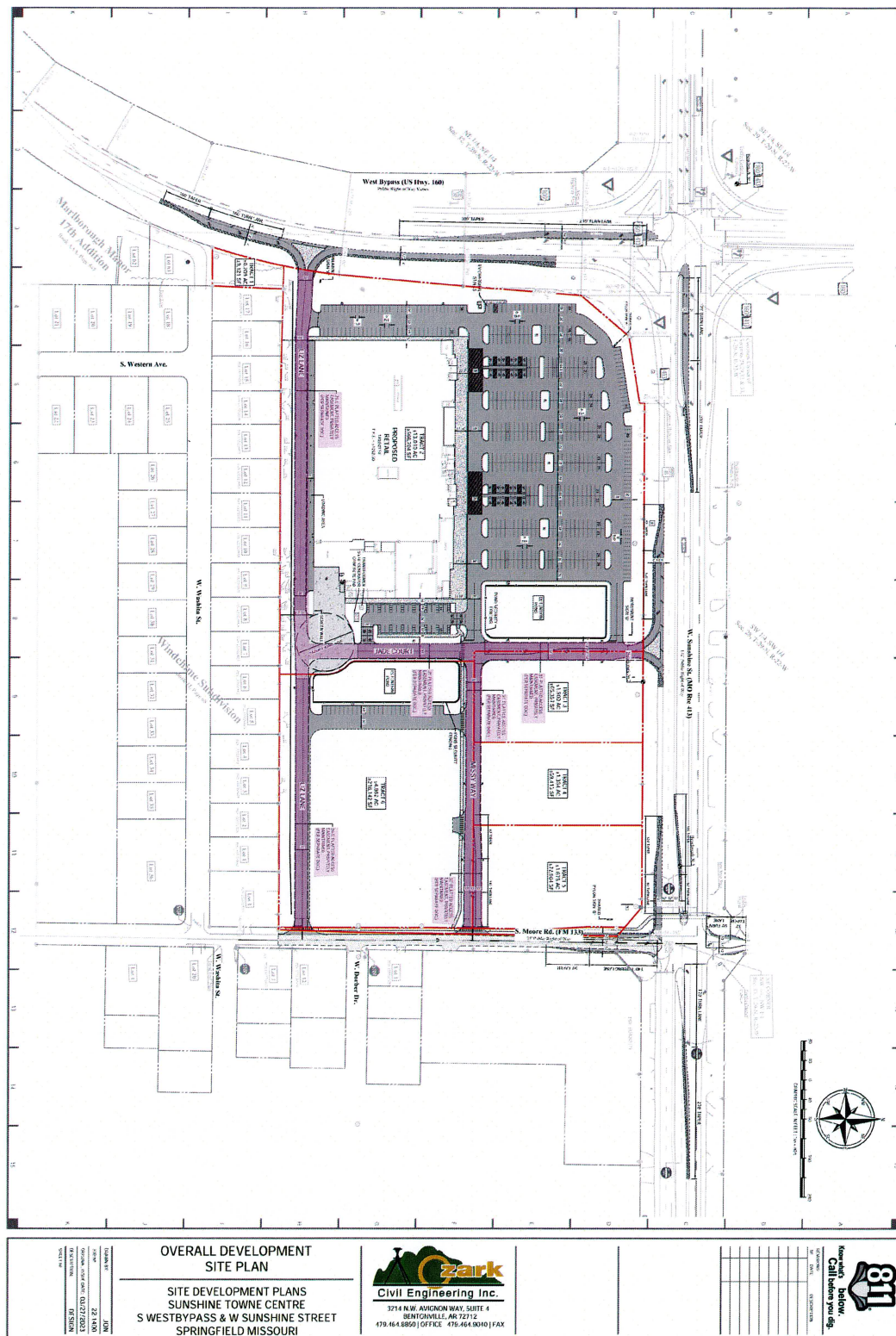
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SUNSHINE TOWNE CENTRE SUMMARY		
YEAR	1% CID Revenue	TOTAL
2025	223,259	223,259
2026	234,422	234,422
2027	236,766	236,766
2028	239,134	239,134
2029	241,525	241,525
2030	243,940	243,940
2031	246,380	246,380
2032	248,844	248,844
2033	251,332	251,332
2034	253,845	253,845
2035	256,384	256,384
2036	258,948	258,948
2037	261,537	261,537
2038	264,153	264,153
2039	266,794	266,794
2040	269,462	269,462
2041	272,157	272,157
2042	274,878	274,878
2043	277,627	277,627
2044	280,403	280,403
2045	283,207	283,207
2046	286,039	286,039
2047	288,900	288,900
2048	291,789	291,789
2049	294,707	294,707
2050	297,654	297,654
2051	300,630	300,630
TOTAL	\$	7,144,715

NOTE: THE AMOUNTS SHOWN ABOVE ARE PRELIMINARY ESTIMATES; ACTUAL REVENUES WILL VARY FROM THE ABOVE PRELIMINARY ESTIMATES. ALL REVENUES ARE GENERATED FROM THE CID SALES TAX.

EXHIBIT D-4

Conceptual Site Plan



The interior access roads are shaded in purple. The CID Project also include other necessary or desired improvements permitted under the CID Act, which are located outside of the shaded area but are necessary or directly benefitting the access roads. Site plan is conceptual and subject to change.

Exhibit 2

FIRST AMENDMENT TO COOPERATIVE AGREEMENT

among the

CITY OF SPRINGFIELD, MISSOURI,

and

**SUNSHINE TOWNE CENTRE
COMMUNITY IMPROVEMENT DISTRICT**

and

SPRINGFIELD WEST PARTNERS, LLC

dated as of

_____, ____

FIRST AMENDMENT TO COOPERATIVE AGREEMENT

THIS FIRST AMENDMENT TO COOPERATIVE AGREEMENT (“**Agreement**”), entered into as of this ____ day of _____, 2025, among the **CITY OF SPRINGFIELD, MISSOURI**, a constitutional charter city and political subdivision of the State of Missouri (the “**City**”), the **SUNSHINE TOWNE CENTRE COMMUNITY IMPROVEMENT DISTRICT**, a Missouri community improvement district (the “**District**”), and **SPRINGFIELD WEST PARTNERS, LLC** (the “**Developer**”) (the City, District and Developer being sometimes collectively referred to herein as the “**Parties**”, and individually as a “**Party**”, as the context so requires).

WITNESSETH:

WHEREAS, on January 16, 2024, the owners of record of more than fifty percent (50%) by assessed value of the real property within the boundaries of the District and the owners of record of more than fifty percent (50%) per capita of all owners of real property within the boundaries of the District filed the “Petition to Establish the Sunshine Towne Centre Community Improvement District”, which proposed formation of the District (the “**Original Petition**”); and

WHEREAS, the City Council of Springfield, Missouri (the “**City Council**”), adopted Ordinance No. 27968 which approved the Petition and established the District (the “**Ordinance**”) for the purpose of providing funding for certain public improvements within the District (the “**CID Project**”); and

WHEREAS, pursuant to Section 13 of the Petition, the District, the Developer, and the City entered into a cooperative agreement (the “**Original Agreement**”) concerning the collection and administration of the District revenues, the method of certifying eligible project costs, payment of ongoing District operating costs, disbursement of District revenues, and other rights, duties, and obligations of the District, City, and Developer for the operations of the District; and

WHEREAS, after the date of the Ordinance, the City required additional public improvements within the District (such work, as more particularly described in the Amended Petition and Exhibit A, appended hereto, the “**Additional Work**”);

WHEREAS, on May ____, 2025 the owners of record of more than fifty percent (50%) by assessed value of the real property within the boundaries of the District and the owners of record of more than fifty percent (50%) per capita of all owners of real property within the boundaries of the District filed the “Amended Petition to Establish the Sunshine Towne Centre Community Improvement District” (the “**Amended Petition**”) concerning the Additional Work;

WHEREAS, pursuant to Section 4.6 of the Original Agreement and the City Council held a public hearing on ____, 202____ and adopted Special Ordinance _____, which approved the Additional Work; and

WHEREAS, the original agreement provided that the maximum Reimbursable Project Costs was \$2,217,330.00 (exclusive of Operating Costs and any Accrued Interest) (the “**Max Amount**”);

WHEREAS, the District is authorized under the CID Act to undertake the CID Projects, to impose the CID Sales and Use Tax to pay for Reimbursable Project Costs and other costs relating to the administration of the District and the implementation of the CID Projects, and to enter into the Original Agreement and this Amendment for such purposes; and

WHEREAS, the City, the District, and the Developer desire to enter into this Amendment to increase the Max Amount and set forth the Parties' duties and obligations with respect to the Additional Work.

NOW, THEREFORE, for and in consideration of the premises, and the mutual covenants herein contained, the Parties agree as follows:

ARTICLE 1: RECITALS, EXHIBITS, AND DEFINITIONS

Section 1.1 Recitals and Exhibits.

The representations, covenants and recitations set forth in the foregoing recitals are hereby incorporated into and made a part of this Amendment as though they were fully set forth in this Section.

Section 1.2 Exhibit A-1.

Exhibit A-1 to the Original Agreement is hereby deleted and replaced with A-1 appended to this Amendment. .

Section 1.3 Definitions.

Capitalized terms used but not defined herein shall have the meanings ascribed to such terms in then Original Agreement. Notwithstanding the foregoing, the following definitions in the Original Agreement are hereby deleted and replaced as follows:

"CID Projects" means the services and public improvements within the District, eligible under the CID Act, that are provided for and constructed for, or in connection with, the District, as described in **Exhibit "A-1"** attached hereto. For avoidance of doubt, the CID Projects includes the work set forth in the Original Petition and the Additional Work.

ARTICLE 2: MISCELLANEOUS

Section 2.1 Effective Date and Term.

This Amendment shall become effective on the date set forth herein.

Section 2.2 Immunities.

No recourse shall be had for any claim based upon any representation, obligation, covenant or agreement in this Amendment maintained against any past, present or future officer, member, employee, director or agent of the City or the District, or of any successor thereto, as such, either directly or through the City or the District, or any successor thereto, under any rule of law or equity, statute or constitution or by the enforcement of any assessment or penalty or otherwise, and all such liability of any such officers, members, employees, directors or agents as such is hereby expressly waived and released as a condition of and consideration for the execution of this Amendment. The District, as a separate political subdivision of the state, is responsible for compliance with all applicable state laws and agree to hold harmless and indemnify the City from and against all suits, claims, costs of defense, damages, injuries,

liabilities, costs and/or expenses, including court costs and attorney fees, resulting from, arising out of, or in any way connected with District's failure to comply with any applicable law.

Section 2.3 Modification.

The terms, conditions, and provisions of this Amendment can be neither modified nor eliminated except in writing and by mutual agreement between the Parties. Any modification to this Amendment as approved shall be attached hereto and incorporated herein by reference.

Section 2.4 Applicable Law.

This Amendment shall be governed by and construed in accordance with the laws of the State of Missouri. In the event of any dispute under this Amendment, venue shall be proper only in the Circuit Court of Greene County, Missouri. The Parties agree that the engagement of common special legal counsel among two or more Parties to this Amendment does not materially limit the representation of those Parties and will not adversely affect the relationship between such Parties.

Section 2.6 Validity and Severability.

It is the intention of the parties hereto that the provisions of this Amendment shall be enforced to the fullest extent permissible under the laws and public policies of the State of Missouri, and that the unenforceability (or modification to conform with such laws or public policies) of any provision hereof shall not render unenforceable, or impair, the remainder of this Amendment. Accordingly, if any provision of this Amendment shall be deemed invalid or unenforceable in whole or in part, this Amendment shall be deemed amended to delete or modify, in whole or in part, if necessary, the invalid or unenforceable provision or provisions, or portions thereof, and to alter the balance of this Amendment in order to render the same valid and enforceable.

Section 2.7 Execution of Counterparts.

This Amendment may be executed simultaneously in two or more counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

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IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written.

ATTEST:

THE CITY OF SPRINGFIELD, MISSOURI

City Clerk

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney or designee

**SUNSHINE TOWNE CENTRE COMMUNITY
IMPROVEMENT DISTRICT**

By: _____
Name:
Title:

ATTEST

By: _____

SPRINGFIELD WEST PARTNERS, LLC

By: _____

Name:

Title:

ATTEST

By: _____

EXHIBIT A-1

ESTIMATED COSTS OF CID PROJECT

A. Estimated CID Project Costs

Item	Original Project Cost	Adjusted Additional Project	Final Project Cost
Mobilization	\$ 81,583.00	\$ -	\$ 81,583.00
Roadway/Asphalt/Curbs/Gutters/Sidewalks	\$ 457,873.00	\$ 5,000.00	\$ 462,873.00
Master Detention Basin Structures/Piping	\$ 1,205,758.00	\$ 7,371.00	\$ 1,213,129.00
Fencing/Buffer/Landscaping	\$ 98,600.00	\$ 100,250.00	\$ 198,850.00
Street Lighting/Underground conduit/Pole Bases	\$ 152,315.00	\$ -	\$ 152,315.00
Soil Stabilization/Remediation/Rock Removal	\$ 101,715.00	\$ 373,395.00	\$ 475,110.00
New Public Water Main	\$ -	\$ 95,943.00	\$ 95,943.00
New Underground Electric Distribution	\$ -	\$ 75,572.00	\$ 75,572.00
New Public Sewer Main	\$ -	\$ 86,370.00	\$ 86,370.00
Topsoil Distribution	\$ 5,831.00	\$ (5,831.00)	\$ -
Hydro mulching/Site Stabilization	\$ 25,900.00	\$ 5,600.00	\$ 31,500.00
Striping	\$ 4,500.00	\$ (4,500.00)	\$ -
Right of Way Acquisition	\$ 41,143.00	\$ -	\$ 41,143.00
Civil Engineering	\$ 15,187.00	\$ 22,463.00	\$ 37,650.00
Legal	\$ 26,925.00	\$ 17,677.00	\$ 44,602.00
	\$2,217,330.00	\$779,310.00	\$2,996,640.00

NOTE: The amounts shown above are preliminary estimates; actual costs will vary from the above preliminary estimates. Categories and amounts are for illustration purposes only and are not intended to establish limitations for any particular purpose. Savings in one budget category may be applied to additional costs incurred in other budget categories; provided however, the total amount may not exceed \$2,996,640 (exclusive of Operating Costs and any Accrued Interest). The amount shown above excludes Operating Costs and any Accrued Interest on any obligations issued by the District to finance the CID Project.

EXPLANATION TO COUNCIL BILL 2025-232 (HORTON)

FILED: 10/16/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.22 acres of property generally located at 426 North Warren Avenue from R-TH – Residential Townhouse District to LB – Limited Business District; and adopting an updated Official Zoning Map. (By: Paul Mueller Company; 426 N. Warren Avenue; Z-21-2025)

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.22 acre of property generally located at 426 N. Warren Avenue from R-TH, Residential Townhouse District to LB, Limited Business District. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:**ZONING CASE NUMBER Z-21-2025**

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.

REMARKS: The Planning and Zoning Commission held a public hearing on October 9, 2025, and recommended approval, by a vote of 8 to 0.

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

FINDINGS FOR STAFF RECOMMENDATION:

1. The *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.

2. 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.
3. 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 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 is 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.
4. 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.
5. 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.
6. 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.
7. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension

policy, though new easements may be necessary to accommodate this development.

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 of 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.
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: 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.

Submitted By: Daniel Neal, Senior City Planner

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

Maurice S. Jones, Deputy City Manager 10/28/2025

Attachments:

1. Z-21-2025 - 426 North Warren Avenue
2. Z-21-2025_exhA
3. Z-21-2025_exhB
4. Z-21-2025_exhC

One-rdg. _____
P. Hrngs. X
Pgs. 31
Filed: 10-28-25

Sponsored by: Horton

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-232

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 0.22 acres of property generally located at 426 North Warren
4 Avenue from R-TH – Residential Townhouse District to LB –
5 Limited Business District; and adopting an updated Official Zoning
6 Map.
7 _____
8

9 WHEREAS, an application has been filed for a zoning change of the property
10 generally located at 426 North Warren Avenue from R-TH – Residential Townhouse
11 District to LB – Limited Business District; and
12

13 WHEREAS, following proper notice, the Planning and Zoning Commission held a
14 public hearing on October 9, 2025, a copy of the Record of Proceedings from said
15 public hearing being attached hereto and incorporated herein by this reference as
16 "Exhibit B," and said Commission made a recommendation of approval by a vote of 8 to
17 0; and
18

19 WHEREAS, the City has reviewed the applicant's request and prepared a staff
20 report concerning the application, which is attached hereto and incorporated herein by
21 this reference as "Exhibit C"; and
22

23 WHEREAS, proper notice was given of a public hearing before City Council, and
24 said hearing was held in accordance with the law.
25

26 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
27 SPRINGFIELD, MISSOURI, as follows, that:
28

29 Section 1 – The property generally located at 426 North Warren Avenue and
30 described in "Exhibit A," which is attached hereto and incorporated herein by this
31 reference, is hereby rezoned from R-TH – Residential Townhouse District to LB –
32 Limited Business District. Springfield Land Development Code, Section 36-306, 'Official
33 zoning map and rules for interpretation,' is hereby amended, changed, and modified

34 consistent with this Ordinance.

35
36 Section 2 – City Council hereby directs the City Manager, or designee, to update
37 the City's digital zoning map to reflect this rezoning, and City Council adopts the map
38 thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in
39 the Springfield Land Development Code, Section 36-306, 'Official zoning maps and
40 rules of interpretation.'

41
42 Section 3 – The Official Zoning Map herein adopted shall be maintained and
43 archived in the same digital form in which this Council has approved its adoption.

44
45 Section 4 – This Ordinance shall be in full force and effect from and after
46 passage.

47
48 Passed at meeting: _____

50
51 _____
52 Mayor

53 Attest: _____, City Clerk

54
55 Filed as Ordinance: _____

56
57 *Laura Vales*
58 Approved as to form: _____, Assistant City Attorney

59
60 *[Signature]*
61 Approved for Council action: _____, City Manager

EXHIBIT A
LEGAL DESCRIPTION

ALL OF LOT 15, BLOCK ONE, IN HASELTINE'S GULF ADDITION, TO THE CITY OF SPRINGFIELD,
GREENE COUNTY, MISSOURI ACCORDING TO THE RECORDED PLAT THEREOF.

EXHIBIT B
RECORD OF PROCEEDINGS
Planning and Zoning Commission – October 9, 2025

Z-21-2025
426 North Warren Avenue
Applicant: Paul Mueller Company

Daniel Neal stated that this is a request to rezone approximately 0.22 acre of property from R-TH, Residential Townhouse District to LB, Limited Business District.

Commissioner Gunther asked about the current house, Mr. Neal stated that it will be demolished and made into a parking lot but with a 6-foot-tall solid fence.

Commissioner Doennig opened the public hearing.

Mr. Daniel Richards, 1200 E. Woodhurst Drive, representing the applicant and this is an extension of the previous rezoning from earlier this year and cleaning up non-conforming zoning and plan to turn it into a parking lot (15 additional parking spaces). Will be adding a landscape buffer for the neighborhood and here to answer any questions.

Commissioner Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Z-21-2025; Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Lebeck, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Hunton. Abstain: None.



Bob Hosmer, AICP
Planning Manager



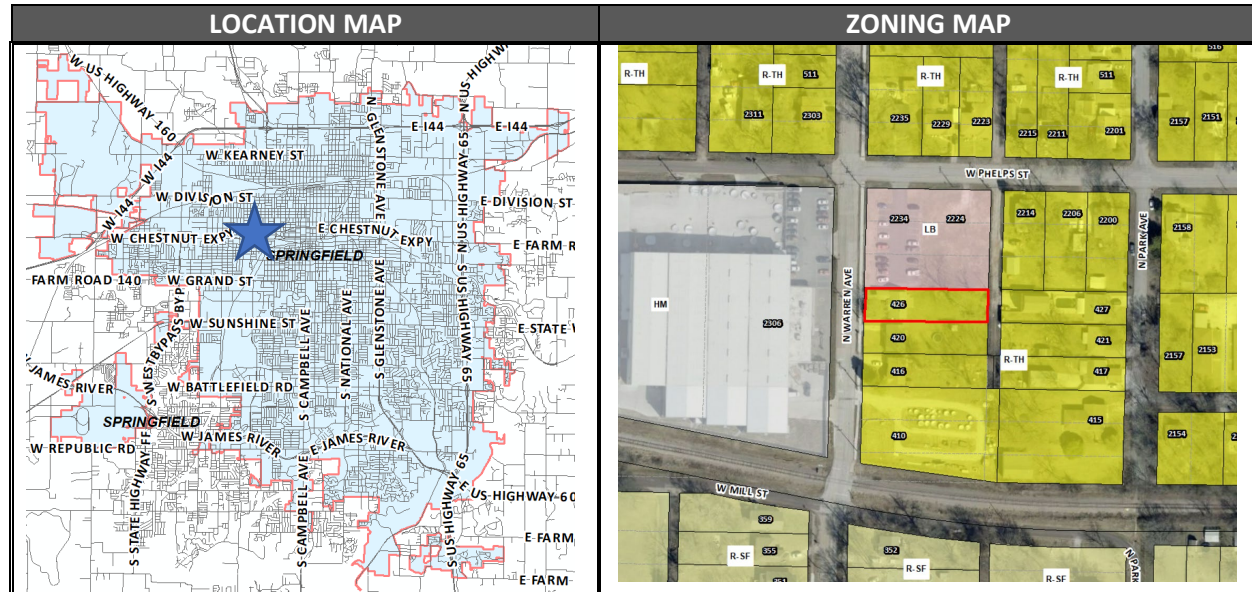
DEVELOPMENT REVIEW STAFF REPORT

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).

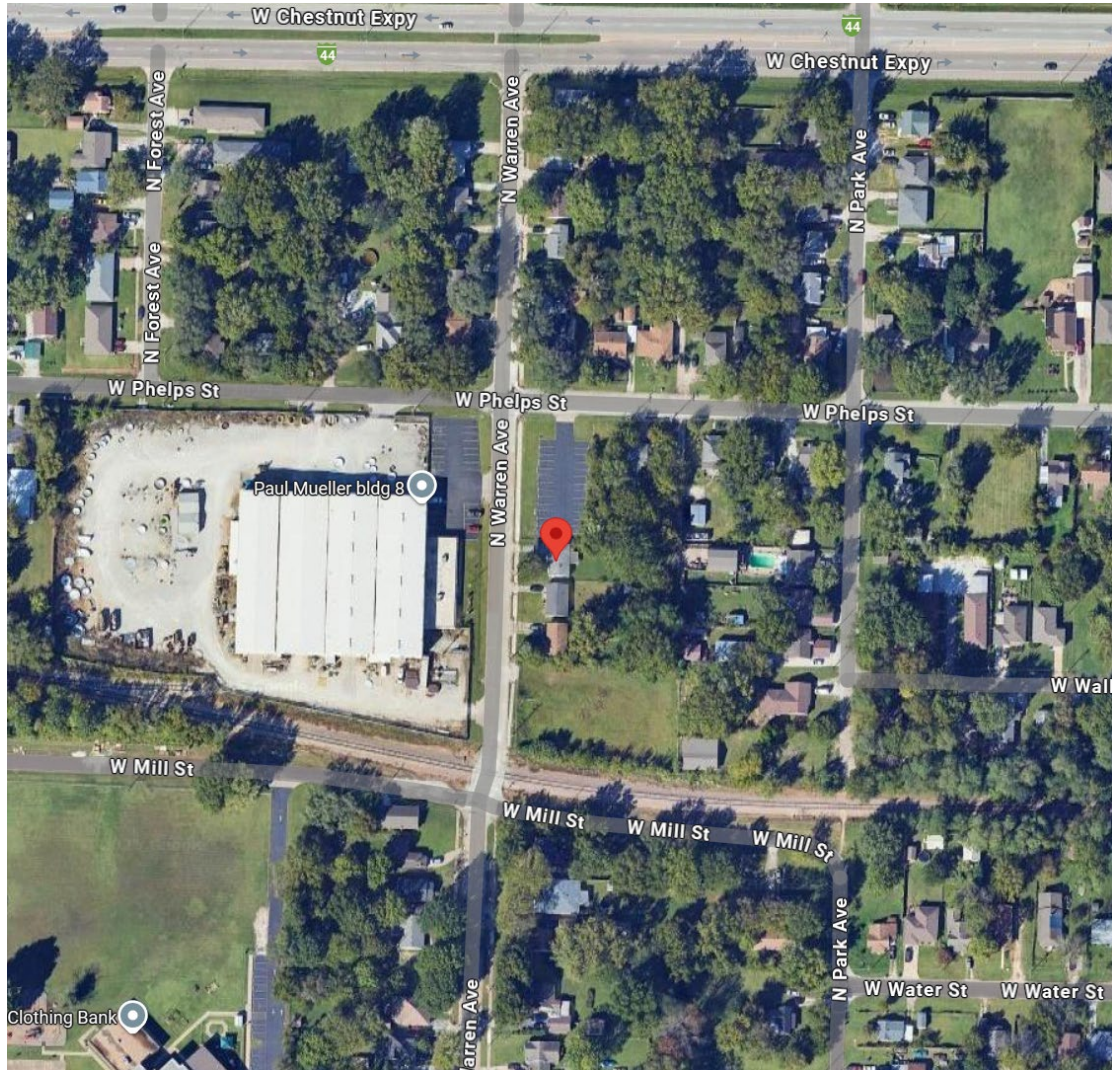
PROJECT SUMMARY:

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.
--	---

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.

DEVELOPMENT REVIEW STAFF REPORT

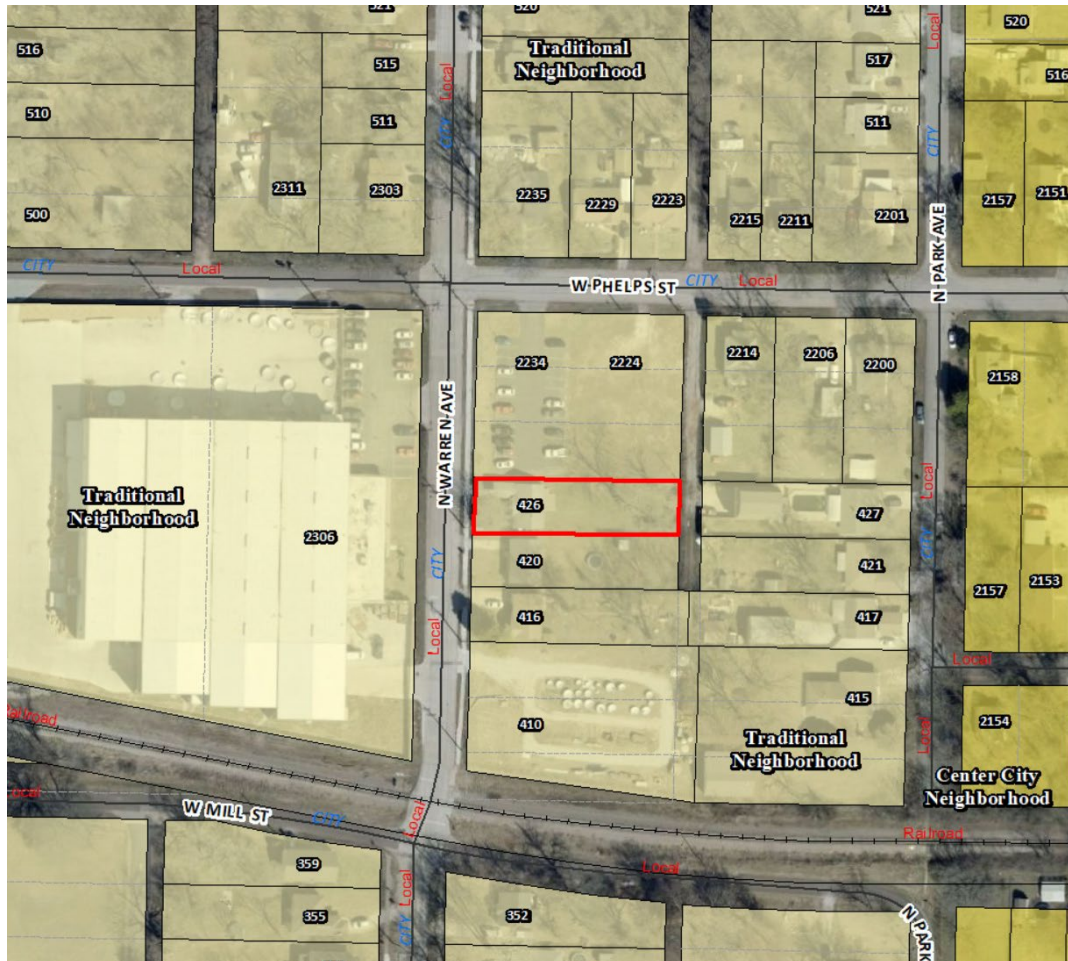
- Vehicular driveways are provided for each home and are accessed almost exclusively from the front or side street, limiting on-street parking opportunities.
- Neighborhoods are often self-regulated by covenants that limit use, size, and design of structures, as well as care and use of private amenities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

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 & Vocational Schools	Government, Colleges & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry	Warehouse & Distribution Facilities
Residential Neighborhood	●	○	◇	○	◇	◇	○							
Mixed Residential	●	●	○	○	◇	◇	○							
Downtown		●	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor		○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center			○	○	○	○	○	○	○	○	○	○	○	○
Business Flex			○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics			○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation			○	○	○	○	○	○	○	○	○	○	○	○

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

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	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:

DEVELOPMENT REVIEW STAFF REPORT

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).

DEVELOPMENT REVIEW STAFF REPORT

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:			

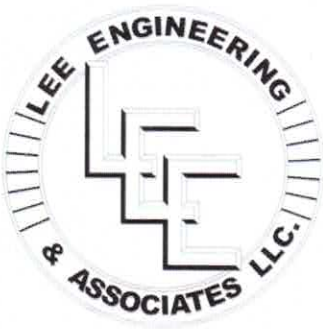
GIS Data - 426 N Warren Ave



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

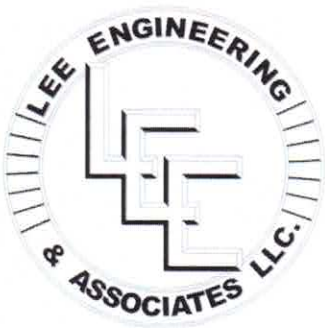
Re: Rezone, 426 N Warren Ave, Springfield, MO

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

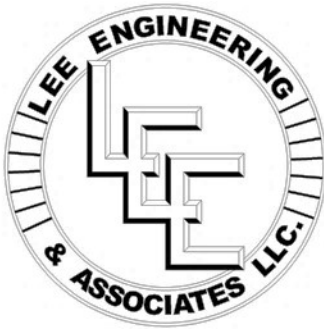
Neighborhood Meeting

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



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DRIVE., SUITE D200, SPRINGFIELD, MO 65804
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

EXPLANATION TO COUNCIL BILL 2025-233 (HORTON)

FILED: 10/16/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 2.90 acres of property generally located at 2565 North Kansas Expressway from GR – General retail district to HC – Highway commercial district; and adopting an updated Official Zoning Map. (By: Morris Loan & Investment Corp Inc.; 2565 North Kansas Expressway; Z-16-2025)

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 2.90 acres generally located at 2565 North Kansas Expressway from a GR, General Retail district to a HC, Highway Commercial District. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:

ZONING CASE NUMBER Z-16-2025

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.

REMARKS: The Planning and Zoning Commission held a public hearing on October 9, 2025, and recommended approval, by a vote of 8 to 0.

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

FINDINGS FOR STAFF RECOMMENDATION:

1. The applicant is requesting to rezone approximately 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 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.
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: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's City Corridor placetype and on the finding of facts above.

Submitted By: Michael Sparlin, Senior City Planner

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

Maurice S. Jones, Deputy City Manager 10/28/2025

Attachments: 1. Z-16-2025 - 2565 N. Kansas Expressway

2. Z-16-2025_exhA
3. Z-16-2025_exhB
4. Z-16-2025_exhC

One-rdg. _____
P. Hrngs. X
Pgs. 21
Filed: 10-28-25

Sponsored by: Horton

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-233

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 2.90 acres of property generally located at 2565 North Kansas
4 Expressway from GR – General retail district to HC – Highway
5 commercial district; and adopting an updated Official Zoning Map.
6
7

8 WHEREAS, an application has been filed for a zoning change of the property
9 generally located at 2565 North Kansas Expressway from GR – General retail district to
10 HC – Highway commercial district; and
11

12 WHEREAS, following proper notice, the Planning and Zoning Commission held a
13 public hearing on October 9, 2025, a copy of the Record of Proceedings from said
14 public hearing being attached hereto and incorporated herein by this reference as
15 "Exhibit B," and said Commission made a recommendation of approval by a vote of 8 to
16 0; and
17

18 WHEREAS, the City has reviewed the applicant's request and prepared a staff
19 report concerning the application, which is attached hereto and incorporated herein by
20 this reference as "Exhibit C"; and
21

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

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

28 Section 1 – The property generally located at 2565 North Kansas Expressway
29 and described in "Exhibit A," which is attached hereto and incorporated herein by this
30 reference, is hereby rezoned from GR – General retail district to HC – Highway
31 commercial district. Springfield Land Development Code, Section 36-306, 'Official
32 zoning map and rules for interpretation,' is hereby amended, changed, and modified
33 consistent with this Ordinance.

34 Section 2 – City Council hereby directs the City Manager, or designee, to update
35 the City's digital zoning map to reflect this rezoning, and City Council adopts the map
36 thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in
37 the Springfield Land Development Code, Section 36-306, 'Official zoning maps and
38 rules of interpretation.'

39
40 Section 3 – The Official Zoning Map herein adopted shall be maintained and
41 archived in the same digital form in which this Council has approved its adoption.

42
43 Section 4 – This Ordinance shall be in full force and effect from and after
44 passage.

45
46 Passed at meeting: _____

47
48 _____
49 Mayor

50
51 Attest: _____, City Clerk

52
53 Filed as Ordinance: _____

54
55 Approved as to form: Laura Vales, Assistant City Attorney

56
57
58 Approved for Council action: [Signature], City Manager
59

EXHIBIT A
LEGAL DESCRIPTION

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 29 NORTH, RANGE 22 WEST; THENCE WEST ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, A DISTANCE OF 302.37 FEET TO AN IRON PIN SET, FOR A POINT OF BEGINNING; THENCE ON AN ANGLE TO THE LEFT FROM THE LAST DESCRIBED COURSE, $89^{\circ}53'30''$, A DISTANCE OF 200.00 FEET TO AN IRON PIN SET; THENCE ON AN ANGLE TO THE LEFT FROM THE LAST DESCRIBED COURSE, $90^{\circ}06'30''$, A DISTANCE OF 250.00 FEET TO AN EXISTING IRON PIN ON THE WEST RIGHT-OF-WAY LINE OF MISSOURI STATE HIGHWAY 13 (KANSAS EXPRESSWAY); THENCE ON AN ANGLE TO THE RIGHT FROM THE LAST DESCRIBED COURSE, $90^{\circ}06'30''$, AND ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 25.00 FEET TO AN IRON PIN SET; THENCE LEAVING SAID RIGHT-OF-WAY LINE ON AN ANGLE TO THE RIGHT FROM THE LAST DESCRIBED COURSE, $89^{\circ}53'30''$, A DISTANCE OF 477.97 FEET TO AN IRON PIN SET; THENCE ON AN ANGLE TO THE LEFT FROM THE LAST DESCRIBED COURSE, $89^{\circ}57'42''$, A DISTANCE OF 138.13 FEET TO AN EXISTING IRON PIN; THENCE ON AN ANGLE TO THE RIGHT FROM THE LAST DESCRIBED COURSE, $90^{\circ}02'35''$, A DISTANCE OF 194.02 FEET TO AN EXISTING IRON PIN; THENCE ON AN ANGLE TO THE RIGHT FROM THE LAST DESCRIBED COURSE, $91^{\circ}30'45''$, A DISTANCE OF 362.87 FEET TO AN EXISTING IRON PIN ON THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 3; THENCE ON AN ANGLE TO THE RIGHT FROM THE LAST DESCRIBED COURSE, $88^{\circ}26'32''$, AND ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 3, A DISTANCE OF 412.20 FEET TO THE POINT OF BEGNTNNG. ALL IN SPRINGFIELD, GREENE COUNTY, MISSOURI. CONTAINING 2.90 ACRES.

EXHIBIT B
RECORD OF PROCEEDINGS

Z-16-2025

2655 North Kansas Expressway

Applicant: Neal Wood, Morris Loan and Investment Company

Mr. Sparlin stated that this is a request to rezone approximately 2.90 acres from a GR, General Retail District to a HC, Highway Commercial District.

Commissioner Doennig opened the public hearing.

Ms. Cathy West, Dallas, TX and is the applicant's representative and is currently under construction for the interior portion of the tractor supply and requesting to have fenced outdoor display with propane and seasonal displays as well as utility trailers.

Commissioner Pauly asked about the location for the propane storage and containers.

Ms. West stated that it shows on the site plan (handed out to commission members) and will be inside the fence and not accessible to the public.

Commissioner Doennig closed the public hearing.

COMMISSION ACTION:

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

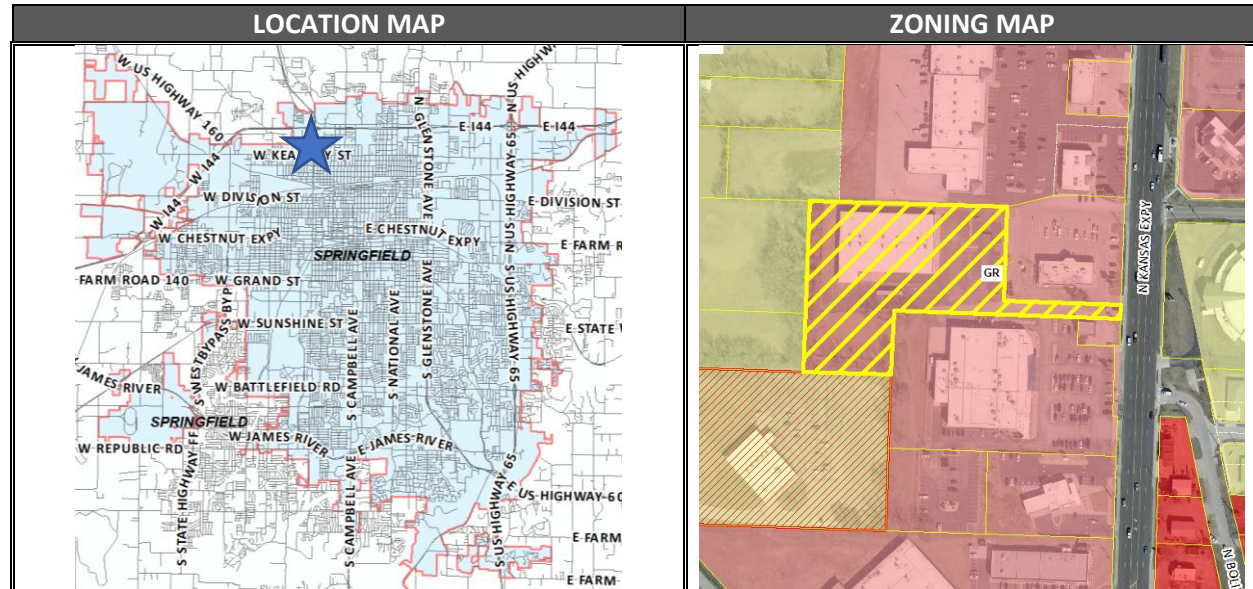


Bob Hosmer, AICP
Planning Manager

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).

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

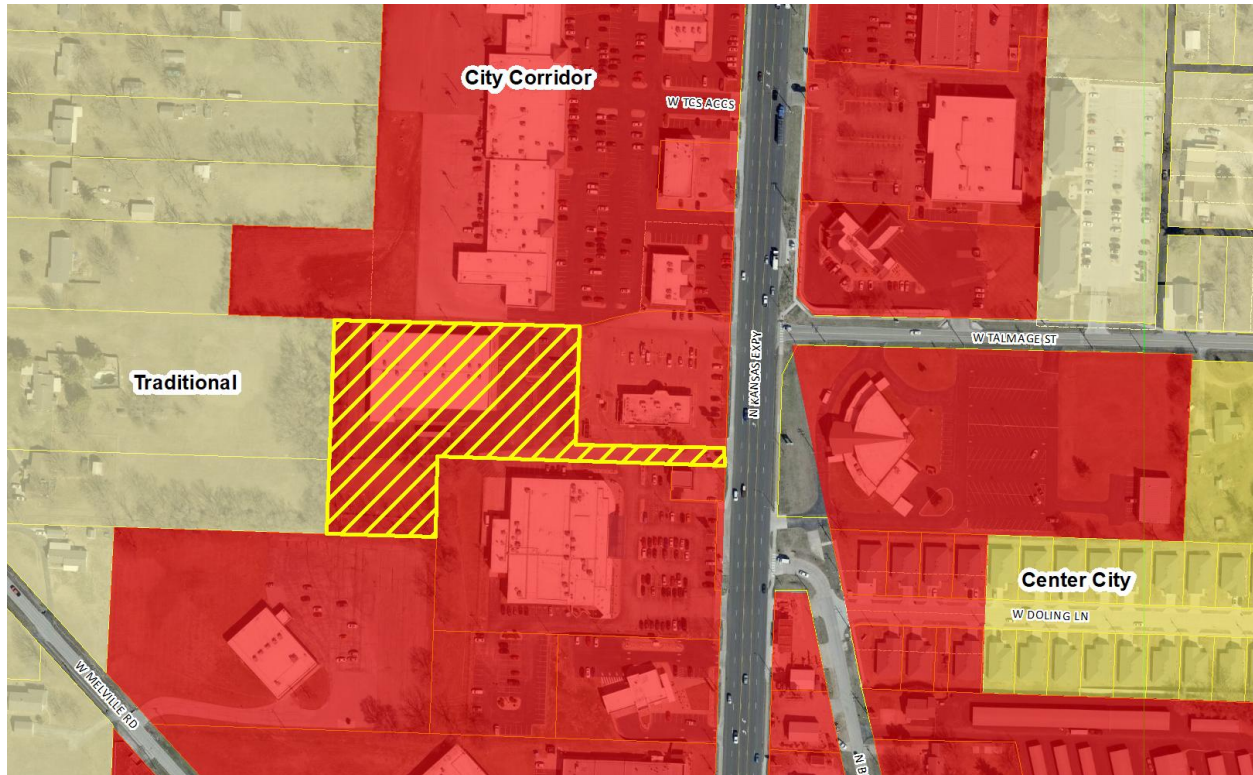
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- 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.

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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	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			●	●	○									

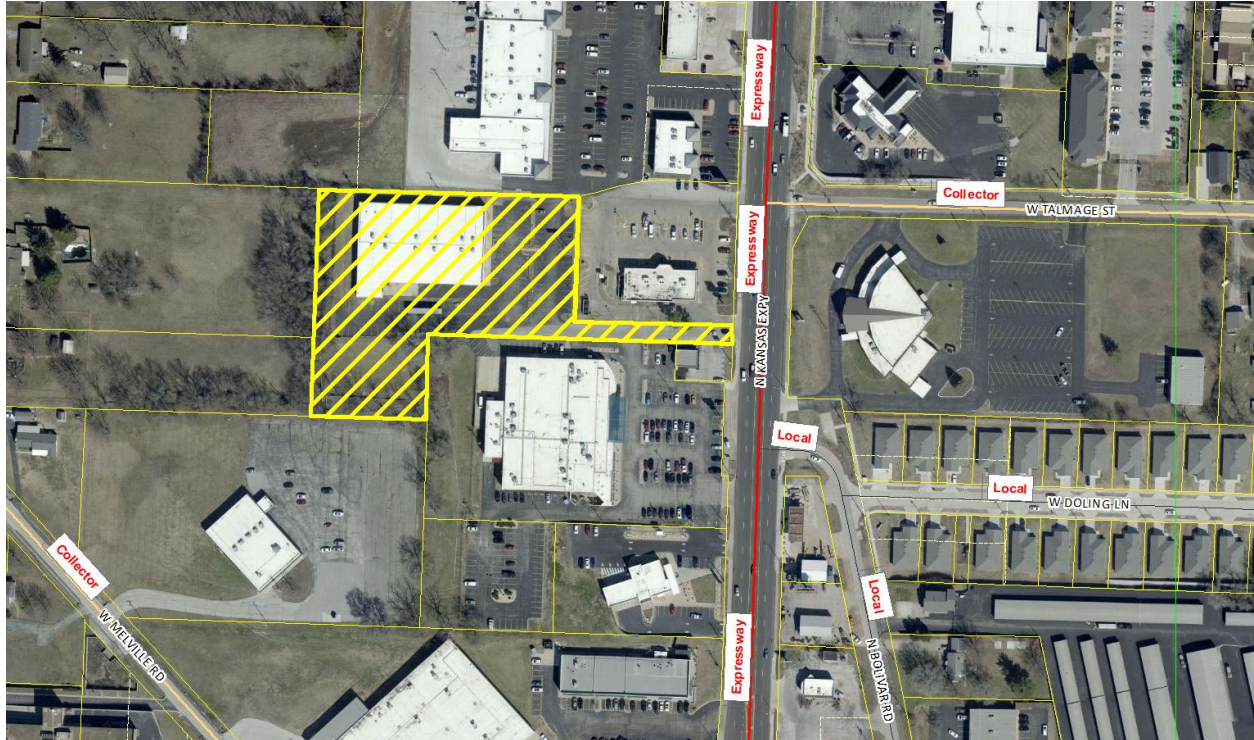
● **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype

○ **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@springfieldmo.gov, c=US
 Date: 2025.08.21 11:17:15 -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

EXPLANATION TO COUNCIL BILL 2025-234 (ADIB-YAZDI)

FILED: 10/16/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.87 acres of property generally located at 2404 East Sunshine Street from Planned Development No. 136 Amendment 1 to GR – General retail district; and adopting an updated Official Zoning Map. (By: Deckard & Ward LLC; 2404 East Sunshine Street; Z-22-2025)

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 0.87 acres generally located at 2404 East Sunshine Street from a Planned Development 136 amendment 1 to a GR, General Retail district. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:**ZONING CASE NUMBER Z-22-2025**

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 property for a commercial or retail use.

REMARKS: The Planning and Zoning Commission held a public hearing on October 9, 2025, and recommended approval, by a vote of 8 to 0.

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

FINDINGS FOR STAFF RECOMMENDATION:

1. The applicant is requesting to rezone approximately 0.87 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: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's City Corridor placetype and on the finding of facts above.

Submitted By: Michael Sparlin, Senior City Planner



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

Maurice S. Jones, Deputy City Manager 10/28/2025

- Attachments:**
1. Z-22-2025 - 2404 East Sunshine Street
 2. Z-22-2025_exhA
 3. Z-22-2025_exhB
 4. Z-22-2025_exhC

One-rdg. _____
P. Hrngs. X
Pgs. 21
Filed: 10-28-25

Sponsored by: Adib-Yazdi

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-234

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 0.87 acres of property generally located at 2404 East Sunshine
4 Street from Planned Development No. 136 Amendment 1 to GR –
5 General retail district; and adopting an updated Official Zoning Map.
6
7

8 WHEREAS, an application has been filed for a zoning change of the property
9 generally located at 2404 East Sunshine Street from Planned Development No. 136
10 Amendment 1 to GR – General retail district; and
11

12 WHEREAS, following proper notice, the Planning and Zoning Commission held a
13 public hearing on October 9, 2025, a copy of the Record of Proceedings from said
14 public hearing being attached hereto and incorporated herein by this reference as
15 "Exhibit B," and said Commission made a recommendation of approval by a vote of 8 to
16 0; and
17

18 WHEREAS, the City has reviewed the applicant's request and prepared a staff
19 report concerning the application, which is attached hereto and incorporated herein by
20 this reference as "Exhibit C"; and
21

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

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

28 Section 1 – The property generally located at 2404 East Sunshine Street and
29 described in "Exhibit A," which is attached hereto and incorporated herein by this
30 reference, is hereby rezoned from Planned Development No. 136 Amendment 1 to GR
31 – General retail district. Springfield Land Development Code, Section 36-306, 'Official
32 zoning map and rules for interpretation,' is hereby amended, changed, and modified
33 consistent with this Ordinance.

Section 2 – City Council hereby directs the City Manager, or designee, to update the City's digital zoning map to reflect this rezoning, and City Council adopts the map thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in the Springfield Land Development Code, Section 36-306, 'Official zoning maps and rules of interpretation.'

Section 3 – The Official Zoning Map herein adopted shall be maintained and archived in the same digital form in which this Council has approved its adoption.

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

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: Maureen E. Kelly, Assistant City Attorney

Approved for Council action: _____, City Manager

EXHIBIT A
LEGAL DESCRIPTION

ALL OF LOT FOUR (4) OF LONE PINE PLACE FINAL PLAT, ALSO A REPLAT OF LOTS 1-8 OF THE LINWOOD HEIGHTS FIFTH ADDITION, A SUBDIVISION IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI.

**EXHIBIT B
RECORD OF PROCEEDINGS**

Z-22-2025

2404 East Sunshine Street

Applicant: Deckard & Ward, LLC

Michael Sparlin requested this to rezone approximately 0.87 acres from Planned Development 136 Amendment 1 to a GR, General Retail District.

Commissioner Doennig opened the public hearing.

Mr. Aaron Hargrave, 3213 Southwest Bypass and representing the applicant and here to answer any questions.

Commissioner Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Z-22-2025; Commissioner Colony seconded the motion.

It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Lebeck, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Hunton. Abstain: None.

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

Bob Hosmer, AICP
Planning Manager



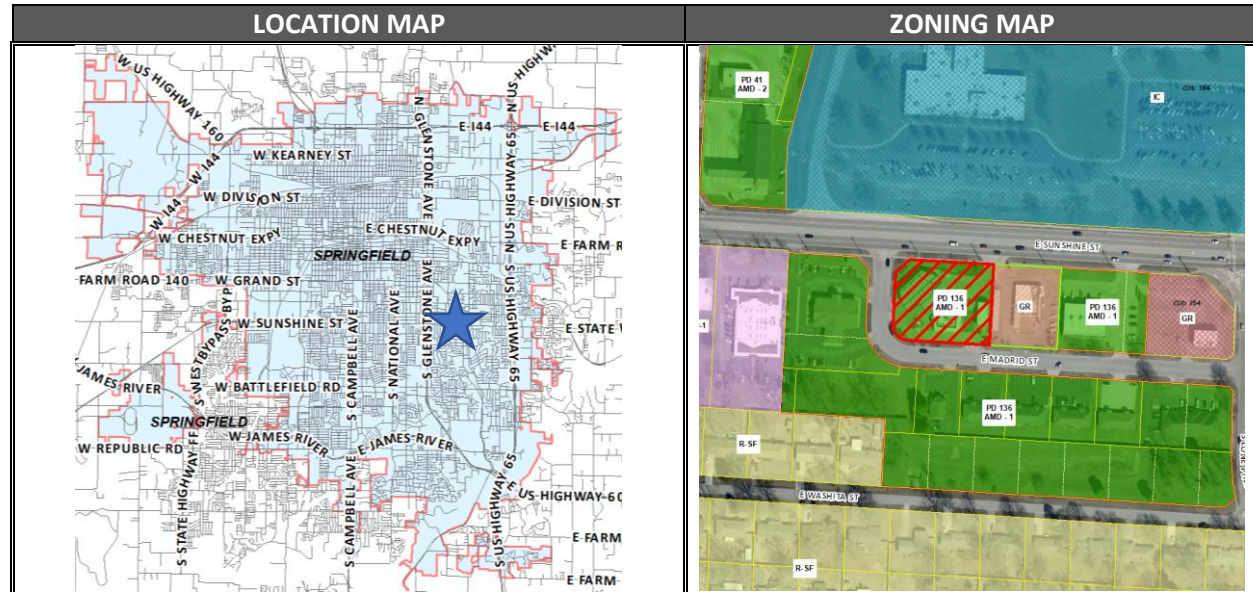
DEVELOPMENT REVIEW STAFF REPORT

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 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-22-2025 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

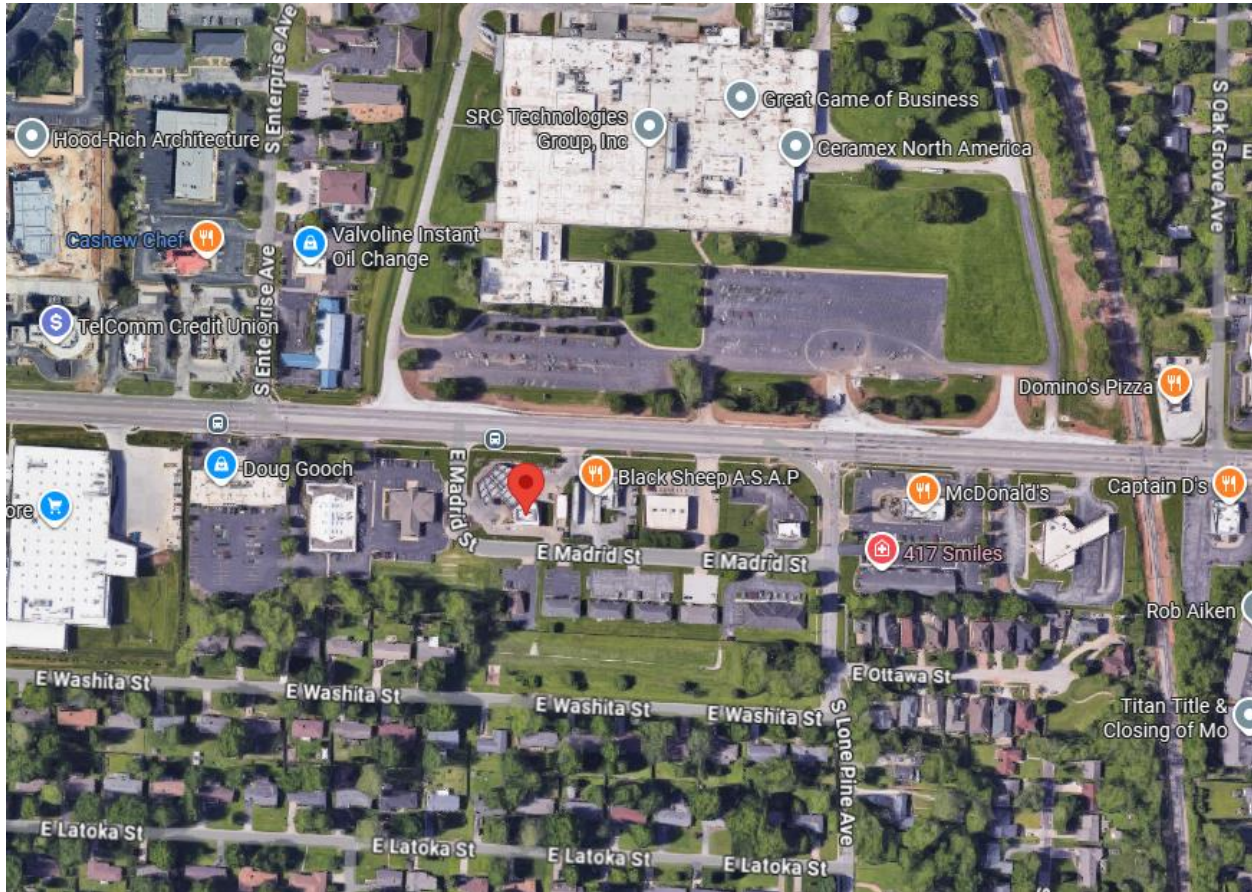
PROJECT SUMMARY:

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

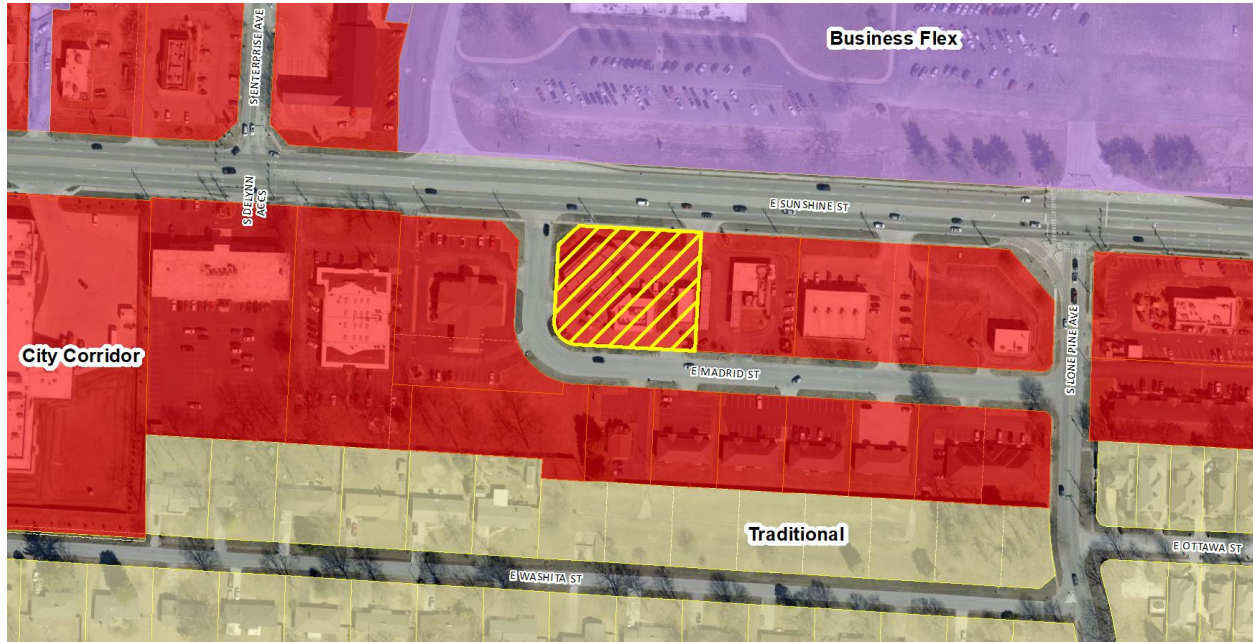
- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots 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 Spokes	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.



EXPLANATION TO COUNCIL BILL 2025-235 (LEE)

FILED: 10/13/2025

ORIGINATING DEPARTMENT: Fire

TITLE: A special ordinance amending the Fiscal Year 2025-2026 budget of the City of Springfield Fire Department, in the amount of \$80,000, to appropriate funds from the Fire Department Training Fund.

PURPOSE: To authorize a budget adjustment by amending the Fiscal Year 2025-2026 budget of the Springfield Fire Department, and to appropriate \$80,000 from the Fire Department Training Fund.

BACKGROUND INFORMATION: In alignment with the Fire Department Master Plan and the City's commitment to continuous improvement, the Springfield Fire Department has identified priority training initiatives that address community risk and emergency preparedness and support workforce development. To complete these initiatives, a transfer from the Fire Department Training Fund balance is required.

The Fire Department Training Fund was established through the Good Jobs Grant (EDA) and the Apprentices Building America (ABA) Grant, with resources dedicated exclusively to firefighter training and professional development. The proposed allocation will support two key projects:

1. Pre-Apprenticeship Academy Expenses: This program strengthens the department's recruitment and workforce pipeline by preparing candidates for entry-level firefighter positions.
2. Modular Hallway Training Prop: This specialized training structure will enhance local and regional capabilities in responding to incidents involving multifamily dwellings, collapse of structures, and search-and-rescue operations. It fills a critical gap in the department's training infrastructure and supports readiness for complex emergencies.

Remarks:

This amendment has no fiscal impact on the General Fund and requires no additional funding beyond the Fire Department Training Fund.

Submitted By: David Pennington, Fire Chief

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

Collin Quigley, Interim City Manager 10/22/2025

Attachments: 1. Fire Department Budget Adjustment Ord

2. 0024 FIRE FY25-26 Approp Training Fund for Fire Training Prop

One-rdg. _____
P. Hrngs. _____
Pgs. 5
Filed: 10-28-25

Sponsored by: Lee

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-235

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Fiscal Year 2025-2026 budget of the City of Springfield Fire
2 Department, in the amount of \$80,000, to appropriate funds from the
3 Fire Department Training Fund.
4 _____
5

6 WHEREAS, in alignment with the Fire Department Master Plan and the City's
7 commitment to continuous improvement, the Springfield Fire Department has identified
8 priority training initiatives that address community risk and emergency preparedness
9 and support workforce development; and
10

11 WHEREAS, the Fire Department Training Fund was established through the
12 Good Jobs Grant from the United State Economic Development Administration ("EDA")
13 and the Apprentices Building America ("ABA") Grant, with resources dedicated
14 exclusively to firefighter training and professional development; and
15

16 WHEREAS, the proposed allocation will support pre-apprenticeship academy
17 expenses, which will strengthen the Fire Department's recruitment and workforce
18 pipeline by preparing candidates for entry-level firefighter positions; and
19

20 WHEREAS, the proposed allocation will further provide funding for the
21 acquisition of a modular highway training prop, which will enhance local and regional
22 capabilities in responding to incidents involving multifamily dwellings, collapse of
23 structures, and search-and-rescue operations.
24

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

28 Section 1 – The budget for Fiscal Year 2025-2026 of the City of Springfield is
29 hereby amended in the accounts and in the amounts as shown on Budget Adjustment
30 No. 024, a copy of which is attached hereto and incorporated herein by this reference
31 as "Exhibit A".
32

33 Section 2 – City Council Finds that the budget adjustment made above has been
34 recommended by the City Manager.

35
36 Section 3 – The City Manager, or designee, is directed to cause the appropriate
37 entries to be made in the books and records of the City.

38
39 Section 4 – This Ordinance shall be in full force and effect from and after
40 passage.

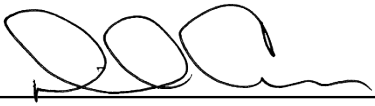
41
42 Passed at meeting: _____

43
44 _____
45 Mayor

46
47 Attest: _____, City Clerk

48
49 Filed as Ordinance: _____

50
51
52 Approved as to form:  _____, Assistant City Attorney

53
54
55 Approved for Council action:  _____, City Manager

CITY OF SPRINGFIELD, MO
BUDGET ADJUSTMENT

Exhibit A

Budget Adjustment
024

Revenues:

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

Expenditures:

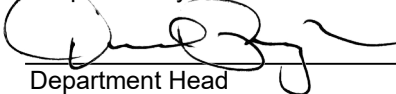
Fund	Dept	Org	Account	P&G	Location	Amount	Description
25070	10	15040	504580	000000	00000	\$ 80,000	Fire academy expenses
Net Expenditure Adjustment						\$ 80,000	

Fund Balance Appropriation:

Fund	Dept	Title	Amount
25070	10	Fire Training Program	\$ (80,000)

Explanation: To amend the FY2025-26 budget by appropriating fund balance from the Fire Training Program Fund for fire training prop expenses.

Requested By:

 10-28-2025
Department Head Date

Approved By:

 10-28-2025
Director of Finance Date

City Manager Date

Authorization:

Council Bill No. 2025-235
Ordinance No. _____
1st Reading _____
2nd Reading _____
Journal Imp No. _____



EXPLANATION TO COUNCIL BILL 2025-236 (HARDINGER)

FILED: 10/16/2025

ORIGINATING DEPARTMENT: Public Works

TITLE: A general ordinance repealing General Ordinance 6935; and amending Springfield City Code Chapter 38, "Building Development Codes," by deleting Article XV, "Floodplain Management," and enacting a new Article XV, "Floodplain Management," in lieu thereof to comply with the Federal Emergency Management Agency's most recent model floodplain management ordinance.

PURPOSE: To amend Article XV Floodplain Management of City Code.

BACKGROUND INFORMATION: This past July, City Council adopted General Ordinance 6935, amending Article XV Floodplain Management of City Code and approving an updated Flood Insurance Study and Flood Insurance Rate Maps for the City of Springfield. Following adoption, it was discovered that an incorrect version of Article XV was inadvertently uploaded and presented to City Council. This council bill will adopt the correct version of Article XV, which includes revisions reviewed and approved by the State Emergency Management Agency and other stakeholder groups. "Exhibit A" shows the original version with tracked changes, and "Exhibit B" shows the clean, corrected version for adoption.

Supports the following City Council Priorities:

- Public Safety

REMARKS: Public Works recommends passage of this Council bill.

Submitted By: Brett Foster, Assistant Director of Public Works

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

Maurice S. Jones, Deputy City Manager 10/28/2025

Attachments:

1. Amend Article XV_ord
2. Article XV Floodplain Management Correction_Exh A
3. Article XV Floodplain Management Correction_Exh B

One-rdg. _____
P. Hrngs. _____
Pgs. 38
Filed: 10-28-25

Sponsored by: Hardinger

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-236

GENERAL ORDINANCE _____

AN ORDINANCE

1 REPEALING General Ordinance 6935; and amending Springfield City Code
2 Chapter 38, "Building Development Codes," by deleting Article XV,
3 "Floodplain Management," and enacting a new Article XV,
4 "Floodplain Management," in lieu thereof to comply with the Federal
5 Emergency Management Agency's most recent model floodplain
6 management ordinance.
7 _____
8

9 WHEREAS, City Council adopted General Ordinance 6935 on July 14, 2025, to
10 update Chapter 38, "Building Development Codes", Article XV, "Floodplain
11 Management" City Code to comply with the Federal Emergency Management Agency's
12 ("FEMA") model floodplain management ordinance following updates to the City of
13 Springfield's Flood Insurance Study ("FIS") and Flood Insurance Rate Maps ("FIRMs");
14 and
15

16 WHEREAS, following adoption of General Ordinance 6935, it was discovered
17 that an incorrect version of Article XV was inadvertently attached to the Ordinance; and
18

19 WHEREAS, FEMA requires an ordinance be passed which is consistent with its
20 model floodplain management ordinance for flood insurance under the National Flood
21 Insurance Program to be sold or renewed within the City.
22

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

26 Section 1 – General Ordinance 6935 is hereby repealed.
27

28 Section 2 – Chapter 38 of the Springfield City Code, "Building Development
29 Codes," is hereby amended by deleting Article XV, "Floodplain Management," and
30 enacting a new Article XV, "Floodplain Management," in lieu thereof as set forth in
31 "Exhibit B," attached hereto and incorporated herein by this reference.
32

33 Section 3 – Savings Clause. Nothing in this Ordinance shall be construed to
34 affect any suit or proceeding now pending in any court, or any rights acquired, or liability

incurred, nor any cause or causes of action accrued or existing, under any act or ordinance repealed hereby, nor shall any right or remedy of any character be lost, impaired, or affected by this Ordinance.

Section 4 – Severability Clause. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. City Council hereby declares that it would have adopted the Ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid.

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

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form:  _____, Assistant City Attorney

Approved for Council action:  _____, City Manager

Exhibit A

ARTICLE XV. FLOODPLAIN MANAGEMENT

DIVISION 1. STATUTORY AUTHORIZATION, FINDINGS OF FACT, AND PURPOSES

Sec. ~~3638-1715~~00. Statutory authorization.

~~The Legislature of the State of Missouri has in~~ RSMo § 809.020 delegates ~~ed~~ the responsibility ~~to local governmental units~~ to adopt floodplain management regulations designed to protect the health, safety, and general welfare ~~to local governmental units~~. Therefore, the city council of the City of Springfield, Missouri ordains as follows:

Sec. ~~3638-1715~~01. Findings of fact.

- (1) *Flood losses resulting from periodic inundation.* The special flood hazard areas of the City of Springfield, Missouri are subject to inundation which results in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base; all of which adversely affect ~~the~~ public health, safety and general welfare.
- (2) *General causes of the flood losses.* These flood losses are caused by:
 - (a) The cumulative effect of development in any delineated floodplain causing increases in flood heights and velocities; and
 - (b) The occupancy of flood hazard areas by uses vulnerable to floods, hazardous to others, inadequately elevated, or otherwise unprotected from flood damages.
- (3) *Methods used to analyze flood hazards.* The flood insurance study (FIS) that is the basis of this article uses a standard engineering method of analyzing flood hazards which consist of a series of interrelated steps.
 - (a) Selection of a base flood that is based upon engineering calculations which permit a consideration of such flood factors as its expected frequency of occurrence, the area inundated, and the depth of inundation. The base flood selected for this article is representative of large floods which are characteristic of what can be expected to occur on the ~~particular~~ streams subject to this article. It is in the general order of a flood which could be expected to have a one-percent chance of occurrence in any one year as delineated on the Federal Insurance Administrator's FIS, and illustrative materials dated ~~December 17, 2010~~September 19, 2025, as amended, and any future revisions thereto.
 - (b) Calculation of water surface profiles are based on a standard hydraulic engineering analysis of the capacity of the stream channel and overbank areas to convey the regulatory flood.
 - (c) Computation of a floodway required to convey this flood without increasing flood heights more than one foot at any point.
 - (d) Delineation of floodway encroachment lines within which no development is permitted that would cause any increase in flood height.
 - (e) Delineation of flood fringe, i.e., that area outside the floodway encroachment lines, but still subject to inundation by the base flood.

Sec. ~~3638-1715~~02. Statement of purpose.

It is the purpose of this article to promote the public health, safety, and general welfare; to minimize those losses described in subsection ~~3638-1715~~01(2); to establish or maintain the community's eligibility for participation in the National Flood Insurance Program (NFIP) as defined in 44 Code of Federal Regulations (CFR) 59.22(a)(3); and to meet the requirements of 44 CFR 60.3(d) by applying the provisions of this article to:

- (1) Restrict or prohibit uses that are dangerous to health, safety, or property in times of flooding or cause undue increases in flood heights or velocities;
- (2) Require uses vulnerable to floods, including public facilities that serve such uses, be provided with flood protection at the time of initial construction; and
- (3) Protect individuals from buying lands ~~s that are~~ unsuited for the intended development purposes due to the flood hazard.

Secs. ~~3638-1715~~03—~~3638-1715~~09. Reserved.***DIVISION 2. GENERAL PROVISIONS*****Sec. ~~3638-1715~~10. Lands to which article applies.**

This article shall apply to all lands within the jurisdiction of the City of Springfield, Missouri, identified as numbered and unnumbered A zones and AE zones, on the flood insurance rate map (FIRM) for Greene County, Missouri on map panels 29077C0193~~FE~~, 29077C0194~~FE~~, 29077C0213~~FE~~, 29077C0214~~FE~~, 29077C0218~~FE~~, 29077C0219~~FE~~, 29077C0238~~FE~~, 29077C0239~~FE~~, 29077C0243~~FE~~, 29077C0306~~FE~~, 29077C0307~~FE~~, 29077C0309~~FE~~, 29077C0317~~FE~~, 29077C0318~~FE~~, 29077C0319~~FE~~, 29077C0326~~FE~~, 29077C0327~~FE~~, 29077C0328~~FE~~, 29077C0329~~FE~~, 29077C0331~~FE~~, 29077C0332~~FE~~, 29077C0333~~FE~~, 29077C0334~~FE~~, 29077C0336~~FE~~, 29077C0337~~FE~~, 29077C0338~~FE~~, 29077C0339~~FE~~, 29077C0341~~FE~~, 29077C0342~~FE~~, 29077C0343~~FE~~, 29077C0344~~FE~~, 29077C0351~~FE~~, 29077C0352~~FE~~, 29077C0353~~FE~~, 29077C0354~~FE~~, 29077C0356~~FE~~, 29077C0361~~FE~~, 29077C0362~~FE~~, 29077C0363~~FE~~, 29077C0364~~FE~~, 29077C0452~~FE~~, 29077C0456~~FE~~, 29077C0457~~FE~~, 29077C0459~~FE~~, 29077C0476~~FE~~, 29077C0477~~FE~~, and 29077C0478~~FE~~ dated ~~December 17, 2010~~ September 19, 2025, as amended, and any future revisions thereto. In all areas covered by this article, no development shall be permitted except through the issuance of a floodplain development permit, granted by the city council or its duly designated representative under such safeguards and restrictions as the city council or the designated representative may reasonably impose for the promotion and maintenance of the general welfare, health of the inhabitants of the community, and as specifically noted in division 4.

Sec. ~~3638-1715~~11. Floodplain administrator.

The director of building development services is hereby designated as the floodplain administrator under this article.

Sec. ~~3638-1715~~12. Compliance.

No development located within the special flood hazard areas of this community shall be located, extended, converted, or structurally altered without full compliance with the terms of this article and other applicable regulations.

Sec. ~~3638-1715~~13. Abrogation and greater restrictions.

It is not intended by this article to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this article imposes greater restrictions, the provisions of this article shall prevail. All other ordinances inconsistent with this article are hereby repealed to the extent of the inconsistency only.

Sec. ~~3638-1715~~14. Interpretation.

In their interpretation and application, the provisions of this article shall be held to be minimum requirements, shall be liberally construed in favor of the governing body, and shall not be deemed a limitation or repeal of any other powers granted by state statutes.

Sec. ~~3638-1715~~15. Warning and disclaimer of liability.

The degree of flood protection required by this article is considered reasonable for regulatory purposes and is based on engineering and scientific methods of study. Larger floods may occur on rare occasions, or the flood heights may be increased by man-made or natural causes, such as ice jams and bridge openings restricted by debris. This article does not imply that areas outside the floodway and flood fringe or land uses permitted within such areas will be free from flooding or flood damage. This article shall not create a liability on the part of the City of Springfield, any officer or employee thereof, for any flood damages that may result from reliance on this article or any administrative decision lawfully made thereunder.

Sec. ~~3638-1715~~16. Severability.

If any section, clause, provision, or portion of this article is adjudged unconstitutional or invalid by a court of appropriate jurisdiction, the remainder of this article shall not be affected thereby.

Secs. ~~3638-1715~~16—~~3638-1715~~19. Reserved.

DIVISION 3. ADMINISTRATION

Sec. ~~3638-1715~~20. Floodplain development permit.

A floodplain development permit shall be required for all proposed construction or other development, including the placement of manufactured homes, in the areas described in section ~~3638-1715~~10. No person, firm, corporation, or unit of government shall initiate any development or substantial improvement or cause the same to be done without first obtaining a separate floodplain development permit for each structure or other development.

Sec. ~~3638-1715~~21. Designation of floodplain administrator.

The director of building development services is hereby appointed to administer and implement the provisions of this article.

Sec. ~~3638-1715~~22. Duties and responsibilities of floodplain administrator.

Duties of the floodplain administrator shall include, but not be limited to:

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- (1) Review of all applications for floodplain development permits to assure that sites are reasonably safe from flooding and that the floodplain development permit requirements of this article have been satisfied;
 - (2) Review of all applications for floodplain development permits for proposed development to assure that all necessary permits have been obtained from federal, state, or local governmental agencies from which prior approval is required by federal, state, or local law;
 - (3) Review all subdivision proposals and other proposed new development, including manufactured home parks or subdivisions, to determine whether such proposals will be reasonably safe from flooding;
 - (4) Issue floodplain development permits for all approved applications;
 - (5) ~~Notify~~ adjacent communities and the Missouri State Emergency Management Agency (MO SEMA) to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Emergency Management Agency (FEMA);
 - (6) ~~Assure~~ that the flood carrying capacity is not diminished and shall be maintained within the altered or relocated portion of any watercourse;
 - (7) Verify and maintain a record of the actual elevation (in relation to mean sea level) of the lowest floor, including basement, of all new or substantially improved structures;
 - (8) Verify and maintain a record of the actual elevation (in relation to mean sea level) that the new or substantially improved nonresidential structures have been floodproofed;
 - (9) When floodproofing techniques are utilized for a particular nonresidential structure, the floodplain administrator shall require certification from a registered professional engineer or architect.

Sec. ~~3638-1715~~23. Application for floodplain development permit.

To obtain a floodplain development permit, the applicant shall first file an application in writing on a form furnished for that purpose. Every floodplain development permit application shall:

- (1) Describe the land on which the proposed work is to be done by lot, block and tract, house and street address, or similar description that will readily identify and specifically locate the proposed structure or work;
- (2) Identify and describe the work to be covered by the floodplain development permit;
- (3) Indicate the use or occupancy for which the proposed work is intended;
- (4) Indicate the assessed value of the structure and the fair market value of the improvement;
- (5) Specify whether development is located in designated flood fringe or floodway;
- (6) Identify the existing base flood elevation and the elevation of the proposed development;
- (7) Give such other information as reasonably may be required by the floodplain administrator;
- (8) Be accompanied by plans and specifications for proposed construction; and
- (9) Be signed by the permittee or his authorized agent who may be required to submit evidence to indicate such authority.

Secs. ~~3638-1715~~24—~~3638-1715~~29. Reserved.

DIVISION 4. PROVISIONS FOR FLOOD HAZARD REDUCTION

Sec. ~~3638-1715~~30. General standards.

- (1) No permit for floodplain development shall be granted for new construction, substantial improvements, and other improvements, including the placement of manufactured homes, within any numbered or unnumbered A zones and AE zones, unless the conditions of this section are satisfied.
- (2) All areas identified as unnumbered A zones on the FIRM are subject to inundation of the 100-year flood; however, the base flood elevation is not provided. Development within unnumbered A zones is subject to all provisions of this article. If flood insurance study data is not available, the community shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from federal, state, or other sources.
- (3) Until a floodway is designated, no new construction, substantial improvements, or other development, including fill, shall be permitted within any numbered A zone or AE zones on the FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.
- (4) All new construction, subdivision proposals, substantial improvements, prefabricated structures, placement of manufactured homes, and other developments shall require:
 - (a) Design or adequate anchorage to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;
 - (b) Construction with materials resistant to flood damage;
 - (c) Utilization of methods and practices that minimize flood damages;
 - (d) All electrical, heating, ventilation, plumbing, air-conditioning equipment, and other service facilities be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding;
 - (e) New or replacement water supply systems and/or sanitary sewage systems be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the systems into floodwaters, and on-site waste disposal systems be located ~~so as~~ to avoid impairment or contamination; and
 - (f) Subdivision proposals and other proposed new developments, including manufactured home parks or subdivisions, located within special flood hazard areas are required to assure that:
 1. All such proposals are consistent with the need to minimize flood damage;
 2. All public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage;
 3. Adequate drainage is provided so as ~~to~~ reduce exposure to flood hazards; and
 4. All proposals for development, including proposals for manufactured home parks and subdivisions, of five acres or 50 lots, whichever is lesser, include within such proposals base flood elevation data.
- (5) Storage, material, and equipment. The storage and/or processing of materials, including equipment within the special flood hazard area that are in time of flooding buoyant, flammable, explosive, or could be injurious to human, animal, or plant life must meet the additional requirements of this section.
 - (a) Facilities established after the effective date of this article:

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1. Storage or processing of materials, including equipment within the special flood hazard may be allowed if placed on fill above the base flood elevation. The placement of the fill must meet the requirements for fill in special flood hazard area.
 - (b) Facilities established prior to the effective date of this article:
 1. Existing facilities may continue to be used in the special flood hazard area. Any expansion of an existing facility must meet the requirements for a new storage lot.
 2. If an existing facility is abandoned for a period of more than 12 months, it cannot be re-established unless it meets the requirements for a new facility.
 - (6) Agricultural structures. Structures used solely for agricultural purposes in connection with the production, harvesting, storage, drying, or raising of agricultural commodities, including the raising of livestock, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; there is no permanent retail, wholesale, or manufacturing use included in the structure; a variance has been granted from the floodplain management requirements of this article; and a floodplain development permit has been issued.
 - (7) Accessory structures. Structures used solely for parking and limited storage purposes, not attached to any other structure on the site, of limited investment value, and not larger than 400 square feet, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; a variance has been granted from the standard floodplain management requirements of this article; and a floodplain development permit has been issued.

Sec. ~~3638-1715~~31. Specific standards.

- (1) In all areas identified as numbered and unnumbered A zones and AE zones, where base flood elevation data have been provided, as set forth in subsection ~~3638-1715~~30(2), the following provisions are required:
 - (a) *Residential construction.* New construction or substantial improvement of any residential structures, including manufactured homes, shall have the lowest floor, including basement, elevated to two feet above base flood elevation. For structures with a crawlspace, the floor of the crawlspace shall be equal to or higher than the outside finished grade on at least one side.
 - (b) *Nonresidential construction.* New construction or substantial improvement of any commercial, industrial, or other nonresidential structures, including manufactured homes, shall have the lowest floor, including basement, elevated to two feet above the base flood elevation or, together with attendant utility and sanitary facilities, be floodproofed so that below the base flood elevation the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. A registered professional engineer or architect shall certify that the standards of this subsection are satisfied. Such certification shall be provided to the floodplain administrator as set forth in subsection ~~3638-1715~~22(9).
 - (c) ~~{Other requirements.}~~ Require, for all nN New construction and substantial improvements, ~~that with~~ fully enclosed areas below lowest floor used solely for parking of vehicles, building access, or storage in an area other than a basement and that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum criteria:
 1. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided or the use of "engineered vents" in accordance with their listing; and

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2. The bottom of all opening shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.

(d) ~~Fences.~~ Fences shall not be constructed within the SFHA in such a manner to impede the flow of floodwaters.

Sec. ~~3638-1715~~32. Manufactured homes.

- (1) All manufactured homes to be placed within all numbered and unnumbered A zones and AE zones, on the community's FIRM shall be required to be installed using methods and practices that minimize flood damage. For the purposes of this requirement, manufactured homes must be elevated and anchored to resist flotation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors.
- (2) Require manufactured homes that are placed or substantially improved within numbered or unnumbered A zones and AE zones, on the community's FIRM on sites:
 - (a) Outside of a manufactured home park or subdivision;
 - (b) In a new manufactured home park or subdivision;
 - (c) In an expansion to an~~e~~ existing manufactured home park or subdivision; or
 - (d) In an existing manufactured home park or subdivision on which a manufactured home has incurred substantial damage as the result of a flood,

be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated to two feet above the base flood elevation and be securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.

- (3) Require that manufactured homes to be placed or substantially improved on sites in an existing manufactured home park or subdivision within all unnumbered and numbered A zones and AE zones, on the community's FIRM, that are not subject to the provisions of subsection ~~3638-1715~~32(2) of this article, be elevated so that either:
 - (a) The lowest floor of the manufactured home is ~~at~~ two feet above the base flood level; or
 - (b) The manufactured home chassis is supported by reinforced piers or other foundation elements of at least equivalent strength that are no less than 36 inches in height above grade and be securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.

Sec. ~~3638-1715~~33. Floodway.

Located within areas of special flood hazard established in section ~~3638-1715~~10 are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwaters~~s~~ that ~~carry~~carries debris and potential projectiles, the following provisions shall apply:

- (1) The community shall select and adopt a regulatory floodway based on the principle that the area chosen for the regulatory floodway must be designed to carry the waters of the base flood without increasing the water surface elevation of that flood more than one foot at any point.
- (2) The community shall prohibit any encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard

engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge.

- (3) If subsection ~~3638-1715~~33(2) is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of division 4.
- (4) In unnumbered A zones, the community shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from federal, state, or other sources as set forth in subsection ~~3638-1715~~30(2).

Sec. ~~3638-1715~~34. Recreational vehicles.

Require that recreational vehicles placed on sites within all numbered and unnumbered A zones and AE zones on the community's FIRM either:

- (1) Be on the site for fewer than 180 consecutive days, or
- (2) Be fully licensed and ready for highway use*, or
- (3) Meet the permitting, elevation, and the anchoring requirements for manufactured homes of this article.

Note(s)—* A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect type utilities and security devices, and has no permanently attached additions.

Sec. ~~3638-1715~~35. Areas outside the FEMA designated special flood hazard area (SFHA).

The director of public works shall have the authority to designate areas outside the FEMA designated SFHA which are either unsuitable for development or where the requirements of the SFHA apply. This allows for protection of structures adjacent to the SFHA or in flood-prone areas outside the SFHA.

Secs. ~~3638-1715~~~~3638~~—~~3638-1715~~39. Reserved.

DIVISION 5. FLOODPLAIN MANAGEMENT VARIANCE PROCEDURES

Sec. ~~3638-1715~~40. Establishment of appeal board.

The ~~Administrative Review Committee (ARC)~~~~board of building and housing appeals~~ as established by the City of Springfield shall hear and decide appeals and requests for variances from the floodplain management requirements of this article.

Sec. ~~3638-1715~~41. Responsibility of appeal board.

Where an application for a floodplain development permit or request for a variance from the floodplain management regulations is denied by the floodplain administrator, the applicant may apply for such floodplain development permit or variance directly to the ~~Administrative Review Committee~~~~board of building and housing appeals~~, as defined in section ~~3638-1715~~40.

The ~~Administrative Review Committee~~~~board of building and housing appeals~~ shall hear and decide appeals when it is alleged that there is an error in any requirement, decision, or determination made by the floodplain administrator in the enforcement or administration of this article.

Sec. ~~3638-1715~~42. Further appeals.

Any person aggrieved by the decision of the ~~Administrative Review Committee~~ board of building and housing appeals or any taxpayer may appeal such decision to the Circuit Court of Greene County as provided in RSMo chapter 536.

Sec. ~~3638-1715~~43. Floodplain management variance criteria.

In passing upon such applications for variances, the ~~Administrative Review Committee~~ board of building and housing appeals shall consider all technical data and evaluations, all relevant factors, standards specified in other sections of this article, and the following criteria:

- (1) The danger to life and property due to flood damage;
- (2) The danger that materials may be swept onto other lands to the injury of others;
- (3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
- (4) The importance of the services provided by the proposed facility to the community;
- (5) The necessity to the facility of a waterfront location, where applicable;
- (6) The availability of alternative locations, not subject to flood damage, for the proposed use;
- (7) The compatibility of the proposed use with existing and anticipated development;
- (8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;
- (9) The safety of access to the property in times of flood for ordinary and emergency vehicles;
- (10) The expected heights, velocity, duration, rate of rise and sediment transport of the floodwaters, if applicable, expected at the site; and
- (11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems; streets; and bridges.

Sec. ~~3638-1715~~44. Conditions for approving floodplain management variances.

- (1) Generally, variances may be issued for new construction and substantial ~~improvements~~ to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing items (2) through (6) below have been fully considered. As the lot size increases beyond ~~the~~ one-half acre, the technical justification required for issuing the variance increases.
- (2) Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed on the National Register of Historic Places, the State Inventory of Historic Places, or local inventory of historic places upon determination provided the proposed activity will not preclude the structure's continued historic designation.
- (3) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.
- (4) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

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- (5) Variances shall only be issued upon:
- (a) A showing of good and sufficient cause;
 - (b) A determination that failure to grant the variance would result in exceptional hardship to the applicant; and
 - (c) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.
- (6) A community shall notify the applicant in writing over the signature of a community official that:
- (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance up to amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.

Such notification shall be maintained with the record of all variance actions as required by this article.

Sec. ~~3638-1715~~45. Conditions for approving variances for agricultural structures.

Any variance granted for an agricultural structure shall be decided individually based on a case-by-case analysis of the building's unique circumstances. Variances granted shall meet the following conditions as well as those criteria and conditions set forth in sections ~~3638-1715~~43 and ~~3638-1715~~44 of this article.

~~In order to~~To minimize flood damages during the 100-year flood and the threat to public health and safety, the following conditions shall be included for any variance issued for agricultural structures that are constructed at-grade and wet-floodproofed:

- (1) All agricultural structures considered for a variance from the floodplain management regulations of this article shall demonstrate that the varied structure is ~~located~~ in wide, expansive floodplain areas and no other alternate location outside of the special flood hazard area exists for the agricultural structure. Residential structures, such as farm-houses, cannot be considered agricultural structures.
- (2) Use of the varied structures must be limited to agricultural purposes in zone ~~A~~E only as identified on the community's flood insurance rate map (FIRM).
- (3) For any new or substantially damaged agricultural structures, the exterior and interior building components and elements (i.e., foundation, wall framing, exterior and interior finishes, flooring, etc.) below the base flood elevation, must be built with flood-resistant materials in accordance with subsection ~~3638-1715~~30(4)(b) of this article.
- (4) The agricultural structures must be adequately anchored to prevent flotation, collapse, or lateral movement of the structures in accordance with subsection ~~3638-1715~~30(4)(a) of this article. All of the building's structural components must be capable of resisting specific flood-related forces including hydrostatic, buoyancy, and hydrodynamic and debris impact forces.
- (5) Any mechanical, electrical, or other utility equipment must be located above the base flood elevation or floodproofed so that they are contained within a watertight, floodproofed enclosure that is capable of resisting damage during flood conditions in accordance with subsection ~~3638-1715~~30(4)(d) of this article.
- (6) The agricultural structures must meet all National Flood Insurance Program (NFIP) opening requirements. The NFIP requires that enclosure or foundation walls, subject to the 100-year flood, contain openings that will permit the automatic entry and exit of floodwaters in accordance with subsection ~~3638-1715~~31(1)(c) of this article.

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- (7) The agricultural structures must comply with the floodplain management floodway encroachment provisions of subsection ~~3638-1715~~33(2) of this article. No variances may be issued for agricultural structures within any designated floodway, if any increase in flood levels would result during the 100-year flood.
 - (8) Major equipment, machinery, or other contents must be protected from any flood damage.
 - (9) No disaster relief assistance under any program administered by any federal agency shall be paid for any repair or restoration costs of the agricultural structures.
 - (10) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance ~~up to~~ amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.Such notification shall be maintained with the record of all variance actions as required by this article.
 - (11) Wet-floodproofing construction techniques must be reviewed and approved by the community and a registered professional engineer or architect prior to the issuance of any floodplain development permit for construction.

Sec. ~~3638-1715~~46. Conditions for approving variances for accessory structures.

Any variance granted for an accessory structure shall be decided individually based on a case-by-case analysis of the building's unique circumstances. Variances granted shall meet the following conditions as well as those criteria and conditions set forth in sections ~~3638-1715~~43 and ~~3638-1715~~44 of this article.

~~In order to~~To minimize flood damages during the 100-year flood and the threat to public health and safety, the following conditions shall be included for any variance issued for accessory structures that are constructed at-grade and wet-floodproofed.

- (1) Use of the accessory structures must be solely for parking and limited storage purposes in zone ~~A~~E only as identified on the community's flood insurance rate map (FIRM).
- (2) For any new or substantially damaged accessory structures, the exterior and interior building components and elements (i.e., foundation, wall framing, exterior and interior finishes, flooring, etc.) below the base flood elevation, must be built with flood-resistant materials in accordance with subsection ~~3638-1715~~30(4)(b) of this article.
- (3) The accessory structures must be adequately anchored to prevent flotation, collapse, or lateral movement of the structure in accordance with subsection ~~3638-1715~~30(4)(a) of this article. All ~~of~~ the building's structural components must be capable of resisting specific flood-related forces including hydrostatic, buoyancy, and hydrodynamic and debris impact forces.
- (4) Any mechanical, electrical, or other utility equipment must be located above the base flood elevation or floodproofed so that they are contained within a watertight, floodproofed enclosure that is capable of resisting damage during flood conditions in accordance with subsection ~~3638-1715~~30(4)(d) of this article.
- (5) The accessory structures must meet all National Flood Insurance Program (NFIP) opening requirements. The NFIP requires that enclosure or foundation walls, subject to the 100-year flood, contain openings that will permit the automatic entry and exit of floodwaters in accordance with subsection ~~3638-1715~~31(1)(c) of this article.

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- (6) The accessory structures must comply with the floodplain management floodway encroachment provisions of subsection ~~3638-1715~~33(2) of this article. No variances may be issued for accessory structures within any designated floodway, if any increase in flood levels would result during the 100-year flood.
 - (7) Equipment, machinery, or other contents must be protected from any flood damage.
 - (8) No disaster relief assistance under any program administered by any federal agency shall be paid for any repair or restoration costs of the accessory structures.
 - (9) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance ~~up to~~ amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.Such notification shall be maintained with the record of all variance actions as required by this article.
 - (10) Wet-floodproofing construction techniques must be reviewed and approved by the community and registered professional engineer or architect prior to the issuance of any floodplain development permit for construction.

Secs. ~~3638-1715~~47—~~3638-1715~~49. Reserved.

DIVISION 6. PENALTIES FOR VIOLATION

Sec. ~~3638-1715~~50. Penalties for violation.

Violation of the provisions of this article or failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with granting of variances) shall constitute a misdemeanor. Any person who violates this article or fails to comply with any of its requirements shall, upon conviction thereof, be fined not more than \$500.00, and in addition, shall pay all costs and expenses involved in the case. Each day such violation continues shall be considered a separate offense. Nothing herein contained shall prevent the City of Springfield or other appropriate authority from taking such other lawful action as is necessary to prevent or remedy any violation.

Secs. ~~3638-1715~~51—~~3638-1715~~59. Reserved.

DIVISION 7. AMENDMENTS

Sec. ~~3638-1715~~60. Amendments.

The regulations, restrictions, and boundaries set forth in this article may from time to time be amended, supplemented, changed, or repealed to reflect any and all changes in the National Flood Disaster Protection Act of 1973, provided, however, that no such action may be taken until after a public hearing in relation thereto, at which parties of interest and citizens shall have an opportunity to be heard. Notice of the time and place of such hearing shall be published in a newspaper of general circulation in the City of Springfield. At least 20 days shall elapse between the date of this publication and the public hearing. A copy of such amendments will be provided to the

Region VII Office of the Federal Emergency Management Agency (FEMA). The regulations of this article ~~are in compliance with~~ follow the National Flood Insurance Program (NFIP) regulations.

Secs. ~~3638-1715~~61—~~3638-1715~~69. Reserved.

DIVISION 8. DEFINITIONS

Sec. ~~3638-1715~~70. Definitions.

Unless specifically defined below, words or phrases used in this article shall be interpreted ~~so as~~ to give them the same meaning they have in common usage and to give this article its most reasonable application.

100-year flood. See "base flood."

Accessory structure means the same as "appurtenant structure."

Actuarial rates. See "risk premium rates."

Administrator means the Federal Insurance Administrator.

Agency means the Federal Emergency Management Agency (FEMA).

Agricultural commodities means agricultural products and livestock.

Agricultural structure means any structure used exclusively in connection with the production, harvesting, storage, drying, or raising of agricultural commodities.

Appeal means a request for review of the floodplain administrator's interpretation of any provision of this article or a request for a variance.

Appurtenant structure means a structure that is on the same parcel of property as the principal ~~alle~~ structure to be insured and the use of which is incidental to the use of the principal structure.

Area of special flood hazard means the land in the floodplain within a community subject to a one ~~_~~-percent or greater chance of flooding in any given year.

Base flood means the flood having a one-percent chance of being equaled or exceeded in any given year.

Basement means any area of the structure having its floor subgrade (below ground level) on all sides.

Building. See "structure."

Chief executive officer or chief elected official means the official of the community who is charged with the authority to implement and administer laws, ordinances, and regulations for that community.

Community means any state or area or political subdivision thereof, which has authority to adopt and enforce floodplain management regulations for the areas within its jurisdiction.

Development means any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, levees, levee systems, mining, dredging, filling, grading, paving, fencing, excavation or drilling operations, or storage of equipment or materials.

Elevated building means for insurance purposes, a non-basement building which has its lowest elevated floor raised above ground level by foundation walls, shear walls, posts, piers, pilings, or columns.

Eligible community or participating community means a community for which the administrator has authorized the sale of flood insurance under the National Flood Insurance Program (NFIP).

Existing construction means for the purposes of determining rates, structures for which the "start of construction" commenced before the effective date of the FIRM or before January 1, 1975, for FIRMs effective before that date. "Existing construction" may also be referred to as "existing structures."

Existing manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

Expansion to an existing manufactured home park or subdivision means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Flood or flooding means a general and temporary condition of partial or complete inundation of normally dry land areas from:

- (1) The overflow of inland; and/or
- (2) The unusual and rapid accumulation or runoff of surface waters from any source.

~~*Flood boundary and floodway map (FBFM)* means an official map of a community on which the administrator has delineated both special flood hazard areas and the designated regulatory floodway.~~

Flood elevation determination means a determination by the administrator of the water surface elevations of the base flood, that is, the flood level that has a one-percent or greater chance of occurrence in any given year.

Flood elevation study means an examination, evaluation and determination of flood hazards.

Flood fringe means the area outside the floodway encroachment lines, but still subject to inundation by the regulatory flood.

~~*Flood hazard boundary map (FHBM)* means an official map of a community, issued by the administrator, where the boundaries of the flood areas having special flood hazards have been designated as (unnumbered or numbered) A zones.~~

Flood insurance rate map (FIRM) means an official map of a community, on which the administrator has delineated both the special flood hazard areas and the risk premium zones applicable to the community.

Flood insurance study (FIS) means an examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations.

Floodplain or flood-prone area means any land area susceptible to being inundated by water from any source. (See "flooding.")

Floodplain management means the operation of an overall program of corrective and preventive measures for reducing flood damage, including, but not limited to, emergency preparedness plans, flood control works, and floodplain management regulations.

Floodplain management regulations means zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as floodplain and grading ordinances) and other applications of police power. The term describes such state or local regulations, in any combination thereof that provide standards for the purpose of flood damage prevention and reduction.

Floodproofing means any combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, or structures and their contents.

Floodway or regulatory floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved ~~in order~~ to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floodway encroachment lines means the lines marking the limits of floodways on federal, state and local floodplain maps.

Freeboard means a factor of safety usually expressed in feet above a flood level for purposes of floodplain management. "Freeboard" tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as bridge openings and the hydrological effect of urbanization of the watershed.

Functionally dependent use means a use that cannot perform its intended purpose unless it is located or carried out ~~in close proximity to~~ near water. This term includes only docking facilities and facilities that are necessary for the loading and unloading of cargo or passengers, but does not include long-term storage or related manufacturing facilities.

Highest adjacent grade means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

Historic structure means any structure that is:

- (a) Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- (b) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- (c) Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
- (d) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either (1) by an approved state program as determined by the Secretary of the Interior or (2) directly by the Secretary of the Interior in states without approved programs.

Lowest floor means the lowest floor of the lowest enclosed area, including basement. An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access, or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built ~~so as~~ to render the structure in violation of the applicable floodproofing design requirements of this article.

Manufactured home means a structure, transportable in one or more sections, that is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term "manufactured home" does not include a "recreational vehicle."

Manufactured home park or subdivision means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

Map means the ~~flood hazard boundary map (FHBM),~~ flood insurance rate map (FIRM), ~~or the flood boundary and floodway map (FBFM)~~ for a community issued by the Federal Emergency Management Agency (FEMA).

Market value or fair market value means an estimate of what is fair, economic, just and equitable value under normal local market conditions.

Mean sea level means, for purposes of the National Flood Insurance Program (NFIP), the ~~National Geodetic~~[North American](#) Vertical Datum (~~NGVD~~[NAVD](#)) of ~~1929~~[1988](#) or other datum, to which base flood elevations shown on a community's flood insurance rate map (FIRM) are referenced.

New construction means, for the purposes of determining insurance rates, structures for which the "start of construction" commenced on or after the effective date of an initial FIRM or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, "new construction" means structures for which the "start of construction" commenced on or after the effective date of the floodplain management regulations adopted by a community and includes any subsequent improvements to such structures.

New manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lot on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of floodplain management regulations adopted by the community.

NFIP means the National Flood Insurance Program (NFIP).

Participating community also known as an "eligible community," means a community in which the administrator has authorized the sale of flood insurance.

Person includes any individual or group of individuals, corporation, partnership, association, or any other entity, including federal, state, and local governments and agencies.

Principally above ground means that at least 51 percent of the actual cash value of the structure, less land value, is above ground.

Recreational vehicle means a vehicle which is:

- (a) Built on a single chassis;
- (b) Four hundred square feet or less when measured at the largest horizontal projections;
- (c) Designed to be self-propelled or permanently towable by a light-duty truck; and
- (d) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

Remedy a violation means to bring the structure or other development into compliance with federal, state, or local floodplain management regulations; or, if this is not possible, to reduce the impacts of its noncompliance.

Repetitive loss means flood-related damages sustained by a structure on two separate occasions during a ten-year period for which the cost of repairs at the time of each such flood event, equals or exceeds 25 percent of the market value of the structure before the damage occurred.

Risk premium rates means those rates established by the administrator pursuant to individual community studies and investigations which are undertaken to provide flood insurance in accordance with Section 1307 of the National Flood Disaster Protection Act of 1973 and the accepted actuarial principles. "Risk premium rates" include provisions for operating costs and allowances.

Special flood hazard area: See "area of special flood hazard."

Special hazard area means an area having special flood hazards and shown on an ~~n-FHBM~~[FIRM](#) or ~~FBFM~~[as](#) zones (numbered or unnumbered) A and AE.

Start of construction includes "substantial improvements", and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement, or other improvements were within 180 days of the permit date. The "actual start" means either the first placement

of permanent construction of a structure on a site, such as the pouring of slabs or footings, the installation of piles, the construction of columns, any work beyond the stage of excavation, or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling, the installation of streets and/or walkways, excavation for a basement, footings, piers, foundations, the erection of temporary forms, nor installation on the property of accessory structures, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the "actual start of construction" means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

State coordinating agency means that agency of the state government, or other office designated by the governor of the state or by state statute at the request of the administrator to assist in the implementation of the National Flood Insurance Program (NFIP) in that state.

Structure means, for floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home. "Structure" for insurance purposes, means a walled and roofed building, other than a gas or liquid storage tank, that is principally above ground and affixed to a permanent site, as well as a manufactured home on a permanent foundation. For the latter purpose, the term includes a building ~~while in the course of~~during construction, alteration or repair, but does not include building materials or supplies intended for use in such construction, alteration or repair, unless such materials or supplies are within an enclosed building on the premises.

Substantial damage means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred. The term includes "repetitive loss" buildings (see definition).

For the purposes of this definition, "repair" is considered to occur when the first repair or reconstruction of any wall, ceiling, floor, or other structural part of the building commences.

The term does not apply to:

- (a) Any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the code enforcement official, and which are solely necessary to assure safe living conditions, or
- (b) Any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure", or
- (c) Any improvement to a building.

Substantial improvement means any combination of reconstruction, alteration, or improvement to a building, taking place during a ten-year period, in which the cumulative percentage of improvement equals or exceeds 50 percent of the current market value of the building. For the purposes of this definition, an improvement occurs when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the building. This term includes structures, ~~which that~~ have incurred "repetitive loss" or "substantial damage", regardless of the actual repair work done.

The term does not apply to:

- (a) Any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the code enforcement official, and which are solely necessary to assure safe living conditions, or
- (b) Any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure", or
- (c) Any building that has been damaged from any source or is categorized as repetitive loss.

Substantially improved existing manufactured home parks or subdivisions where the repair, reconstruction, rehabilitation or improvement of the streets, utilities and pads equals or exceeds 50 percent of the value of the streets, utilities and pads before the repair, reconstruction or improvement commenced.

Variance means a grant of relief by the community from the terms of a floodplain management regulation. Flood insurance requirements remain in place for any varied use or structure and cannot be varied by the community.

Violation means the failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required by this article is presumed to be in violation until such time as that documentation is provided.

Water surface elevation means the height, in relation to the ~~National Geodetic~~[North American](#) Vertical Datum (~~NGVD~~[NAVD](#)) of ~~1929~~[1988](#) (or other datum where specified) of floods of various magnitudes and frequencies in the floodplain.

TABLE OF HISTORY

[Editor's Note: Article XVII, Floodplain, was moved from Article V.]

General Ordinance	Passed	Subject
4026	April 19, 1989	Added Floodplain Resistant Construction to Article V and amended City Code Ch. 8 to remove Building Restrictions in Floodplains.
5907	November 1, 2010	Repealed existing provisions in G.O. 4026 relating to floodplain management regulation and enacting new regulations consistent with FEMA's model ordinance.

Exhibit B

CHAPTER 38 – BUILDING DEVELOPMENT CODES

ARTICLE XV. FLOODPLAIN MANAGEMENT

ARTICLE XV. FLOODPLAIN MANAGEMENT

DIVISION 1. STATUTORY AUTHORIZATION, FINDINGS OF FACT, AND PURPOSES

Sec. 38-1500. Statutory authorization.

RSMo § 89.020 delegates the responsibility to adopt floodplain-management regulations designed to protect the health, safety, and general welfare to local governmental units. Therefore, the city council of the City of Springfield, Missouri ordains as follows:

Sec. 38-1501. Findings of fact.

- (1) *Flood losses resulting from periodic inundation.* The special flood hazard areas of the City of Springfield, Missouri are subject to inundation which results in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base; all of which adversely affect public health, safety and general welfare.
- (2) *General causes of the flood losses.* These flood losses are caused by:
 - (a) The cumulative effect of development in any delineated floodplain causing increases in flood heights and velocities; and
 - (b) The occupancy of flood hazard areas by uses vulnerable to floods, hazardous to others, inadequately elevated, or otherwise unprotected from flood damage.
- (3) *Methods used to analyze flood hazards.* The flood insurance study (FIS) that is the basis of this article uses a standard engineering method of analyzing flood hazards which consist of a series of interrelated steps.
 - (a) Selection of a base flood that is based upon engineering calculations which permit a consideration of such flood factors as its expected frequency of occurrence, the area inundated, and the depth of inundation. The base flood selected for this article is representative of large floods which are characteristic of what can be expected to occur on the streams subject to this article. It is in the general order of a flood which could be expected to have a one-percent chance of occurrence in any one year as delineated on the Federal Insurance Administrator's FIS, and illustrative materials dated September 19, 2025, as amended, and any future revisions thereto.
 - (b) Calculation of water surface profiles are based on a standard hydraulic engineering analysis of the capacity of the stream channel and overbank areas to convey the regulatory flood.
 - (c) Computation of a floodway required to convey this flood without increasing flood heights more than one foot at any point.
 - (d) Delineation of floodway encroachment lines within which no development is permitted that would cause any increase in flood height.
 - (e) Delineation of flood fringe, i.e., that area outside the floodway encroachment lines, but still subject to inundation by the base flood.

Sec. 38-1502. Statement of purpose.

It is the purpose of this article to promote the public health, safety, and general welfare; to minimize those losses described in subsection 38-1501(2); to establish or maintain the community's eligibility for participation in the National Flood Insurance Program (NFIP) as defined in 44 Code of Federal Regulations (CFR) 59.22(a)(3); and to meet the requirements of 44 CFR 60.3(d) by applying the provisions of this article to:

- (1) Restrict or prohibit uses that are dangerous to health, safety, or property in times of flooding or cause undue increases in flood heights or velocities;
- (2) Require uses vulnerable to floods, including public facilities that serve such uses, be provided with flood protection at the time of initial construction; and
- (3) Protect individuals from buying land unsuited for the intended development purposes due to the flood hazard.

Secs. 38-1503—38-1509. Reserved.***DIVISION 2. GENERAL PROVISIONS*****Sec. 38-1510. Lands to which article applies.**

This article shall apply to all lands within the jurisdiction of the City of Springfield, Missouri, identified as numbered and unnumbered A zones and AE zones, on the flood insurance rate map (FIRM) for Greene County, Missouri on map panels 29077C0193F, 29077C0194F, 29077C0213F, 29077C0214F, 29077C0218F, 29077C0219F, 29077C0238F, 29077C0239F, 29077C0243F, 29077C0306F, 29077C0307F, 29077C0309F, 29077C0317F, 29077C0318F, 29077C0319F, 29077C0326F, 29077C0327F, 29077C0328F, 29077C0329F, 29077C0331F, 29077C0332F, 29077C0333F, 29077C0334F, 29077C0336F, 29077C0337F, 29077C0338F, 29077C0339F, 29077C0341F, 29077C0342F, 29077C0343F, 29077C0344F, 29077C0351F, 29077C0352F, 29077C0353F, 29077C0354F, 29077C0356F, 29077C0361F, 29077C0362F, 29077C0363F, 29077C0364F, 29077C0452F, 29077C0456F, 29077C0457F, 29077C0459F, 29077C0476F, 29077C0477F, and 29077C0478F dated September 19, 2025, as amended, and any future revisions thereto. In all areas covered by this article, no development shall be permitted except through the issuance of a floodplain development permit, granted by the city council or its duly designated representative under such safeguards and restrictions as the city council or the designated representative may reasonably impose for the promotion and maintenance of the general welfare, health of the inhabitants of the community, and as specifically noted in division 4.

Sec. 38-1511. Floodplain administrator.

The director of building development services is hereby designated as the floodplain administrator under this article.

Sec. 38-1512. Compliance.

No development located within the special flood hazard areas of this community shall be located, extended, converted, or structurally altered without full compliance with the terms of this article and other applicable regulations.

Sec. 38-1513. Abrogation and greater restrictions.

It is not intended by this article to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this article imposes greater restrictions, the provisions of this article shall prevail. All other ordinances inconsistent with this article are hereby repealed to the extent of the inconsistency only.

Sec. 38-1514. Interpretation.

In their interpretation and application, the provisions of this article shall be held to be minimum requirements, shall be liberally construed in favor of the governing body, and shall not be deemed a limitation or repeal of any other powers granted by state statutes.

Sec. 38-1515. Warning and disclaimer of liability.

The degree of flood protection required by this article is considered reasonable for regulatory purposes and is based on engineering and scientific methods of study. Larger floods may occur on rare occasions, or the flood heights may be increased by man-made or natural causes, such as ice jams and bridge openings restricted by debris. This article does not imply that areas outside the floodway and flood fringe or land use permitted within such areas will be free from flooding or flood damage. This article shall not create a liability on the part of the City of Springfield, any officer or employee thereof, for any flood damage that may result from reliance on this article or any administrative decision lawfully made thereunder.

Sec. 38-1516. Severability.

If any section, clause, provision, or portion of this article is adjudged unconstitutional or invalid by a court of appropriate jurisdiction, the remainder of this article shall not be affected thereby.

Secs. 38-1516—38-1519. Reserved.

DIVISION 3. ADMINISTRATION

Sec. 38-1520. Floodplain development permit.

A floodplain development permit shall be required for all proposed construction or other development, including the placement of manufactured homes, in the areas described in section 38-1510. No person, firm, corporation, or unit of government shall initiate any development or substantial improvement or cause the same to be done without first obtaining a separate floodplain development permit for each structure or other development.

Sec. 38-1521. Designation of floodplain administrator.

The director of building development services is hereby appointed to administer and implement the provisions of this article.

Sec. 38-1522. Duties and responsibilities of floodplain administrator.

Duties of the floodplain administrator shall include, but not be limited to:

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- (1) Review of all applications for floodplain development permits to assure that sites are reasonably safe from flooding and that the floodplain development permit requirements of this article have been satisfied;
 - (2) Review of all applications for floodplain development permits for proposed development to assure that all necessary permits have been obtained from federal, state, or local governmental agencies from which prior approval is required by federal, state, or local law;
 - (3) Review all subdivision proposals and other proposed new development, including manufactured home parks or subdivisions, to determine whether such proposals will be reasonably safe from flooding;
 - (4) Issue floodplain development permits for all approved applications;
 - (5) Notify adjacent communities and the Missouri State Emergency Management Agency (MO SEMA) to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Emergency Management Agency (FEMA);
 - (6) Assure that the flood carrying capacity is not diminished and shall be maintained within the altered or relocated portion of any watercourse;
 - (7) Verify and maintain a record of the actual elevation (in relation to mean sea level) of the lowest floor, including basement, of all new or substantially improved structures;
 - (8) Verify and maintain a record of the actual elevation (in relation to mean sea level) that the new or substantially improved nonresidential structures have been floodproofed;
 - (9) When floodproofing techniques are utilized for a particular nonresidential structure, the floodplain administrator shall require certification from a registered professional engineer or architect.

Sec. 38-1523. Application for floodplain development permit.

To obtain a floodplain development permit, the applicant shall first file an application in writing on a form furnished for that purpose. Every floodplain development permit application shall:

- (1) Describe the land on which the proposed work is to be done by lot, block and tract, house and street address, or similar description that will readily identify and specifically locate the proposed structure or work;
- (2) Identify and describe the work to be covered by the floodplain development permit;
- (3) Indicate the use or occupancy for which the proposed work is intended;
- (4) Indicate the assessed value of the structure and the fair market value of the improvement;
- (5) Specify whether development is located in designated flood fringe or floodway;
- (6) Identify the existing base flood elevation and the elevation of the proposed development;
- (7) Give such other information as reasonably may be required by the floodplain administrator;
- (8) Be accompanied by plans and specifications for proposed construction; and
- (9) Be signed by the permittee or his authorized agent who may be required to submit evidence to indicate such authority.

Secs. 38-1524—38-1529. Reserved.

DIVISION 4. PROVISIONS FOR FLOOD HAZARD REDUCTION

Sec. 38-1530. General standards.

- (1) No permit for floodplain development shall be granted for new construction, substantial improvements, and other improvements, including the placement of manufactured homes, within any numbered or unnumbered A zones and AE zones, unless the conditions of this section are satisfied.
- (2) All areas identified as unnumbered A zones on the FIRM are subject to inundation of the 100-year flood; however, the base flood elevation is not provided. Development within unnumbered A zones is subject to all provisions of this article. If flood insurance study data is not available, the community shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from federal, state, or other sources.
- (3) Until a floodway is designated, no new construction, substantial improvements, or other development, including fill, shall be permitted within any numbered A zone or AE zones on the FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.
- (4) All new construction, subdivision proposals, substantial improvements, prefabricated structures, placement of manufactured homes, and other developments shall require:
 - (a) Design or adequate anchorage to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;
 - (b) Construction with materials resistant to flood damage;
 - (c) Utilization of methods and practices that minimize flood damage;
 - (d) All electrical, heating, ventilation, plumbing, air-conditioning equipment, and other service facilities be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding;
 - (e) New or replacement water supply systems and/or sanitary sewage systems be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the systems into floodwaters, and on-site waste disposal systems be located to avoid impairment or contamination; and
 - (f) Subdivision proposals and other proposed new developments, including manufactured home parks or subdivisions, located within special flood hazard areas are required to assure that:
 1. All such proposals are consistent with the need to minimize flood damage;
 2. All public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage;
 3. Adequate drainage is provided to reduce exposure to flood hazards; and
 4. All proposals for development, including proposals for manufactured home parks and subdivisions, of five acres or 50 lots, whichever is lesser, include within such proposals base flood elevation data.
- (5) Storage, material, and equipment. The storage and/or processing of materials, including equipment within the special flood hazard area that are in time of flooding buoyant, flammable, explosive, or could be injurious to human, animal, or plant life must meet the additional requirements of this section.
 - (a) Facilities established after the effective date of this article:
 1. Storage or processing of materials, including equipment within the special flood hazard may be allowed if placed on fill above the base flood elevation. The placement of the fill must meet the requirements for fill in special flood hazard area.
 - (b) Facilities established prior to the effective date of this article:

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1. Existing facilities may continue to be used in the special flood hazard area. Any expansion of an existing facility must meet the requirements for a new storage lot.
 2. If an existing facility is abandoned for a period of more than 12 months, it cannot be re-established unless it meets the requirements for a new facility.
- (6) Agricultural structures. Structures used solely for agricultural purposes in connection with the production, harvesting, storage, drying, or raising of agricultural commodities, including the raising of livestock, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; there is no permanent retail, wholesale, or manufacturing use included in the structure; a variance has been granted from the floodplain management requirements of this article; and a floodplain development permit has been issued.
- (7) Accessory structures. Structures used solely for parking and limited storage purposes, not attached to any other structure on the site, of limited investment value, and not larger than 400 square feet, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; a variance has been granted from the standard floodplain management requirements of this article; and a floodplain development permit has been issued.

Sec. 38-1531. Specific standards.

- (1) In all areas identified as numbered and unnumbered A zones and AE zones, where base flood elevation data have been provided, as set forth in subsection 38-1530(2), the following provisions are required:
- (a) *Residential construction.* New construction or substantial improvement of any residential structures, including manufactured homes, shall have the lowest floor, including basement, elevated to two feet above base flood elevation. For structures with a crawlspace, the floor of the crawlspace shall be equal to or higher than the outside finished grade on at least one side.
 - (b) *Nonresidential construction.* New construction or substantial improvement of any commercial, industrial, or other nonresidential structures, including manufactured homes, shall have the lowest floor, including basement, elevated to two feet above the base flood elevation or, together with attendant utility and sanitary facilities, be floodproofed so that below the base flood elevation the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. A registered professional engineer or architect shall certify that the standards of

this subsection are satisfied. Such certification shall be provided to the floodplain administrator as set forth in subsection 38-1522(9).

- (c) *Other requirements.* New construction and substantial improvements, with fully enclosed areas below lowest floor used solely for parking of vehicles, building access, or storage in an area other than a basement and that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum criteria:
 - 1. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided or the use of "engineered vents" in accordance with their listing; and
 - 2. The bottom of all opening shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.
- (d) *Fences.* Fences shall not be constructed within the SFHA in such a manner to impede the flow of floodwaters.

Sec. 38-1532. Manufactured homes.

- (1) All manufactured homes to be placed within all numbered and unnumbered A zones and AE zones, on the community's FIRM shall be required to be installed using methods and practices that minimize flood damage. For the purposes of this requirement, manufactured homes must be elevated and anchored to resist flotation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors.
- (2) Require manufactured homes that are placed or substantially improved within numbered or unnumbered A zones and AE zones, on the community's FIRM on sites:
 - (a) Outside of a manufactured home park or subdivision;
 - (b) In a new manufactured home park or subdivision;
 - (c) In an expansion to an existing manufactured home park or subdivision; or
 - (d) In an existing manufactured home park or subdivision on which a manufactured home has incurred substantial damage as the result of a flood,

be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated to two feet above the base flood elevation and be securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.

- (3) Require that manufactured homes to be placed or substantially improved on sites in an existing manufactured home park or subdivision within all unnumbered and numbered A zones and AE zones, on the community's FIRM, that are not subject to the provisions of subsection 38-1532(2) of this article, be elevated so that either:
 - (a) The lowest floor of the manufactured home is two feet above the base flood level; or
 - (b) The manufactured home chassis is supported by reinforced piers or other foundation elements of at least equivalent strength that are no less than 36 inches in height above grade and be securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.

Sec. 38-1533. Floodway.

Located within areas of special flood hazard established in section 38-1510 are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwater that carries debris and potential projectiles, the following provisions shall apply:

- (1) The community shall select and adopt a regulatory floodway based on the principle that the area chosen for the regulatory floodway must be designed to carry the waters of the base flood without increasing the water surface elevation of that flood more than one foot at any point.
- (2) The community shall prohibit any encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge.
- (3) If subsection 38-1533(2) is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of division 4.
- (4) In unnumbered A zones, the community shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from federal, state, or other sources as set forth in subsection 38-1530(2).

Sec. 38-1534. Recreational vehicles.

Require that recreational vehicles placed on sites within all numbered and unnumbered A zones and AE zones on the community's FIRM either:

- (1) Be on the site for fewer than 180 consecutive days, or
- (2) Be fully licensed and ready for highway use*, or
- (3) Meet the permitting, elevation, and the anchoring requirements for manufactured homes of this article.

Note(s)—* A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect type utilities and security devices, and has no permanently attached additions.

Sec. 38-1535. Areas outside the FEMA designated special flood hazard area (SFHA).

The director of public works shall have the authority to designate areas outside the FEMA designated SFHA which are either unsuitable for development or where the requirements of the SFHA apply. This allows for protection of structures adjacent to the SFHA or in flood-prone areas outside the SFHA.

Secs. 38-1538—38-1539. Reserved.***DIVISION 5. FLOODPLAIN MANAGEMENT VARIANCE PROCEDURES*****Sec. 38-1540. Establishment of appeal board.**

The Administrative Review Committee (ARC) as established by the City of Springfield shall hear and decide appeals and requests for variances from the floodplain management requirements of this article.

Sec. 38-1541. Responsibility of appeal board.

Where an application for a floodplain development permit or request for a variance from the floodplain management regulations is denied by the floodplain administrator, the applicant may apply for such floodplain development permit or variance directly to the Administrative Review Committee, as defined in section 38-1540.

The Administrative Review Committee shall hear and decide appeals when it is alleged that there is an error in any requirement, decision, or determination made by the floodplain administrator in the enforcement or administration of this article.

Sec. 38-1542. Further appeals.

Any person aggrieved by the decision of the Administrative Review Committee or any taxpayer may appeal such decision to the Circuit Court of Greene County as provided in RSMo chapter 536.

Sec. 38-1543. Floodplain management variance criteria.

In passing upon such applications for variances, the Administrative Review Committee shall consider all technical data and evaluations, all relevant factors, standards specified in other sections of this article, and the following criteria:

- (1) The danger to life and property due to flood damage;
- (2) The danger that materials may be swept onto other lands to the injury of others;
- (3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
- (4) The importance of the services provided by the proposed facility to the community;
- (5) The necessity to the facility of a waterfront location, where applicable;
- (6) The availability of alternative locations, not subject to flood damage, for the proposed use;
- (7) The compatibility of the proposed use with existing and anticipated development;
- (8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;
- (9) The safety of access to the property in times of flood for ordinary and emergency vehicles;
- (10) The expected heights, velocity, duration, rate of rise and sediment transport of the floodwaters, if applicable, expected at the site; and
- (11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems; streets; and bridges.

Sec. 38-1544. Conditions for approving floodplain management variances.

- (1) Generally, variances may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing items (2) through (6) below have been fully considered. As the lot size increases beyond one-half acre, the technical justification required for issuing the variance increases.
- (2) Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed on the National Register of Historic Places, the State Inventory of Historic Places, or local inventory of historic places

upon determination provided the proposed activity will not preclude the structure's continued historic designation.

- (3) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.
- (4) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.
- (5) Variances shall only be issued upon:
 - (a) A showing of good and sufficient cause;
 - (b) A determination that failure to grant the variance would result in exceptional hardship to the applicant; and
 - (c) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.
- (6) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance up to amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.

Such notification shall be maintained with the record of all variance actions as required by this article.

Sec. 38-1545. Conditions for approving variances for agricultural structures.

Any variance granted for an agricultural structure shall be decided individually based on a case-by-case analysis of the building's unique circumstances. Variances granted shall meet the following conditions as well as those criteria and conditions set forth in sections 38-1543 and 38-1544 of this article.

To minimize flood damage during the 100-year flood and the threat to public health and safety, the following conditions shall be included for any variance issued for agricultural structures that are constructed at-grade and wet-floodproofed:

- (1) All agricultural structures considered for a variance from the floodplain management regulations of this article shall demonstrate that the varied structure is in wide, expansive floodplain areas and no other alternate location outside of the special flood hazard area exists for the agricultural structure. Residential structures, such as farmhouses, cannot be considered agricultural structures.
- (2) Use of the varied structures must be limited to agricultural purposes in zone AE only as identified on the community's flood insurance rate map (FIRM).
- (3) For any new or substantially damaged agricultural structures, the exterior and interior building components and elements (i.e., foundation, wall framing, exterior and interior finishes, flooring, etc.) below the base flood elevation, must be built with flood-resistant materials in accordance with subsection 38-1530(4)(b) of this article.
- (4) The agricultural structures must be adequately anchored to prevent flotation, collapse, or lateral movement of the structures in accordance with subsection 38-1530(4)(a) of this article. All of the building's structural components must be capable of resisting specific flood-related forces including hydrostatic, buoyancy, and hydrodynamic and debris impact forces.
- (5) Any mechanical, electrical, or other utility equipment must be located above the base flood elevation or floodproofed so that they are contained within a watertight, floodproofed enclosure that is capable of resisting damage during flood conditions in accordance with subsection 38-1530(4)(d) of this article.

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- (6) The agricultural structures must meet all National Flood Insurance Program (NFIP) opening requirements. The NFIP requires that enclosure or foundation walls, subject to the 100-year flood, contain openings that will permit the automatic entry and exit of floodwaters in accordance with subsection 38-1531(1)(c) of this article.
 - (7) The agricultural structures must comply with the floodplain management floodway encroachment provisions of subsection 38-1533(2) of this article. No variances may be issued for agricultural structures within any designated floodway, if any increase in flood levels would result during the 100-year flood.
 - (8) Major equipment, machinery, or other contents must be protected from any flood damage.
 - (9) No disaster relief assistance under any program administered by any federal agency shall be paid for any repair or restoration costs of the agricultural structures.
 - (10) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.Such notification shall be maintained with the record of all variance actions as required by this article.
 - (11) Wet-floodproofing construction techniques must be reviewed and approved by the community and a registered professional engineer or architect prior to the issuance of any floodplain development permit for construction.

Sec. 38-1546. Conditions for approving variances for accessory structures.

Any variance granted for an accessory structure shall be decided individually based on a case-by-case analysis of the building's unique circumstances. Variances granted shall meet the following conditions as well as those criteria and conditions set forth in sections 38-1543 and 38-1544 of this article.

To minimize flood damage during the 100-year flood and the threat to public health and safety, the following conditions shall be included for any variance issued for accessory structures that are constructed at-grade and wet-floodproofed.

- (1) Use of the accessory structures must be solely for parking and limited storage purposes in zone AE only as identified on the community's flood insurance rate map (FIRM).
- (2) For any new or substantially damaged accessory structures, the exterior and interior building components and elements (i.e., foundation, wall framing, exterior and interior finishes, flooring, etc.) below the base flood elevation, must be built with flood-resistant materials in accordance with subsection 38-1530(4)(b) of this article.
- (3) The accessory structures must be adequately anchored to prevent flotation, collapse, or lateral movement of the structure in accordance with subsection 38-1530(4)(a) of this article. All the building's structural components must be capable of resisting specific flood-related forces including hydrostatic, buoyancy, and hydrodynamic and debris impact forces.
- (4) Any mechanical, electrical, or other utility equipment must be located above the base flood elevation or floodproofed so that they are contained within a watertight, floodproofed enclosure that is capable of resisting damage during flood conditions in accordance with subsection 38-1530(4)(d) of this article.
- (5) The accessory structures must meet all National Flood Insurance Program (NFIP) opening requirements. The NFIP requires that enclosure or foundation walls, subject to the 100-year flood, contain openings that will permit the automatic entry and exit of floodwaters in accordance with subsection 38-1531(1)(c) of this article.

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- (6) The accessory structures must comply with the floodplain management floodway encroachment provisions of subsection 38-1533(2) of this article. No variances may be issued for accessory structures within any designated floodway, if any increase in flood levels would result during the 100-year flood.
 - (7) Equipment, machinery, or other contents must be protected from any flood damage.
 - (8) No disaster relief assistance under any program administered by any federal agency shall be paid for any repair or restoration costs of the accessory structures.
 - (9) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.Such notification shall be maintained with the record of all variance actions as required by this article.
 - (10) Wet-floodproofing construction techniques must be reviewed and approved by the community and registered professional engineer or architect prior to the issuance of any floodplain development permit for construction.

Secs. 38-1547—38-1549. Reserved.

DIVISION 6. PENALTIES FOR VIOLATION

Sec. 38-1550. Penalties for violation.

Violation of the provisions of this article or failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with granting of variances) shall constitute a misdemeanor. Any person who violates this article or fails to comply with any of its requirements shall, upon conviction thereof, be fined not more than \$500.00, and in addition, shall pay all costs and expenses involved in the case. Each day such violation continues shall be considered a separate offense. Nothing herein contained shall prevent the City of Springfield or other appropriate authority from taking such other lawful action as is necessary to prevent or remedy any violation.

Secs. 38-1551—38-1559. Reserved.

DIVISION 7. AMENDMENTS

Sec. 38-1560. Amendments.

The regulations, restrictions, and boundaries set forth in this article may from time to time be amended, supplemented, changed, or repealed to reflect any and all changes in the National Flood Disaster Protection Act of 1973, provided, however, that no such action may be taken until after a public hearing in relation thereto, at which parties of interest and citizens shall have an opportunity to be heard. Notice of the time and place of such hearing shall be published in a newspaper of general circulation in the City of Springfield. At least 20 days shall elapse between the date of this publication and the public hearing. A copy of such amendments will be provided to the Region VII Office of the Federal Emergency Management Agency (FEMA). The regulations of this article follow the National Flood Insurance Program (NFIP) regulations.

Secs. 38-1561—38-1569. Reserved.

DIVISION 8. DEFINITIONS

Sec. 38-1570. Definitions.

Unless specifically defined below, words or phrases used in this article shall be interpreted to give them the same meaning they have in common usage and to give this article its most reasonable application.

100-year flood. See "base flood."

Accessory structure means the same as "appurtenant structure."

Actuarial rates. See "risk premium rates."

Administrator means the Federal Insurance Administrator.

Agency means the Federal Emergency Management Agency (FEMA).

Agricultural commodities means agricultural products and livestock.

Agricultural structure means any structure used exclusively in connection with the production, harvesting, storage, drying, or raising of agricultural commodities.

Appeal means a request for review of the floodplain administrator's interpretation of any provision of this article or a request for a variance.

Appurtenant structure means a structure that is on the same parcel of property as the principal structure to be insured and the use of which is incidental to the use of the principal structure.

Area of special flood hazard means the land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year.

Base flood means the flood having a one-percent chance of being equaled or exceeded in any given year.

Basement means any area of the structure having its floor subgrade (below ground level) on all sides.

Building. See "structure."

Chief executive officer or chief elected official means the official of the community who is charged with the authority to implement and administer laws, ordinances, and regulations for that community.

Community means any state or area or political subdivision thereof, which has authority to adopt and enforce floodplain management regulations for the areas within its jurisdiction.

Development means any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, levees, levee systems, mining, dredging, filling, grading, paving, fencing, excavation or drilling operations, or storage of equipment or materials.

Elevated building means for insurance purposes, a non-basement building which has its lowest elevated floor raised above ground level by foundation walls, shear walls, posts, piers, pilings, or columns.

Eligible community or participating community means a community for which the administrator has authorized the sale of flood insurance under the National Flood Insurance Program (NFIP).

Existing construction means for the purpose of determining rates, structures for which the "start of construction" commenced before the effective date of the FIRM or before January 1, 1975, for FIRMs effective before that date. "Existing construction" may also be referred to as "existing structures."

Existing manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at

a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

Expansion to an existing manufactured home park or subdivision means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Flood or flooding means a general and temporary condition of partial or complete inundation of normally dry land areas from:

- (1) The overflow of inland; and/or
- (2) The unusual and rapid accumulation or runoff of surface waters from any source.

Flood elevation determination means a determination by the administrator of the water surface elevations of the base flood, that is, the flood level that has a one percent or greater chance of occurrence in any given year.

Flood elevation study means an examination, evaluation and determination of flood hazards.

Flood fringe means the area outside the floodway encroachment lines, but still subject to inundation by the regulatory flood.

Flood insurance rate map (FIRM) means an official map of a community, on which the administrator has delineated both the special flood hazard areas and the risk premium zones applicable to the community.

Flood insurance study (FIS) means an examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations.

Floodplain or flood-prone area means any land area susceptible to being inundated by water from any source. (See "flooding.")

Floodplain management means the operation of an overall program of corrective and preventive measures for reducing flood damage, including, but not limited to, emergency preparedness plans, flood control works, and floodplain management regulations.

Floodplain management regulations means zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as floodplain and grading ordinances) and other applications of police power. The term describes such state or local regulations, in any combination thereof that provide standards for the purpose of flood damage prevention and reduction.

Floodproofing means any combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, or structures and their contents.

Floodway or regulatory floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floodway encroachment lines means the lines marking the limits of floodways on federal, state and local floodplain maps.

Freeboard means a factor of safety usually expressed in feet above a flood level for purposes of floodplain management. "Freeboard" tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as bridge openings and the hydrological effect of urbanization of the watershed.

Functionally dependent use means a use that cannot perform its intended purpose unless it is located or carried out near water. This term includes only docking facilities and facilities that are necessary for the loading and unloading of cargo or passengers but does not include long-term storage or related manufacturing facilities.

Highest adjacent grade means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

Historic structure means any structure that is:

- (a) Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- (b) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- (c) Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
- (d) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either (1) by an approved state program as determined by the Secretary of the Interior or (2) directly by the Secretary of the Interior in states without approved programs.

Lowest floor means the lowest floor of the lowest enclosed area, including basement. An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access, or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built to render the structure in violation of the applicable floodproofing design requirements of this article.

Manufactured home means a structure, transportable in one or more sections, that is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term "manufactured home" does not include a "recreational vehicle."

Manufactured home park or subdivision means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

Map means the flood insurance rate map (FIRM) for a community issued by the Federal Emergency Management Agency (FEMA).

Market value or *fair market value* means an estimate of what is fair, economic, just and equitable value under normal local market conditions.

Mean sea level means, for purposes of the National Flood Insurance Program (NFIP), the North American Vertical Datum (NAVD) of 1988 or other datum, to which base flood elevations shown on a community's flood insurance rate map (FIRM) are referenced.

New construction means, for the purposes of determining insurance rates, structures for which the "start of construction" commenced on or after the effective date of an initial FIRM or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, "new construction" means structures for which the "start of construction" commenced on or after the effective date of the floodplain management regulations adopted by a community and includes any subsequent improvements to such structures.

New manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lot on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of floodplain management regulations adopted by the community.

NFIP means the National Flood Insurance Program (NFIP).

Participating community also known as an "eligible community," means a community in which the administrator has authorized the sale of flood insurance.

Person includes any individual or group of individuals, corporation, partnership, association, or any other entity, including federal, state, and local governments and agencies.

Principally above ground means that at least 51 percent of the actual cash value of the structure, less land value, is above ground.

Recreational vehicle means a vehicle which is:

- (a) Built on a single chassis;
- (b) Four hundred square feet or less when measured at the largest horizontal projections;
- (c) Designed to be self-propelled or permanently towable by a light-duty truck; and
- (d) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

Remedy a violation means to bring the structure or other development into compliance with federal, state, or local floodplain management regulations; or, if this is not possible, to reduce the impacts of its noncompliance.

Repetitive loss means flood-related damages sustained by a structure on two separate occasions during a ten-year period for which the cost of repairs at the time of each such flood event equals or exceeds 25 percent of the market value of the structure before the damage occurred.

Risk premium rates means those rates established by the administrator pursuant to individual community studies and investigations which are undertaken to provide flood insurance in accordance with Section 1307 of the National Flood Disaster Protection Act of 1973 and the accepted actuarial principles. "Risk premium rates" include provisions for operating costs and allowances.

Special flood hazard area: See "area of special flood hazard."

Special hazard area means an area having special flood hazards and shown on a FIRM as zones (numbered or unnumbered) A and AE.

Start of construction includes "substantial improvements", and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement, or other improvements were within 180 days of the permit date. The "actual start" means either the first placement of permanent construction of a structure on a site, such as the pouring of slabs or footings, the installation of piles, the construction of columns, any work beyond the stage of excavation, or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling, the installation of streets and/or walkways, excavation for a basement, footings, piers, foundations, the erection of temporary forms, nor installation on the property of accessory structures, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the "actual start of construction" means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

State coordinating agency means that agency of the state government, or other office designated by the governor of the state or by state statute at the request of the administrator to assist in the implementation of the National Flood Insurance Program (NFIP) in that state.

Structure means, for floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home. "Structure" for insurance purposes, means a walled and roofed building, other than a gas or liquid storage tank, that is principally above ground and affixed to a permanent site, as well as a manufactured home on a permanent foundation. For the latter purpose, the term includes a building during construction, alteration or repair, but does not include building materials or supplies intended for use in such construction, alteration or repair, unless such materials or supplies are within an enclosed building on the premises.

Substantial damage means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred. The term includes "repetitive loss" buildings (see definition).

For the purposes of this definition, "repair" is considered to occur when the first repair or reconstruction of any wall, ceiling, floor, or other structural part of the building commences.

The term does not apply to:

- (a) Any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the code enforcement official, and which are solely necessary to assure safe living conditions, or
- (b) Any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure", or
- (c) Any improvement to a building.

Substantial improvement means any combination of reconstruction, alteration, or improvement to a building, taking place during a ten-year period, in which the cumulative percentage of improvement equals or exceeds 50 percent of the current market value of the building. For the purposes of this definition, an improvement occurs when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the building. This term includes structures that have incurred "repetitive loss" or "substantial damage", regardless of the actual repair work done.

The term does not apply to:

- (a) Any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the code enforcement official, and which are solely necessary to assure safe living conditions, or
- (b) Any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure", or
- (c) Any building that has been damaged from any source or is categorized as repetitive loss.

Substantially improved existing manufactured home parks or subdivisions where the repair, reconstruction, rehabilitation or improvement of the streets, utilities and pads equals or exceeds 50 percent of the value of the streets, utilities and pads before the repair, reconstruction or improvement commenced.

Variance means a grant of relief by the community from the terms of a floodplain management regulation. Flood insurance requirements remain in place for any varied use or structure and cannot be varied by the community.

Violation means the failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required by this article is presumed to be in violation until such time as that documentation is provided.

Water surface elevation means the height, in relation to the North American Vertical Datum (NAVD) of 1988 (or other datum where specified) of floods of various magnitudes and frequencies in the floodplain.



EXPLANATION TO COUNCIL BILL 2025-237 (HOSMER)

FILED: 10/16/2025

ORIGINATING DEPARTMENT: Public Works

TITLE: A special ordinance authorizing the City Manager, or designee, to enter into a supplemental agreement with Missouri Highways and Transportation Commission and TransCore ITS, LLC, to provide additional services related to the development, implementation, and maintenance of the Advanced Transportation Management System software and hardware in use at the Springfield Traffic Management Center, for the not to exceed price of \$115,159.64.

PURPOSE: Authorizing the City Manager, or designee, to enter into a supplemental agreement ("Exhibit A") to the agreement with the Missouri Highways and Transportation Commission ("MHTC") and TransCore ITS, LLC ("Consultant") to provide additional services related to the development, implementation, and maintenance of the Advanced Traffic Management System ("ATMS") software and hardware operated jointly by the Missouri Department of Transportation ("MoDOT") and the City of Springfield at the Transportation Management Center of the Ozarks ("TMC"); and to incorporate updates necessary to support expanded regional traffic management and traveler information capabilities.

BACKGROUND INFORMATION: In 2024, City Council authorized the City Manager, through Ordinance No. 27995, to enter into an agreement with MoDOT to develop, implement, and maintain the ATMS software used at the TMC to actively manage the transportation network in Springfield and throughout the greater southwest Missouri region. The original agreement ("Exhibit B") outlined the initial project scope, requirements, and associated costs for software development and implementation.

The proposed supplemental agreement ("Exhibit A") includes two major enhancements beyond the scope of the original project:

1. Intersection-Level Mapping, providing a more detailed and visual representation of the arterial roadway network; and
2. Integration with Traffic Signal Software, allowing for automated alerting of signal issues to operations staff and the connected information outlets.

The original ATMS contract totaled \$319,225.58, with the City of Springfield responsible for twenty-five percent (25%) of the cost, not to exceed \$79,806.39. The supplemental agreement adds \$141,412.98 to the total project cost, for which the City would again contribute twenty-five percent (25%), not to exceed \$35,353.25. This brings the City's



total contribution to a maximum of \$115,159.64. The City's portion of the supplemental agreement will be funded through the 1/8th cent ITS & Signal System Program, which has already been budgeted for this purpose.

Supports the following 2025 City Council Priorities:

- Quality of Place
- Fiscal Sustainability and Accountability
- Economic Vitality
- Public Safety

REMARKS: This addendum continues the long-standing partnership between the City of Springfield and the Missouri Department of Transportation to enhance regional traffic management and traveler information services. The proposed update supports the ongoing development and modernization of the Advanced Traffic Management System operated jointly at the Transportation Management Center of the Ozarks. Public Works recommends approval of this Council Bill.

Submitted By: Eric Claussen, Assistant Director of Public Works

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

Maurice S. Jones, Deputy City Manager 10/28/2025

Attachments:

1. TransCore Supp Agreement_ord
2. TransCore Supplemental Agreement Exhibit A
3. TransCore Supplemental Agreement Exhibit B

One-rdg. _____
P. Hrngs. _____
Pgs. 73
Filed: 10-28-25

Sponsored by: Hosmer

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-237

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the City Manager, or designee, to enter into a supplemental agreement
2 with Missouri Highways and Transportation Commission and
3 TransCore ITS, LLC, to provide additional services related to the
4 development, implementation, and maintenance of the Advanced
5 Transportation Management System software and hardware in use at
6 the Springfield Traffic Management Center, for the not to exceed price
7 of \$115,159.64.
8 _____
9

10 WHEREAS, as authorized by Special Ordinance 27995, the City entered into an
11 agreement with Missouri Highways and Transportation Commission ("MHTC") and
12 TransCore ITS, LLC to replace the existing Advanced Transportation Management
13 System ("ATMS") software and hardware in use at the Transportation Management
14 Center of the Ozarks, attached hereto and incorporated herein as "Exhibit B"; and
15

16 WHEREAS, the City and MHTC wish to include two major enhancements to the
17 ATMS by including Intersection-Level Mapping to provide a more detailed and visual
18 representation of the arterial roadway network, and integration with Traffic Signal
19 Software to allow automated alerting of signal issues to operations staff and connected
20 information outlets; and
21

22 WHEREAS, the total cost for the original three-year contract is \$319,225.58, for
23 which the City will be responsible for twenty-five percent (25%) of actual costs, not to
24 exceed \$79,806.39; and
25

26 WHEREAS, the supplemental agreement adds \$141,412.98 to the total project
27 cost, for which the City will be responsible for twenty-five percent (25%), or \$35,353.25,
28 bringing the City's total contribution to a maximum of \$115,159.64, using 1/8-cent ITS &
29 Signal System Program funds which have already been budgeted for this purpose.
30

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

34 Section 1 – The City Manager, or designee, is hereby authorized to enter into a
35 Design Consultant Supplemental Agreement with the Missouri Highways and
36 Transportation Commission and TransCore ITS, LLC, for the purpose of providing
37 additional enhancements to the Advanced Transportation Management System
38 software and hardware in use at the Springfield Transportation Management Center of
39 the Ozarks, for the not to exceed price to the City of \$115,159.64, said agreement to be
40 in substantially similar form to that document attached hereto and incorporated herein
41 by reference as “Exhibit A.”

42
43 Section 2 – This Ordinance shall be in full force and effect from and after
44 passage.

45
46 Passed at meeting: _____

47
48
49 _____
50 Mayor

51 Attest: _____, City Clerk

52
53 Filed as Ordinance: _____

54
55
56 Approved as to form:  _____, Assistant City Attorney

57
58
59 Approved for Council action:  _____, City Manager

Exhibit A

CCO Form:	DE44	Supplemental Agreement No.	<u>2025-09-88545</u>
Approved:	01/00 (BDG)	Route:	<u>Various</u>
Revised:	04/20 (BDG)	County:	<u>Various</u>
Modified:		Job No.:	<u>SU0200</u>

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
DESIGN CONSULTANT SUPPLEMENTAL AGREEMENT # 2025-09-88545
(FEDERAL ASSISTANCE)**

THIS 1st SUPPLEMENTAL AGREEMENT is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission"), the City of Springfield (hereinafter, "City"), and TransCore ITS, LLTC (hereinafter, "Consultant").

WITNESSETH:

WHEREAS, the Commission, City and the Consultant entered into an Agreement on June 6, 2025, to perform professional services in the preparation of Advanced Transportation Management System (ATMS) software and maintenance for Route Various, Various County, designated as Job No. SU0200 (hereinafter, "Original Agreement"); and

WHEREAS, the Commission, City and the Consultant now desire to enter into Supplemental Agreement No. 1 to otherwise complete, extend or continue the Original Agreement as provided herein.

NOW, THEREFORE, in consideration of the mutual promises, covenants, and representations contained herein the parties agree as follows:

(1) **SCOPE OF SERVICES:** The Services to be provided by the Consultant under Supplemental Agreement No. 1 are additional services which are beyond the scope of services provided in the Original Agreement. These additional professional services are described and defined in Exhibit 1, which is attached hereto and incorporated herein by reference.

(2) **FEES AND PAYMENTS:**

(A) The Consultant shall be reimbursed in accordance with Section (10) of the Original Agreement.

(B) The costs of Supplemental Agreement No. 1 shall be integrated with the cost of the Original Agreement.

(C) Estimated costs for the services in Supplemental Agreement No. 1 are defined in Exhibit B, which is attached hereto and incorporated herein by reference.

(D) The fixed fee and maximum amount payable included in Section

(10) of the Original Agreement are modified as follows:

	Original Amount	Supplemental Agreement No. 1	TOTAL
Fixed Fee	\$30,275.15	\$15,151.39	\$45,426.54
Max. Fee Payable	\$288,950.43	\$126,261.59	\$415,212.02

(3) DBE PARTICIPATION: In the Original Agreement, the Consultant agreed to use DBE firms to complete an established DBE goal of at least 0% of the total services by dollar value. This DBE goal shall apply to all additional services under the Original Agreement, unless otherwise modified by the Commission by Supplemental Agreement. After evaluation of the work associated with this Supplemental Agreement, it was ultimately determined that a 0% DBE goal would apply to this supplemental work.

DBE FIRM NAME(S) FOR THIS SUPPLEMENTAL	TYPE OF SERVICE	TOTAL VALUE OF DBE WORK FOR THIS SUPPLEMENTAL	PERCENTAGE OF SUBCONTRACT VALUE APPLICABLE TO THE TOTAL GOAL
DBE Firm #1		\$	%
DBE Firm #2		\$	%
DBE Firm #3		\$	%
DBE TOTAL VALUE FOR THIS SUPPLEMENTAL	\$		

DBE TOTAL VALUE (including Original Contract DBE work)	\$
--	----

ESTIMATED % DBE PARTICIPATION FOR THIS SUPPLEMENTAL: DBE total value for this supplemental divided by the maximum fee payable for this supplemental	%
--	---

ESTIMATED TOTAL % DBE PARTICIPATION: DBE total value (including Original Contract DBE work) divided by the total maximum fee payable (the total contract ceiling)	%
--	---

(4) SUBCONSULTANTS: Pursuant to Section (8) of the Original Agreement and in addition to any other firms expressly permitted by the Commission to perform subconsultant services, the Commission consents to transfer of a portion of the Consultant's services to the following firms:

<u>Firm Name</u>	<u>Complete Address</u>	<u>Nature of Services</u>
------------------	-------------------------	---------------------------

N/A

(5) PERIOD OF SERVICE: Exhibit IV, Schedule, of the Original Agreement is hereby revised to include time for the performance of these additional services. The total time to be added to Exhibit IV for completion of these additional services shall be 0. The projected completion date shown on Exhibit IV remains June 14, 2027, which includes time for performance of all remaining services in the Original Agreement and the services in Supplemental Agreement No. 1 and submittal of all deliverables.

(6) ORIGINAL AGREEMENT: Except as otherwise modified, amended, or supplemented by this Supplemental Agreement, the Original Agreement between the parties shall remain in full force and effect and the terms of the Original Agreement shall extend and apply to this Supplemental Agreement.

[remainder of page intentionally left blank]

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below.

Executed by the Consultant this _____ (date).

Executed by the Commission this _____ (date).

**MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION**

TRANSCORE ITS, LLC

By: _____

By: _____

Title: _____

Title: _____

ATTEST: (Commission seal)

ATTEST: (Consultant seal, if existing)

Secretary to the Commission

By: _____

Title: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Commission Counsel

By: _____

Title: _____

CITY OF SPRINGFIELD

Deputy City Manager

Contract Paralegal

ATTEST:

Approved as to Form:

City Clerk

Assistant City Attorney

Director of Finance

Ordinance No. _____

Missouri Department of Transportation

SW/Springfield ITS Support

Freeway Advanced Traffic Management System (ATMS) Enhancements – Southwest District / City of Springfield

Exhibit I: Scope of Services

Prepared for:



Missouri Dept of Transportation - SW Louis District
1107 W Chestnut Expressway
Springfield, MO 65802

Prepared by:



150 4th Avenue North
Suite 1200
Nashville, TN 37219

September 22, 2025
Version 1.0

Document Revision History

Revision #	Date	Purpose
1.0	September 22, 2025	Initial submission

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INTRODUCTION

Through this contract, TransCore shall provide technical services to the Missouri Department of Transportation (MoDOT), Southwest District and the City of Springfield (the City) to enhance the TransSuite ATMS software system. The following document details the additional scope of work covering the tasks to be performed under this contract period.

1 PROJECT TASKS

1.9 Additional Enhancements

The MoDOT SW District and City of Springfield have requested two specific enhancements to the TransSuite ATMS Event Management System. The details of these enhancements are provided in the sections below. The estimated costs for these enhancements are shown in Exhibit III: Estimate of Costs.

1.9.1 EVTMGT-8896 Add support for flashing intersections from signal system in EMS as an Incident

The City and District use the SWARCO McCain MyCity Traffic Management System to manage the traffic signals within their jurisdiction. MoDOT/Springfield has requested that TransCore integrate data from the MyCity API to import traffic signal flash events into the Event Management System directly as Incidents, bypassing the Event Receiver.

TransCore will add the necessary API integration and configuration settings to TransSuite EMS to allow for selection of which types of conditions should be imported as Incidents from MyCity.

1.9.2 EVTMGT-8374 Add intersection level lane view in WebUI

Event Management will be enhanced to support managing all the lane statuses for an intersection in a simplified intersection layout.

1.9.3 Simplified Intersection Layout

The simplified intersection layout will replace the existing lane button strip in the user interface when an intersection location is selected with associated intersection segments. The simplified intersection layout will only show lanes going in or out of the intersection on the top, left, right or bottom of the layout. When multiple segments are shown on the same side of the intersection, they will be separated by a dark gray bar used to indicate a median. The direction of travel for lanes will be shown on the outside of the intersection. The main street names for the segments will be shown on the inside of the intersection. The lane buttons in the layout will behave the same as they do in the current version of Event Management. A context menu will be added to the direction of travel label to provide open and close all lane functionality. The tool tip shown when hovering over one of the lane buttons will indicate the main street and cross street for the lane.

1.9.4 Dynamic Response Changes

The dynamic response data will be the composite of all the segments associated with an intersection.

1.9.5 External Feed Changes

External feeds will be updated to split the TransSuite event into a collection of events for each segment if the feed needs lane status information. If the feed only uses overall information the TransSuite event will be used. For user friendly outputs, the new lane status information will be added where lane status information is currently shown.

1.9.6 Event Detail Report Changes

The Lane Impact Summary section will be grouped by segment with the main street and cross street as the group label.

1.9.6.1 Intersection Locations Layer

The Locations layer will be enhanced to support configuring the segments that are at an intersection with a preview pane showing what the lane closure entry will look like.

1.9.6.2 Update Map Data Importer

The process used to import map data will be updated to handle creating Intersection Locations.

1.9.6.3 Update Springfield Map Data

The Springfield map data will need updated to indicate where the Intersection Locations are.

2 SUBCONSULTANTS

TransCore does not anticipate using any subconsultants on this project.

3 PAYMENT TERMS

The contract will be cost plus fixed fee, with audited overhead rates supplied and adjusted each year, and fixed fee of 12% for all tasks and services described in Sections [1.9](#).

These items will be added to the monthly invoices currently being provided showing hourly hours worked by each member of the TransCore team. These invoices will show hours spent for the enhancements.



EXHIBIT III: ESTIMATE OF COSTS

TRANSCORE
150 4th Avenue North, Suite 1200
Nashville, TN 37219

Prepared By:
Alex Preston
720.449.6730
alex.preston@transcore.com

Consultant Contract Fee Computation

Summary of Costs

Project: MoDOT SW ATMS Enhancements
Revised: September 22, 2025

Prepared For:
Customer: MoDOT/SW Region & City of Springfield
Contact: Marc Lewis

Labor Costs

Person	Role	Hours	Rate	Total
Michael Bayer	Senior Systems Engineer	8	\$ 65.64	\$ 525.12
Joey Hayes	Software Engineer	120	\$ 55.29	\$ 6,634.80
James Lewis	Senior Software Engineer	224	\$ 62.88	\$ 14,085.12
Tyler Picard	Documentation Specialist	120	\$ 45.95	\$ 5,514.00
Alex Preston	Project Manager	8	\$ 84.27	\$ 674.16
David Shackelford	Software Manager	139	\$ 85.78	\$ 11,923.42
Letecia Tomusiak	Quality Control Engineer	153	\$ 54.67	\$ 8,364.51
Jason Williams	Software Engineer	120	\$ 44.71	\$ 5,365.20
<i>Total Direct Labor</i>		892		\$ 53,086.33
Overhead	137.842%			\$ 73,175.26
<i>Subtotal</i>				\$ 126,261.59
Fee	12.00%			\$ 15,151.39
Subtotal Labor Costs			\$	141,412.98
Project Total			\$	141,412.98

**Consultant Contract Fee Computation**

Project: MoDOT SW ATMS Enhancements

Customer: MoDOT/SW Region & City of Springfield

Revised: September 22, 2025

		Employee Name:	Michael Bayer	Joey Hayes	James Lewis	Tyler Picard	Alex Preston	David Shackelford	Letecia Tomusiak	Jason Williams	
Task	Description	Role:	Senior Systems Engineer	Software Engineer	Senior Software Engineer	Documentation Specialist	Project Manager	Software Manager	Quality Control Engineer	Software Engineer	Total
1.9 Additional Enhancements											
1.9.1 EVTMGT-8896			4	120	24		4	43	47		242
1.9.2 EVTMGT-8374			4		200	120	4	96	106	120	650
Task Subtotal			8	120	224	120	8			120	892
Project Total			8	120	224	120	8	139	153	120	892



EXHIBIT IV: SCHEDULE

Assuming NTP is received by November 30th, this work will be completed by the 26-02 release of the TransSuite ATMS, with an anticipated release in mid-2026.



FIGURE 1: LICENSE AGREEMENT

(MoDOT and the City already have a perpetual TransSuite License. No new license addendum will need to be executed at this time; no new license agreement will need to be executed at this time.)

Exhibit B

CCO Form: DE43
Approved: 07/99 (DPP)
Revised: 12/21 (BDG)
Modified:

Project Design Consultant Agreement
Agreement No. 2024-02-83482
Route: Various
County: Various
Job No.: 8Q3231

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
PROJECT DESIGN CONSULTANT AGREEMENT
(FEDERAL ASSISTANCE)**

THIS AGREEMENT is entered into by TransCore ITS, LLC (hereinafter, "Consultant") and the Missouri Highways and Transportation Commission (hereinafter, "Commission") and the City of Springfield (hereinafter, "City"). Collectively referred to as the "Parties."

WITNESSETH:

WHEREAS, the Commission and City of Springfield have undertaken a regional Intelligent Transportation Systems (ITS) program and continue to partner in the operation of the Transportation Management Center of the Ozarks (hereinafter referred to as "TMC of the Ozarks") located in Springfield, MO; and

WHEREAS, the Commission has selected the Consultant to perform professional services in the preparation of Advanced Transportation Management System (ATMS) software for Route Various, Various County, designated as Job No. 8Q3231. This ATMS software will be utilized at both the St. Louis and Springfield Traffic Management Centers (TMC), and while the scope is similar, this agreement is for the TMC of the Ozarks only.

NOW, THEREFORE, in consideration of the payments to be made and the covenants set forth in this Agreement to be performed by the Commission, the Consultant hereby agrees that it shall faithfully perform the professional services called for by this Agreement in the manner and under the conditions described in this Agreement.

(1) **DEFINITIONS:** The following definitions apply to these terms, as used in this Agreement:

(A) "AASHTO" means the American Association of State Highway and Transportation Officials.

(B) "COMMISSION" means the Missouri Highways and Transportation Commission, an executive branch agency of state government, which acts by and through its Director, Chief Engineer and others in the Missouri Department of Transportation.

(C) "CONSULTANT" means the firm providing professional services to the Commission as a party to this Agreement.

(D) "CONSULTANT'S REPRESENTATIVE" means the person or persons designated in writing by the Consultant to represent that firm in negotiations, communications, and various other contract administration dealings with the Commission's Engineers.

(E) "DELIVERABLES" means all drawings and documents prepared in performance of this Agreement, to be delivered to and become the property of the Commission pursuant to the terms and conditions set out in Section (13) of this Agreement.

(F) "DISADVANTAGED BUSINESS ENTERPRISE (DBE)" means an entity owned and controlled by a socially and economically disadvantaged individual as defined in 49 C.F.R. Part 26, which is certified as a DBE firm in Missouri by the Commission. Appropriate businesses owned and controlled by women are included in this definition.

(G) "ENGINEER" means the Chief Engineer or any other authorized representative of the Commission. Where the specific term "Chief Engineer" is used, it shall mean the Chief Engineer exclusively.

(H) "FHWA" means the Federal Highway Administration within the USDOT, headquartered at Washington, D.C., which acts through its authorized representatives.

(I) "INTELLECTUAL PROPERTY" consists of copyrights, patents, and any other form of intellectual property rights covering any data bases, software, inventions, training manuals, systems design or other proprietary information in any form or medium.

(J) "SUBCONSULTANT" means any individual, partnership, corporation, or joint venture to which the Consultant, with the written consent of the Engineer, subcontracts any part of the professional services under this Agreement but shall not include those entities which supply only materials or supplies to the Consultant.

(K) "SUSPEND" the services means that the services as contemplated herein shall be stopped on a temporary basis. This stoppage will continue until the Commission either decides to terminate the project or reactivate the services under the conditions then existing.

(L) "TERMINATE," in the context of this Agreement, means the cessation or quitting of this Agreement based upon the action or inaction of the Consultant, or the unilateral cancellation of this Agreement by the Commission.

(M) "USDOT" means the United States Department of Transportation, headquartered at Washington, D.C., which acts through its authorized representatives.

(N) "SERVICES" includes all professional engineering and related services and the furnishing of all equipment, supplies, and materials in conjunction with such services as are required to achieve the broad purposes and general objectives of this Agreement.

(O) "TMC of the Ozarks" means the Missouri Highways and Transportation Commission and the City of Springfield, and their representatives, as engaged in the regional ITS program.

(2) SCOPE OF SERVICES:

(A) The services covered by this Agreement shall include furnishing the professional, technical, and other personnel and the equipment, material and all other things necessary for development and implementation of an Advanced Traffic Management System (ATMS) software as further described in the Exhibits referenced in Section (13) of this Agreement.

(B) The specific services to be provided by the Consultant are set forth on Exhibit I to this Agreement, titled "Scope of Services," which is attached hereto and made a part of this Agreement.

(3) ADDITIONAL SERVICES: The Commission reserves the right to direct additional services not described in Exhibit I as changed or unforeseen conditions may require. Such direction by the Commission or its Engineer shall not be a breach of this Agreement. In this event, a supplemental agreement will be negotiated and executed prior to the Consultant performing the additional or changed services, or incurring any additional cost for those additional services. Any changes in the maximum compensation and fee, or time and schedule of completion, will be covered in the supplemental agreement.

(4) INFORMATION AND SERVICES PROVIDED BY THE COMMISSION:

(A) At no cost to the Consultant and in a timely manner, the Commission will provide available information of record which is pertinent to this project to the Consultant upon request. In addition, the Commission will provide the Consultant with the specific items or services set forth on Exhibit II to this Agreement, titled "Services Provided by the Commission," which is attached hereto and made a part of this Agreement. The Consultant shall be entitled to rely upon the accuracy and completeness of such information, and the Consultant may use such information in performing services under this Agreement.

(B) The Consultant shall review the information provided by the Commission concerning the project site, including without limitation, boring logs and subsurface data, pile driving and load testing, utility locations and layout survey data and

will as expeditiously as possible advise the Engineer of any of that information which the Consultant believes is inaccurate or inadequate or would otherwise have an effect on its design or any of its other activities under this Agreement. In such case, the Commission shall provide the Consultant with new or verified data or information upon which the Consultant is entitled to rely. The Consultant shall not be liable for any errors, omissions, or deficiencies in the Consultant's services resulting from inaccurate or inadequate information furnished by the Commission which inaccuracies or inadequacies are not detected by the Consultant unless the errors should have been detected by the Consultant through reasonable diligence.

(5) RESPONSIBILITY OF THE CONSULTANT:

(A) The Consultant shall comply with applicable state and federal laws and regulations governing these services, as published and in effect on the date of this Agreement. The Consultant shall provide the services in accordance with the criteria and requirements established and adopted by the Commission; and if none are expressly established in this Agreement, published manuals and policies of the Commission and FHWA which shall be furnished by the Commission upon request; and, absent the foregoing, manuals and policies of AASHTO, as published and in effect on the date of this Agreement.

(B) Without limiting the foregoing, design criteria and project planning will be in accordance with the information set out in Exhibit I.

(C) The Consultant shall be responsible for the professional quality, technical accuracy, and the coordination of designs, drawings, specifications, and other services furnished under this Agreement. At any time during construction of the Commission project associated with this Agreement or during any phase of work performed by others on said project that is based upon data, plans, designs, or specifications provided by the Consultant, the Consultant shall prepare any data, plans, designs, or specifications needed to correct any negligent acts, errors, or omissions of the Consultant or anyone for whom it is legally responsible in failing to comply with the foregoing standard. The services necessary to correct such negligent acts, errors, or omissions shall be performed without additional compensation, even though final payment may have been received by the Consultant. The Consultant shall provide such services as expeditiously as is consistent with professional performance. Acceptance of the services will not relieve the Consultant of the responsibility to correct such negligent acts, errors, or omissions.

(D) Completed plans, plans submitted for review by permit authorities, and plans issued for construction shall be signed, sealed, and dated by a professional engineer registered in the State of Missouri. Incomplete or preliminary plan(s), when submitted for review by others, shall not be sealed, but the name of the responsible engineer, along with the engineer's Missouri registration number, shall be indicated on the plan(s) or included in the transmittal document. In addition, the phrase "Preliminary - Not for Construction," or similar language, shall be placed on the incomplete or

preliminary plan(s) in an obvious location where it can readily be found, easily read, and not obscured by other markings, as a disclosure to others that the plan(s) are incomplete or preliminary. When the plan(s) are completed, the phrase "Preliminary - Not for Construction" or similar language shall be removed and the plan(s) shall thereupon be sealed.

(E) The Consultant shall cooperate fully with the Commission and its Engineers, consultants, and contractors on adjacent projects, and with municipalities and local government officials, public utility companies and others as may be directed by the Engineer. This shall include attendance at meetings, discussions, and hearings as requested by the Engineer. The minimum number and location of public meetings and public hearings shall be defined in Exhibit I.

(F) In the event any lawsuit or court proceeding of any kind is brought against the TMC of the Ozarks, arising out of or relating to the Consultant's activities or services performed under this Agreement or any project of construction undertaken employing the deliverables provided by the Consultant in performing this Agreement, the Consultant shall have the affirmative duty to assist the TMC of the Ozarks in preparing the TMC of the Ozarks's defense, including, but not limited to, production of documents, trials, depositions, or court testimony. Any assistance given to the TMC of the Ozarks by the Consultant will be compensated at an amount or rate negotiated between the TMC of the Ozarks and the Consultant as will be identified in a separate agreement between the TMC of the Ozarks and the Consultant. To the extent the assistance given to the TMC of the Ozarks by the Consultant was necessary for the TMC of the Ozarks to defend claims and liability due to the Consultant's negligent acts, errors, or omissions, the compensation paid by the TMC of the Ozarks to the Consultant will be reimbursed to the TMC of the Ozarks.

(G) BACKGROUND CHECK: At the written request and at the sole discretion of the Commission, the Commission shall have the right to require the Consultant(s)'s and /or subconsultant's staff that will be performing the work to undergo a criminal background check prior to performing work if the staff may access sensitive information based on computer systems or building access.

The Consultant(s) shall agree to provide information to the Commission that may be needed to complete security background checks of the Consultant's and subconsultant's employees. The Commission's designated representative will provide instruction to the Consultant regarding the process the consultant's staff must follow in order to obtain the background check.

Failure to provide the required information or forms and/or failure to successfully pass the security background checks may result in removal of this individual(s) from service eligibility in performance of project contracted services.

The Consultant(s) shall be responsible for the costs for such security background checks.

(6) NO SOLICITATION WARRANTY: The Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working for the Consultant, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, the Commission will have the right to terminate this Agreement without liability, or at its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gifts, or contingent fee, plus costs of collection including reasonable attorney's fees.

(7) DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENTS:

(A) DBE Goal: The following DBE goal has been established for this Agreement. The dollar value of services and related equipment, supplies, and materials used in furtherance thereof which is credited toward this goal will be based on the amount actually paid to DBE firms. The goal for the percentage of services to be awarded to DBE firms is 0% of the total Agreement dollar value.

(B) Consultant's Certification Regarding DBE Participation: The consultant's signature on this Agreement constitutes the execution of all DBE certifications which are a part of this Agreement.

1. Policy: It is the policy of the U.S. Department of Transportation and the Commission that businesses owned by socially and economically disadvantaged individuals (DBE's) as defined in 49 C.F.R. Part 26 have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds. Thus, the requirements of 49 C.F.R. Part 26 and Section 1101(b) of the Transportation Equity Act for the 21st Century (TEA-21) apply to this Agreement.

2. Obligation of the Consultant to DBE's: The Consultant agrees to assure that DBEs have the maximum opportunity to participate in the performance of this Agreement and any subconsultant agreement financed in whole or in part with federal funds. In this regard the Consultant shall take all necessary and reasonable steps to assure that DBEs have the maximum opportunity to compete for and perform services. The Consultant shall not discriminate on the basis of race, color, religion, creed, disability, sex, age, or national origin in the performance of this Agreement or in the award of any subsequent subconsultant agreement.

3. Geographic Area for Solicitation of DBEs: The Consultant shall seek DBEs in the same geographic area in which the solicitation for other subconsultants is made. If the Consultant cannot meet the DBE goal using DBEs from that geographic area, the Consultant shall, as a part of the effort to meet the goal, expand the search to a reasonably wider geographic area.

4. Determination of Participation Toward Meeting the DBE Goal:

DBE participation shall be counted toward meeting the goal as follows:

A. Once a firm is determined to be a certified DBE, the total dollar value of the subconsultant agreement awarded to that DBE is counted toward the DBE goal set forth above.

B. The Consultant may count toward the DBE goal a portion of the total dollar value of a subconsultant agreement with a joint venture eligible under the DBE standards, equal to the percentage of the ownership and control of the DBE partner in the joint venture.

C. The Consultant may count toward the DBE goal expenditures to DBEs who perform a commercially useful function in the completion of services required in this Agreement. A DBE is considered to perform a commercially useful function when the DBE is responsible for the execution of a distinct element of the services specified in the Agreement and the carrying out of those responsibilities by actually performing, managing and supervising the services involved and providing the desired product.

D. A Consultant may count toward the DBE goal its expenditures to DBE firms consisting of fees or commissions charged for providing a bona fide service, such as professional, technical, consultant, or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials or supplies required for the performance of this Agreement, provided that the fee or commission is determined by the Commission to be reasonable and not excessive as compared with fees customarily allowed for similar services.

E. The Consultant is encouraged to use the services of banks owned and controlled by socially and economically disadvantaged individuals.

5. Replacement of DBE Subconsultants: The Consultant shall make good faith efforts to replace a DBE Subconsultant, who is unable to perform satisfactorily, with another DBE Subconsultant. Replacement firms must be approved by the Commission.

6. Verification of DBE Participation: Prior to final payment by the Commission, the Consultant shall file a list with the Commission showing the DBEs used and the services performed. The list shall show the actual dollar amount paid to each DBE that is applicable to the percentage participation established in this Agreement. Failure on the part of the Consultant to achieve the DBE participation specified in this Agreement may result in sanctions being imposed on the Commission for noncompliance with 49 C.F.R. Part 26 and/or Section 1101(b) of TEA-21. If the total DBE participation is less than the goal amount stated by the Commission, the Commission may sustain damages, the exact extent of which would be difficult or impossible to ascertain. Therefore, in order to liquidate such damages, the monetary difference between the amount of the DBE goal dollar amount and the amount actually paid to the DBEs for

performing a commercially useful function will be deducted from the Consultant's payments as liquidated damages. If this Agreement is awarded with less than the goal amount stated above by the Commission, that lesser amount shall become the goal amount and shall be used to determine liquidated damages. No such deduction will be made when, for reasons beyond the control of the Consultant, the DBE goal amount is not met.

7. Documentation of Good Faith Efforts to Meet the DBE Goal:

The Agreement goal established by the Commission is stated above in Subsection (7)(A). The Consultant must document the good faith efforts it made to achieve that DBE goal, if the agreed percentage specified in Paragraph (7)(B)(8) below is less than the percentage stated in Subsection (7)(A). Good faith efforts to meet this DBE goal amount may include such items as, but are not limited to, the following:

A. Attended a meeting scheduled by the Department to inform DBEs of contracting or consulting opportunities.

B. Advertised in general circulation trade association and socially and economically disadvantaged business directed media concerning DBE subcontracting opportunities.

C. Provided written notices to a reasonable number of specific DBEs that their interest in a subconsultant agreement is solicited in sufficient time to allow the DBEs to participate effectively.

D. Followed up on initial solicitations of interest by contacting DBEs to determine with certainty whether the DBEs were interested in subconsulting work for this Agreement.

E. Selected portions of the services to be performed by DBEs in order to increase the likelihood of meeting the DBE goal (including, where appropriate, breaking down subconsultant agreements into economically feasible units to facilitate DBE participation).

F. Provided interested DBEs with adequate information about plans, specifications and requirements of this Agreement.

G. Negotiated in good faith with interested DBEs, and not rejecting DBEs as unqualified without sound reasons, based on a thorough investigation of their capabilities.

H. Made efforts to assist interested DBEs in obtaining any bonding, lines of credit or insurance required by the Commission or by the Consultant.

I. Made effective use of the services of available disadvantaged business organizations, minority contractors' groups, disadvantaged

business assistance offices, and other organizations that provide assistance in the recruitment and placement of DBE firms.

8. DBE Participation Obtained by Consultant: The Consultant has obtained DBE participation, and agrees to use DBE firms to complete, ___% of the total services to be performed under this Agreement, by dollar value. The DBE firms which the Consultant shall use, and the type and dollar value of the services each DBE will perform, is as follows:

<u>DBE FIRM NAME, STREET AND COMPLETE MAILING ADDRESS</u>	<u>TYPE OF DBE SERVICE</u>	<u>TOTAL \$ VALUE OF THE DBE SUBCONTRACT</u>	<u>CONTRACT \$ AMOUNT TO APPLY TO TOTAL DBE GOAL</u>	<u>PERCENTAGE OF SUBCONTRACT DOLLAR VALUE APPLICABLE TO TOTAL GOAL</u>
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9. Good Faith Efforts to Obtain DBE Participation: If the Consultant's agreed DBE goal amount as specified in Paragraph (7)(B)(8) is less than the Commission's DBE goal given in Subsection (7)(A), then the Consultant certifies that the following good faith efforts were taken by Consultant in an attempt to obtain the level of DBE participation set by the Commission in Subsection (7)(A):

(8) SUBCONSULTANTS:

(A) The Consultant agrees that except for those firms and for those services listed below, there shall be no transfer of engineering services performed under this Agreement without the proper written consent of the Commission. Subletting, assignment, or transfer of the services or any part thereof to any other corporation, partnership, or individual is expressly prohibited. Any violation of this clause will be deemed cause for termination of this Agreement.

EXCEPTIONS

<u>Firm Name</u>	<u>Complete Address</u>	<u>Nature of Services</u>
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N/A

(B) The Consultant agrees, and shall require the selected Subconsultants, to maintain books, documents, papers, accounting records, and other evidence pertaining to direct costs and expenses incurred under the Agreement and to make such materials available at their offices at reasonable times at no charge to the Commission and their designees and/or representatives during the Agreement period and for three (3) years from the date of final payment under the Agreement, for inspection by the Commission or any of its authorized representatives (or any authorized representative

of the federal government), and copies thereof shall be furnished.

(C) Unless waived or modified by the Commission, the Consultant agrees to require, and shall provide evidence to the Commission, that those Subconsultants shall maintain commercial general liability, automobile liability, and worker's compensation and employer's liability insurance, for not less than the period of services under such subcontract agreements to meet the sovereign immunity limits for Missouri public entities as calculated annually by the Missouri Department of Insurance and published in the Missouri Register:

1. Commercial General Liability: \$600,000 per person up to \$4,000,000 per occurrence;
2. Automobile Liability: \$600,000 per person up to \$4,000,000 per occurrence; and
3. Worker's Compensation in accordance with the statutory limits; and Employer's Liability: \$1,000,000.

(D) The subletting of the services will in no way relieve the Consultant of its primary responsibility for the quality and performance of the services to be performed hereunder and the Consultant shall assume full liability for the services performed by its Subconsultants.

(E) The payment for the services of any Subconsultants will be reimbursed at cost by the Commission in accordance with the submitted invoices for such services, as set forth in Section (10), titled "Fees and Payments."

(F) The Consultant agrees to furnish a list of any Commission-approved DBE Subconsultants under this Agreement upon the request of the Commission.

(G) The Consultant agrees that any agreement between the Consultant and any Subconsultant shall be an actual cost plus fixed fee agreement if the amount of the agreement between the Consultant and Subconsultant exceeds twenty-five thousand dollars (\$25,000).

(9) EXECUTIVE ORDER:

(A) The Consultant shall comply with all the provisions of Executive Order 07-13, issued by the Honorable Matt Blunt, Governor of Missouri, on the sixth (6th) day of March, 2007. This Executive Order, which promulgates the State of Missouri's position to not tolerate persons who contract with the state engaging in or supporting illegal activities of employing individuals who are not eligible to work in the United States, is incorporated herein by reference and made a part of this Agreement. By signing this Agreement, the Consultant hereby certifies that any employee of the Consultant assigned to perform services under this Agreement is eligible and authorized to work in the United

States in compliance with federal law. In the event the Consultant fails to comply with the provisions of Executive Order 07-13, or in the event the Commission has reasonable cause to believe that the Consultant has knowingly employed individuals who are not eligible to work in the United States in violation of federal law, the Commission reserves the right to impose such contract sanctions as it may determine to be appropriate, including but not limited to contract cancellation, termination or suspension in whole or in part or both.

(B) The Consultant shall include the above-provision concerning said Executive Order within every subcontract. The Consultant shall take such action with respect to any subcontract as the Commission may direct as a means of enforcing such provisions, including sanctions for noncompliance.

(10) FEES AND PAYMENTS:

(A) The amount to be paid to the Consultant by the Parties as full remuneration for the performance of all services called for in this Agreement will be on the basis of the Consultant's actual costs plus a fixed fee of \$30,275.15, except that the combined costs and fee will not exceed a maximum amount payable of \$319,225.58 which is shown in Exhibit III, "Estimate of Costs," attached hereto and made a part of this Agreement. Payment under the provisions of this Agreement is limited to those costs incurred as restricted by Commission reimbursement policy and in accordance with generally accepted accounting principles, to the extent they are considered necessary to the execution of the item of service. The Commission will be responsible for seventy five percent (75%) of the total project costs, currently estimated at \$239,419.19. The Commission's share will come from its Southwest District TMC of the Ozarks operating budget, payable directly to the Consultant. The City will be responsible for twenty five percent (25%) of the total project costs, currently estimated at \$79,806.39, payable directly to the Consultant.

(B) The Consultant's actual costs shall include the hourly salary of each associate and employee, salary-related expenses, general overhead, and direct non-salary costs as allowed by 48 C.F.R. Part 31, the Federal Acquisition Regulations (FAR), and 23 C.F.R. 172, Administration of Engineering and Design Related Service Contracts. The hourly salary of each associate and employee is defined as the actual productive salaries expended to perform the services. The other billable costs for the project are defined as follows:

1. Salary-related expenses are additions to payroll cost for holidays, sick leave, vacation, group insurance, worker's compensation insurance, social security taxes (FICA), unemployment insurance, disability taxes, retirement benefits, and other related items.

2. General overhead cost additions are for administrative salaries (including non-productive salaries of associates and employees), equipment rental and maintenance, office rent and utilities, office maintenance, office supplies,

insurance, taxes, professional development expenses, legal and audit fees, professional dues and licenses, use of electronic computer for accounting, and other related items.

3. Direct non-salary costs incurred in fulfilling the terms of this Agreement, such as but not limited to travel and subsistence, subcontract services, reproductions, computer charges, materials and supplies, and other related items, will be charged at actual cost without any override or additives.

4. The additions to productive salaries for Items 9(B) 1 and 2 will be established based on the latest audit. If an audit determines that overhead has increased or decreased during the course of the services, the Consultant shall notify the Commission and utilize the latest audited data as the basis for interim payments and adjust overhead for prior periods. Upon completion of the services outlined under this Agreement, the final payment for these items will be based on accounting records of the Consultant incurred during the period of the Agreement. If, however, the Consultant's overhead has remained reasonably uniform during the period of the Agreement, the Consultant's latest audited rates may be accepted as a basis for establishing final payment for payrolls earned in the last fiscal year.

5. The property and equipment used on this project such as automotive vehicles, survey equipment, office equipment, etc., shall be owned, rented, or leased by the Consultant, and charges will be made to the project for the use of such property at the rate established by company policies and practices. Approval of the Commission will be required prior to acquisition of reimbursable special equipment.

(C) The Consultant shall submit an invoice for services rendered to the Commission and City not more than once every month. The invoice must be on the form provided by the Commission and must include all information required pursuant to section 134.5.1.1 of the Commission's Engineering Policy Guide, as amended. A graphic progress report indicating the current status of the services shall be submitted along with each invoice. Upon receipt of the invoice and progress report, the Commission and City will, as soon as practical, but not later than 45 days from receipt, pay the Consultant for the services rendered, including the proportion of the fixed fee earned as reflected by the estimate of the portion of the services completed as shown by the progress report, less partial payments previously made. A late payment charge of one and one half percent (1.5%) per month shall be assessed for those invoiced amount not paid, through no fault of the Consultant, within 45 days after the Commission's and City's receipt of the Consultant's invoice. The Commission and City will not be liable for the late payment charge on any invoice which requests payment for costs which exceed the proportion of the maximum amount payable earned as reflected by the estimate of the portion of the services completed, as shown by the progress report. The payment, other than the fixed fee, will be subject to final audit of actual expenses during the period of the Agreement.

(11) PERIOD OF SERVICE:

(A) The services, and if more than one then each phase thereof, shall be

completed in accordance with the schedule contained in Exhibit IV, "Schedule," attached hereto and made a part of this Agreement. The Consultant and the Commission will be required to meet this schedule.

(B) The Commission will grant time extensions for delays due to unforeseeable causes beyond the control of and without fault or negligence of the Consultant. Requests for extensions of time shall be made in writing by the Consultant, before that phase of work is scheduled to be completed, stating fully the events giving rise to the request and justification for the time extension requested. Such extension of time shall be the sole allowable compensation for all such delays, except as otherwise provided in Section (3) for additional/changed work and differing/unforeseen conditions.

(C) The Consultant and Commission agree that time is of the essence, and the Consultant and Commission will be required to meet the schedules in this Agreement. In the event of delays due to unforeseeable causes beyond the control of and without fault or negligence of the Consultant, no claim for damage shall be made by either party. The anticipated date of completion of the work, including review time, is stated in Exhibit IV of this Agreement. An extension of time shall be the sole allowable compensation for any such delays, except as otherwise provided in Section (3) for additional/changed work and differing/unforeseen conditions.

(D) As used in this provision, the term "delays due to unforeseeable causes" includes the following:

1. War or acts of war, declared or undeclared;
2. Flooding, earthquake, or other major natural disaster preventing the Consultant from performing necessary services at the project site, or in the Consultant's offices, at the time such services must be performed;
3. The discovery on the project of differing site conditions, hazardous substances, or other conditions which, in the sole judgment of the Engineer, justifies a suspension of the services or necessitates modifications of the project design or plans by the Consultant;
4. Court proceedings;
5. Changes in services or extra services.

(12) SUSPENSION OR TERMINATION OF AGREEMENT:

(A) The Commission may, without being in breach hereof, suspend or terminate the Consultant's services under this Agreement, or any part of them, for cause or for the convenience of the Commission, upon giving to the Consultant at least fifteen (15) days' prior written notice of the effective date thereof. The Consultant shall not accelerate performance of services during the fifteen (15) day period without the express

written request of the Commission.

(B) Should the Agreement be suspended or terminated for the convenience of the Commission, the Commission will pay to the Consultant its costs as set forth in Subsection (10)(B), including actual hours expended prior to such suspension or termination and direct costs as defined in this Agreement for services performed by the Consultant, a proportional amount of the fixed fee based upon an estimated percentage of Agreement completion, plus reasonable costs incurred by the Consultant in suspending or terminating the services. The payment will make no other allowances for damages or anticipated fees or profits. In the event of a suspension of the services, the Consultant's compensation and schedule for performance of services hereunder shall be equitably adjusted upon resumption of performance of the services.

(C) The Consultant shall remain liable to the Commission for any claims or damages occasioned by any failure, default, or negligent errors and/or omission in carrying out the provisions of this Agreement during its life, including those giving rise to a termination for non-performance or breach by Consultant. This liability shall survive and shall not be waived, or estopped by final payment under this Agreement.

(D) The Consultant shall not be liable for any errors or omissions contained in deliverables which are incomplete as a result of a suspension or termination where the Consultant is deprived of the opportunity to complete the Consultant's services.

(E) Upon the occurrence of any of the following events, the Consultant may suspend performance hereunder by giving the Commission 30 days advance written notice and may continue such suspension until the condition is satisfactorily remedied by the Commission. In the event the condition is not remedied within 120 days of the Consultant's original notice, the Consultant may terminate this agreement.

1. Receipt of written notice from the Commission that funds are no longer available to continue performance.

2. The Commission's persistent failure to make payment to the Consultant in a timely manner.

3. Any material contract breach by the Commission.

(13) OWNERSHIP OF DRAWINGS AND DOCUMENTS:

(A) All drawings and documents prepared in performance of this Agreement shall be delivered to and become the property of the Commission upon suspension, abandonment, cancellation, termination, or completion of the Consultant's services hereunder; provided, however,

1. the Consultant shall have the right to their future use with written permission of the TMC of the Ozarks;

2. the Consultant shall retain its rights in its standard drawing details, designs, specifications, CADD files, databases, computer software, and any other proprietary property; and

3. the Consultant shall retain its rights to intellectual property developed, utilized, or modified in the performance of the services subject to the following:

A. Copyrights. Commission, as the contracting agency, reserves a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, for Governmental purposes:

I. The copyright in any works developed under this agreement, or under a subgrant or contract under this agreement; and

II. Any rights of copyright to which Commission, its consultant or subconsultant purchases ownership with payments provided by this agreement.

B. Patents. Rights to inventions made under this agreement shall be determined in accordance with 37 C.F.R. Part 401. The standard patent rights clause at 37 C.F.R. § 401.14, as modified below, is hereby incorporated by reference.

I. The terms “to be performed by a small business firm or domestic nonprofit organization” shall be deleted from Paragraph (g)(1) of the clause;

II. Paragraphs (g)(2) and (3) of the clause shall be deleted; and

III. Subsection (I) of the clause, entitled “communications” shall read as follows: “(I) Communications. All notifications required by this clause shall be submitted to the Chief Engineer.”

IV. The following terms in 37 C.F.R. 401.14 shall for the purpose of this Agreement have the following meaning:

Contractor - Consultant

Government and Federal Agency - Commission

Subcontractor - Subconsultant

4. Basic survey notes, design computations, and other data prepared under this Agreement shall be made available for use by the Commission

without further compensation and without restriction or limitation on their use.

(B) The Commission may incorporate any portion of the deliverables into a project other than that for which they were performed, without further compensation to the Consultant; provided however, that (1) such deliverables shall thereupon be deemed to be the work product of the Commission and the Commission shall use same at its sole risk and expense; and (2) the Commission shall remove the Consultant's name, seal, endorsement, and all other indices of authorship from the deliverables.

(14) DECISIONS UNDER THIS AGREEMENT AND DISPUTES:

(A) The Engineer will determine the acceptability of the drawings, specifications, and estimates and all other deliverables to be furnished, and will decide the questions that may arise relative to the proper performance of this Agreement. The determination of acceptable deliverables may occur following final payment, and as late as during the construction of the project which decisions shall be conclusive, binding and incontestable, if not arbitrary, capricious or the result of fraud and appealable only as provided in section 134 of the Commission's Engineering Policy Guide as it exists at the time the dispute arises.

(B) The Engineer will decide all questions which may arise as to the quality, quantity, and acceptability of services performed by Consultant and as to the rate of progress of the services; all questions which may arise as to the interpretation of the plans and specifications; all questions as to the acceptable fulfillment of the Agreement on the part of the Consultant; the proper compensation for performance or breach of the Agreement; and all claims of any character whatsoever in connection with or growing out of the services of the Consultant, whether claims under this Agreement or otherwise. The Engineer's decisions shall be conclusive, binding and incontestable if not arbitrary, capricious or the result of fraud and appealable only as provided in section 134 of the Commission's Engineering Policy Guide as it exists at the time the dispute arises.

(C) If the Consultant has a claim for payment against the Commission which in any way arises out of the provisions of this Agreement or the performance or non-performance hereunder, written notice of such claim must be made in triplicate within sixty (60) days of the Consultant's receipt of final payment. Notwithstanding Section (23) of this Agreement, the notice of claim shall be personally delivered or sent by certified mail to the office of the Secretary to the Commission in Jefferson City, Missouri. The notice of claim shall contain an itemized statement showing completely and fully the items and amounts forming the basis of the claim and the factual and legal basis of the claim.

(D) Any claim for payment or an item of any such claim not included in the notice of claim and itemized statement, or any such claim not filed within the time provided by this provision shall be forever waived, and shall neither constitute the basis of nor be included in any legal action, counterclaim, set-off, or arbitration against the Commission.

(E) The claims procedure in Subsections (14)(C) and (D) do not apply to any claims of the Commission against the Consultant. Further, any claims of the Commission against the Consultant under this Agreement are not waived or estopped by the claims procedure in Subsections (14) (C) and (D).

(F) Notwithstanding Subsections (14)(A) through (E) above, in the event of any material dispute hereunder, both parties agree to pursue, diligently and in good faith, a mutually acceptable resolution.

(15) SUCCESSORS AND ASSIGNS: The Commission and the Consultant agree that this Agreement and all agreements entered into under the provisions of this Agreement shall be binding upon the parties hereto and their successors and assigns.

(16) INDEMNIFICATION RESPONSIBILITY:

(A) The Consultant agrees to save harmless the Commission, the City and the FHWA from all liability, losses, damages, and judgments for bodily injury, including death, and property damage to the extent due to the Consultant's negligent acts, errors, or omissions in the services performed or to be performed under this Agreement, including those negligent acts, errors, or omissions of the Consultant's employees, agents, and Subconsultants.

(B) The Consultant shall be responsible for the direct damages incurred by the TMC of the Ozarks as result of the negligent acts, errors, or omissions of the Consultant or anyone for whom the Consultant is legally responsible, and for any losses or costs to repair or remedy construction as a result of such negligent acts, errors or omissions; provided, however, the Consultant shall not be liable to the TMC of the Ozarks for such losses, costs, repairs and/or remedies which constitute betterment of or an addition of value to the construction or the project.

(C) Neither the Commission's review, approval or acceptance of, or payment for, any services required under this Agreement, nor the termination of this Agreement prior to its completion, will be construed to operate as a waiver of any right under this Agreement or any cause of action arising out of the performance of this Agreement. This indemnification responsibility survives the completion of this Agreement, as well as the construction of the project at some later date, and remains as long as the construction contractor may file or has pending a claim or lawsuit against the Commission on this project arising out of the Consultant's services hereunder.

(17) INSURANCE:

(A) The Consultant shall maintain commercial general liability, automobile liability, and worker's compensation and employer's liability insurance in full force and effect to protect the Consultant from claims under Worker's Compensation Acts, claims for damages for personal injury or death, and for damages to property arising from the negligent acts, errors, or omissions of the Consultant and its employees, agents, and

Subconsultants in the performance of the services covered by this Agreement, including, without limitation, risks insured against in commercial general liability policies.

(B) The Consultant shall also maintain professional liability insurance to protect the Consultant against the negligent acts, errors, or omissions of the Consultant and those for whom it is legally responsible, arising out of the performance of professional services under this Agreement.

(C) The Consultant's insurance coverage shall meet the sovereign immunity limits for Missouri public entities as calculated annually by the Missouri Department of Insurance and published in the Missouri Register. Each policy shall name the Missouri Highways and Transportation Commission, Missouri Department of Transportation and its employees and assigns as additional insureds on each policy required herein::

1. Commercial General Liability: \$600,000 per person up to \$4,000,000 per occurrence;

2. Automobile Liability: \$600,000 per person up to \$4,000,000 per occurrence;

3. Worker's Compensation in accordance with the statutory limits; and Employer's Liability: \$1,000,000; and

4. Professional ("Errors and Omissions") Liability: \$1,000,000, each claim and in the annual aggregate.

(D) In lieu of the minimum coverage stated in (17)(C)(1) and (C)(2), above, the Consultant may obtain insurance at all times in an amount equal to the Commission sovereign immunity caps as stated in Section 537.600 RSMo and subsequently adjusted by the Missouri Department of Insurance. If the statutory limit of liability for a type of liability specified in this section is repealed or does not exist, the Consultant shall obtain insurance with the minimum coverage stated in (17)(C)(1) and (C)(2), above.

(E) The Consultant shall, upon request at any time, provide the Commission with certificates of insurance evidencing the Consultant's commercial general or professional liability ("Errors and Omissions") policies and evidencing that they and all other required insurance are in effect as to the services under this Agreement.

(F) Any insurance policy required as specified in Section (17) shall be written by a company which is incorporated in the United States of America or is based in the United States of America. Each insurance policy must be issued by a company authorized to issue such insurance in the State of Missouri.

(G) Evidence of this insurance, including the certificate of insurance and

appropriate endorsements, must be provided to the Commission prior to the beginning of work.

(18) CONSTRUCTION PHASE OF THE PROJECT:

(A) This Agreement includes design services only, unless review of shop drawings and other construction phase services are specifically included. The Consultant shall not be responsible for bidding, award of the construction contract, or construction administration or observation except as provided by Section (2), titled "Scope of Services," and Exhibit I to this Agreement.

(B) Because the Consultant has no control over the cost of labor, materials, equipment, or services furnished by others, or over the construction contractor(s)' methods of determining prices, or over competitive bidding or market conditions, any of the Consultant's opinions of probable project costs and/or construction cost, if provided for herein, are to be made on the basis of the Consultant's experience and qualifications and represent the Consultant's best judgment as an experienced and qualified design professional, familiar with the construction industry, but the Consultant cannot and does not guarantee that proposals, bids, or actual total project costs and/or construction costs will not vary from opinions of probable costs prepared by the Consultant.

(C) The Consultant shall not have control over or charge of and shall not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the construction work, since these are solely the construction contractor(s)' responsibility under the construction contract(s). The Consultant shall not be responsible for the construction contractor(s)' schedules or failure to carry out the construction work in accordance with the construction contract(s). The Consultant shall not have control over or charge of acts of omissions of the construction contractor(s), or any of its or their subcontractors, agents, or employees, or of any other persons performing portions of the construction work.

(19) NONDISCRIMINATION ASSURANCE: With regard to services under this Agreement, the Consultant agrees as follows:

(A) Civil Rights Statutes: The Consultant shall comply with all state and federal statutes related to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d, 2000e), as well as with any applicable titles of the Americans With Disabilities Act (42 U.S.C. 12101, et seq.). In addition, if the Consultant is providing services or operating programs on behalf of the Commission or the Missouri Department of Transportation, the Consultant shall comply with all applicable provisions of Title II of the Americans With Disabilities Act.

(B) Administrative Rules: The Consultant shall comply with the USDOT rules relative to nondiscrimination in federally assisted programs of the USDOT (49 C.F.R. Subtitle A, Part 21) which rules are incorporated herein by reference and made a

part of this Agreement.

(C) Nondiscrimination: The Consultant shall not discriminate on the grounds of race, color, religion, creed, sex, disability, national origin, age, or ancestry of any individual in the selection and retention of Subconsultants, including the procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by 49 C.F.R. Subtitle A, Part 21, Section 21.5, including in its employment practices.

(D) The Solicitation for Subcontracts, Including the Procurements of Material and Equipment: These assurances which concern nondiscrimination also apply to the Subconsultants and suppliers of the Consultant. In all solicitations either by competitive bidding or negotiation made by the Consultant for services to be performed under a subcontract (including procurement of materials or equipment), each potential Subconsultant or supplier shall be notified by the Consultant of the requirements of this Agreement relative to nondiscrimination on the grounds of the race, color, religion, creed, sex, disability, national origin, age, or ancestry of any individual.

(E) Information and Reports: The Consultant shall provide all information and reports required by this Agreement, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Commission or the USDOT to be necessary to ascertain compliance with other contracts, orders, and instructions. Where any information which is required of the Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the Commission or the USDOT as appropriate, and shall set forth what efforts the Consultant has made to obtain the information.

(F) Sanctions for Noncompliance: In the event the Consultant fails to comply with the nondiscrimination provisions of this Agreement, the Commission shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including but not limited to:

1. Withholding of payments to the Consultant under this Agreement until the Consultant and its Subconsultant(s) comply; or
2. The cancellation, termination, or suspension of this Agreement, in whole or in part; or both.

(G) Incorporation of Provision: The Consultant shall include these nondiscrimination provisions in every subcontract it makes relating to this project, including the procurement of materials and lease of equipment, unless exempted by federal law, or USDOT regulations or instructions. The Consultant shall take such action with respect to any subcontract or procurement as the Commission or USDOT may direct as a means of enforcing these provisions, including sanctions for noncompliance; provided that in the event the Consultant becomes involved or is threatened with litigation

with a Subconsultant or supplier as a result of such direction, the Consultant may request the United State to enter into such litigation to protect the interests of the United States. The Consultant shall take the acts which may be required to fully inform itself of the terms of, and to comply with, said state and federal laws.

(20) APPROVAL: This Agreement is made and entered into subject to the approval of the FHWA. The Commission shall have no liability whatsoever for any cost or loss to the Consultant if the FHWA does not approve this Agreement.

(21) ACTIONS: No action may be brought by either party hereto concerning any matter, thing, or dispute arising out of or relating to the terms, performance, non-performance, or otherwise of this Agreement except in the Circuit Court of Cole County, Missouri. The parties agree that this Agreement is entered into at Jefferson City, Missouri, and substantial elements of its performance will take place or be delivered at Jefferson City, Missouri, by reason of which the Consultant consents to venue of any action against it in Cole County, Missouri. The Consultant shall cause this provision to be incorporated into all of its agreements with, and to be binding upon, all subconsultants of the Consultant in the performance of this Agreement.

(22) AUDIT OF RECORDS: For purpose of an audit, the Consultant shall maintain all those records relating to direct costs and expenses incurred under this Agreement, including but not limited to invoices, payrolls, bills, receipts, etc. These records must be available at all reasonable times to the Commission and the FHWA or their designees and representative's, at the Consultant's offices, at no charge, during the Agreement period and any extension thereof, and for the three (3) year period following the date of final payment made under this Agreement. If the Commission has notice of a potential claim against the Consultant and/or the Commission based on the Consultant's services under this Agreement, the Consultant, upon written request of the Commission, shall retain and preserve its records until the Commission has advised the Consultant in writing that the disputed claim is resolved.

(23) NOTICE TO THE PARTIES: All notices or communications required by this Agreement shall be made in writing, and shall be effective upon receipt by the Commission or the Consultant at their respective addresses of record. Letters or other documents which are prepared in 8.5 x 11 inch format may be delivered by telefax, provided that an original is received at the same address as that to which that telefax message was sent, within three (3) business days of the telefax transmission. Either party may change its address of record by written notice to the other party.

(A) Notice to the Commission: Notices to the Commission shall be addressed and delivered to the following Engineer, who is hereby designated by the Commission as its primary authorized Engineer for administration, interpretation, review, and enforcement of this Agreement and the services of the Consultant hereunder:

Marc Lewis
Traffic Center Manager
Missouri Department of Transportation
1107 W Chestnut Expressway
Springfield, MO 65803
Telefax No.: (417) 864-1176
Telephone No.: (417) 895-7665

The Commission reserves the right to substitute another person for the individual named at any time, and to designate one or more other Engineers to have authority to act upon its behalf generally or in limited capacities, as the Commission may now or hereafter deem appropriate. Such substitution or designations shall be made by the Chief Engineer in a written notice to the Consultant and City.

(B) Notice to the City: Notices to the City shall be addressed and delivered to the following Engineer, who is hereby designated by the City as its primary authorized Engineer for administration, interpretation, review, and enforcement of this Agreement and the services of the Consultant hereunder:

Brian Doubrava, P.E.
Principal Engineer
City of Springfield
840 Boonville Avenue
Springfield, MO 65802
Telefax No.: (417) 864-1176
Telephone No.: (417) 864-1163

The City reserves the right to substitute another person for the individual named at any time, and to designate one or more other Engineers to have authority to act upon its behalf generally or in limited capacities, as the City may now or hereafter deem appropriate. Such substitution or designations shall be made by the Director of Public Works in a written notice to the Consultant and Commission.

(C) Notice to the Consultant: Notices to Consultant shall be addressed and delivered to Consultant's representative, as follows:

Michael Mauritz
Senior Vice President
TransCore ITS
150 4th Ave N, Suite 1200
Nashville, TN 37219
Telephone No.: 801-580-2793

The Consultant reserves the right to substitute another person for the individual named at any time, and to designate one or more Consultant's Representatives to have authority to act upon its behalf generally or in limited capacities, as the Consultant may now or

hereafter deem appropriate. Such substitutions or designations shall be made by the Consultant's president or chief executive officer in a written notice to the Commission.

(24) MISCONDUCT CERTIFICATIONS: Under penalty of perjury, false declaration, and any other applicable consequences pursuant to state and federal law, the Consultant by signing this Agreement hereby certifies, unless expressly noted by submission of written exceptions, that the Consultant and its principals (any person associated with the Consultant in the capacity of owner, partner, director, officer, principal investor, project director, manager, auditor, or any other administrative position): (1) are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any federal, state or local governmental entity; (2) have not been indicted, convicted, or had a civil judgment rendered against them in any matter involving fraud or official misconduct within the past three years; and (3) have not had any public transactions terminated for cause or default in the last three years. If there are any exceptions to this certification, the Consultant shall submit those exceptions in writing, and these exceptions will be considered in determining whether to procure professional services from the Consultant. The Consultant shall not execute a subcontract for services under this Agreement with any business or person the Consultant knows to be debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by a federal agency unless authorized by the Commission.

(25) LAW OF MISSOURI TO GOVERN: This Agreement shall be construed according to the laws of the State of Missouri. The Consultant shall comply with all local, state, and federal laws and regulations which govern the performance of this Agreement.

(26) CONFIDENTIALITY: The Consultant agrees that the Consultant's services under this Agreement is a confidential matter between the Consultant and the Commission. The Consultant shall not disclose any aspect of the Consultant's services under this Agreement to any other person, corporation, governmental entity, or news media, excepting only to such employees, subconsultants, and agents as may be necessary to allow them to perform services for the Consultant in the furtherance of this Agreement, without the prior approval of the Commission's Engineer; provided, however, that any confidentiality and non-disclosure requirements set out herein shall not apply to any of the Consultant's services or to any information which (1) is already in the public domain or is already in the Consultant's possession at the time the Consultant performs the services or comes into possession of the information, (2) is received from a third party without any confidentiality obligations, or (3) is required to be disclosed by governmental or judicial order. Any disclosure pursuant to a request to the Commission under Chapter 610, RSMo, shall not constitute a breach of this Agreement. The content and extent of any authorized disclosure shall be coordinated fully with and under the direction of the Commission's Engineer, in advance.

(27) SOLE BENEFICIARY: This Agreement is made for the sole benefit of the parties hereto and nothing in this Agreement shall be construed to give any rights or benefits to anyone other than the Commission and the Consultant.

(28) SEVERABILITY AND SURVIVAL:

(A) Any provision or part of this Agreement held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon the Commission and the Consultant.

(B) All express representations, indemnifications, or limitations of liability made or given in this Agreement will survive the completion of all services by the Consultant under this Agreement or the termination of this Agreement for any reason.

(29) PAYMENT BOND: In the event that any subconsultants are used to supply at least fifty thousand dollars (\$50,000) worth of materials and/or labor not within the scope of environmental assessment services or licensed professional services as defined by chapter 327, RSMo, the Consultant shall require any such subconsultants to provide laborers and materialmen with adequate bond security. Payment bonds shall be executed by any such subconsultants with the subconsultant as principal and a surety company authorized to do business in the State of Missouri as surety, and any agent executing the same on behalf of a subconsultant or surety company must attach a current Power of Attorney setting forth sufficient execution authority. Said payment bonds must be acceptable to the Commission to cover all materials used, all labor performed, and all insurance premiums necessary to comply with Section 107.170, RSMo, and must be provided to the Commission prior to the performance of such subconsultant services under this Agreement.

(30) CERTIFICATION ON LOBBYING: Since federal funds are being used for this agreement, the consultant's signature on this agreement constitutes the execution of all certifications on lobbying which are required by 49 C.F.R. Part 20 including Appendix A and B to Part 20. Consultant agrees to abide by all certification or disclosure requirements in 49 C.F.R. Part 20 which are incorporated herein by reference.

(31) ANTI-DISCRIMINATION AGAINST ISRAEL CERTIFICATION: By signing the contract, below, the Consultant certifies that it is not currently engaged in and shall not, for the duration of the contract, engage in a boycott of goods or services from the State of Israel, companies doing business in or with Israel or authorized by, licensed by, or organized under the laws of the State of Israel, or persons or entities doing business in the State of Israel as defined by Section 34.600 RSMo. This certification shall not apply to contracts with a total potential value of less than One Hundred Thousand Dollars (\$100,000) or to contractors with fewer than ten (10) employees.

(32) ATTACHMENTS: The following Exhibits and other documents are attached to and made a part of this Agreement:

(A) Exhibit I: Scope of Services.

(B) Exhibit II: Services provided by the Commission.

- (C) Exhibit III: Estimate of Costs.
- (D) Exhibit IV: Schedule.
- (E) Figure 1: License Agreement
- (F) Appendix A: Requirements Matrix.

[remainder of page intentionally left blank]

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below.

Executed by the Consultant on _____ (Date).

Executed by the City on _____ (Date).

Executed by the Commission on _____ (Date).

**MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION**

TRANSCORE ITS, LLC

By: _____

By: _____

Title: _____

Title: _____

ATTEST: (Commission seal)

ATTEST: (Consultant seal, if existing)

Secretary to the Commission

By: _____

Title: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Commission Counsel

By: _____

Title: _____

CITY OF SPRINGFIELD

Deputy City Manager

Contract Paralegal

ATTEST:

Approved as to Form:

City Clerk

Assistant City Attorney

Director of Finance

Ordinance No. _____

Missouri Department of Transportation

SW/Springfield ITS Support

Freeway Advanced Traffic Management System (ATMS) – Southwest District / City of Springfield

Exhibit I: Scope of Services

Prepared for:



Missouri Dept of Transportation - SW Louis District
1107 W Chestnut Expressway
Springfield, MO 65802

Prepared by:



150 4th Avenue North
Suite 1200
Nashville, TN 37219

April 1, 2024
Version 1.5

Document Revision History

Revision #	Date	Purpose
1.0	March 13, 2024	Initial draft submission without costs for scope review
1.1	March 15, 2024	Added estimate of costs and schedule. Incorporated applicable comments from MoDOT ST SOW.
1.2	March 18, 2024	Addressed comments from Marc Lewis and Brian Doubrava received 3/18/2024.
1.3	March 20, 2024	Addressed comments from MoDOT received 3/19/2024.
1.4	March 21, 2024	Corrected exhibit numbers.
1.5	April 01, 2024	Corrected/updated table of contents

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INTRODUCTION

Through this contract, TransCore shall provide technical services to the Missouri Department of Transportation (MoDOT), Southwest District and the City of Springfield (the City) to provide, maintain, and enhance the TransSuite software system, network maintenance, software enhancements, and ongoing operational support. The following document details the scope of work covering the tasks to be performed under this contract period.

The sections below detail the tasks to be performed and services to be provided under this contract.

1 PROJECT TASKS

1.1 Project Management

This task includes all activities necessary to administer and provide quality control for the project, including attendance at regular project coordination meetings, development of minutes and action items, cost and schedule control, development of regular progress reports, and contracting activities. It is anticipated that bi-weekly project meetings will be conducted from project start through completion of Field Acceptance Testing. Following that, monthly meetings will occur.

1.1.1 Project Manager

TransCore will provide a project manager who will coordinate directly with the MoDOT and City staff and TransCore personnel. The manager will help facilitate the planning, timely execution, review, and client acceptance of each aspect of the project. The individual will provide monitoring and control services to ensure that the project stays within mutually agreed upon timeframes and budget while meeting quality standards.

1.1.2 Software Lead

TransCore will provide a software lead to manage software staff activities and act as a technical resource during the contract. The software lead will help identify solutions to issues, as well as provide leadership in executing software development activities, including for system enhancements. They will provide monitoring of system software development and provide status on schedule and budget when required.

1.1.3 Invoicing

TransCore shall provide monthly invoices and progress reports to summarize the project status. The format of these reports will be mutually agreed upon between MoDOT, the City of Springfield, and TransCore. Key milestones accomplished and a breakdown of TransCore staff's hours worked for each task shall be documented and copies of any generated documentation during the invoice period will be provided as reference; including but not limited to project meeting minutes, submitted schedules, or progress reports, which may contain itemized work tickets, ongoing / completed tasks, cost to date, and who requested the work.

1.1.4 Meetings

It is anticipated that regular meetings will be held throughout the course of the contract. The meeting times and places will be mutually agreed to at least two (2) weeks in advance of the scheduled date. Meetings will be primarily via web conference, but it is anticipated that on-site meetings will occur occasionally throughout the project. MoDOT or the City will provide a meeting space as needed; TransCore will provide a web conference session and teleconference number for remote meetings.

It is anticipated that brief (10-15 minute) standing meetings every two weeks to discuss prescient and urgent items. Full monthly project meetings will be conducted throughout the project. TransCore will prepare an agenda, task log, and meeting minutes for the monthly meetings.

Deliverables

- Standing meetings every two weeks (remote)
- Monthly project meetings and documentation (remote)
- Project invoicing

1.2 TransSuite ATMS Software Re-Deployment

There was a previous installation of the TransSuite ATMS software, updated in 2022, on servers installed at the TMC of the Ozarks. At the time of last activity, some modules were in a disabled state, and some reconfigurations will be required. TransCore made a backup of the Springfield data prior to system de-activation.

1.2.1 Device Configuration Verification

It is anticipated that several device configurations (e.g. new devices, device type changes, device IP changes, and device lane configuration changes) have occurred across the device types no longer used in the TransSuite ATMS. Using data provided by MoDOT and the City, TransCore will compare current device configurations in the MoDOT/City environment with past configurations in TransSuite, with TransCore making scripted or manual changes as needed. This data has been tracked by the SW District and City of Springfield.

Device types to be reviewed:

- Dynamic Message Signs
- CCTV Cameras
- Standalone freeway detector sensors
- AVL-tracked Vehicles
- Probe data segments

MoDOT and/or the City will be responsible for requesting current device configuration from the current ATMS provider, which TransCore will utilize in confirming device configurations. TransCore will also use any available data resources from the SW District / City of Springfield, along with manual device checks, to fill in any blanks. MoDOT and the City will also work with its probe segment, Here.com, provider to generate shapefiles of current probe segments.

Configuration items to be reviewed and modified in TransSuite:

- Device type/driver
- IP address

- Device configuration (e.g. sensor lanes)

After reconfiguration, TransCore will work with MoDOT and the City to arrange times that any modified devices can be briefly brought online in TransSuite, prior to cutover, to confirm operation of that device. This will occur with one device at a time, done in sequential batches. DMS will be field verified.

Deliverables:

- Updated device configurations in TransSuite matching current field device configuration.

1.2.2 Roadway Segment Verification

A database of map metadata is required to utilize all dynamic/automated functions of the TransSuite ATMS, such as suggested DMS messaging, camera/location associations, and sensor/location associations. Much of this data already exists from the area's previous TransSuite deployment.

Several roadway segments have changed since TransSuite was last used to manage freeway incidents. MoDOT and the City may provide an overview of these changes, indicating which sections will require updates. Using this information, TransCore staff will make a detailed review of the affected freeway areas and update its stored copies of the background map data for deployment in the SW District TransSuite environment.

In the interim, MoDOT and City operators will be able to modify lane configurations on the fly during incident management. When this occurs, operators should make note of these sections for update by TransCore.

Deliverables:

- Updated background map metadata as requested by the district

1.2.3 DMS Plan / Schedule Migration

It is anticipated that several DMS Plans and Schedules have been modified since MoDOT and the City used the TransSuite ATMS. MoDOT and the City will provide a list of these changes, including a possible export from the current ATMS. TransCore will update the TransSuite DMS library and schedule using scripted or manual means based on the data provided.

Deliverables:

- Updated DMS library messages, plans, and schedules in the TransSuite ATMS.

1.2.4 DMS Travel Time Verification

It is anticipated that several sensor, probe, and DMS changes have occurred which will have impacted how travel times must be displayed throughout the district freeway network. Using information gathered in the tasks described in Sections 1.2.1 and 1.2.2, TransCore will review and update the travel time calculation and messaging configuration in the TransSuite ATMS. After sensor devices have been cutover to the TransSuite ATMS, travel time calculations will be checked for reasonable values prior to activation on DMS.

Deliverables:

- Updates to travel time messaging configuration in TransSuite ATMS
- Verification of travel time messaging prior to live messaging after sensor cutover

1.2.5 Re-establish Test/Training Environment

The TransSuite ATMS test environment was decommissioned when the current ATMS was put into production. TransCore will work with MoDOT and the City to re-establish this test environment, utilizing current copies of the production database after the data updates mentioned in previous sections are completed.

Deliverables:

- Re-established TransSuite Test/Training Environment based on current production database

1.2.6 Wowza Reconfiguration

MoDOT SW and the City have an existing installation of Wowza Streaming Engine servers for video collection and normalization from field cameras. TransSuite ATMS requires integration with Wowza Streaming Engine for delivery of WebRTC video for WebUI clients.

TransCore will review the existing configuration of the Wowza servers, identify and execute any necessary reconfigurations, and setup WebRTC video availability. If any additional licensing or hardware purchases are required, TransCore will identify these for MoDOT and the City as early as possible in the process.

Deliverables:

- List of additional hardware or software required
- Review of existing Wowza configuration
- Execution of Wowza reconfiguration necessary to support WebRTC in TransSuite

1.2.7 3rd Party Data Verification

When previously in use by MoDOT and the City, TransSuite was used to import and export data from several sources, enumerated in the table below. TransCore will work with MoDOT, the City, and each of these parties to get a current version of the API (or provide TransCore's current API version), identify any changes requiring future development, and test the ability of the data export to work with live or simulated data to the extent possible.

Data Import	Data Export
• Waze (Incidents) • Transparency Alerts • NWS Alerts • CAD (Incidents) • HERE (Probe data) • TransSuite C2C	• Waze (Incidents and Roadwork) • MoDOT TMS (Events) • Ozarkstraffic.com (Incidents and Roadwork) • MoDOT DMS • RITIS (Events and Detectors) • TransSuite C2C

Deliverables:

- Review of current third-party APIs for changes
- Identification of changes in TransCore APIs for third parties
- Identification of future development items to address changes
- Testing of data interfaces with live or simulated data to the extent possible

1.2.8 User Permission Verification

It is anticipated that several users need to be removed from, added to, or modified in the TransSuite ATMS. MoDOT and the City will work to provide a list of these changes, including a possible export from the current ATMS. TransCore will implement these changes in the TransSuite ATMS.

Deliverables:

- Updated TransSuite ATMS user permissions

1.2.9 Backup Establishment

TransCore will work with MoDOT, the City, and its own hosted resources to establish an off-site backup process. This will include the purchase and installation of a backup appliance in TransCore's Texas datacenter, establishment of necessary network connections to facilitate the backup, purchase and installation of the Veeam backup software in the MoDOT/City environment, and configuration of a daily, weekly, and monthly backup scheme. It is assumed that the STL and SW/City of Springfield backup schemes will use the same TransCore ingress POP and physical backup hardware.

Deliverables:

- TransCore-hosted backup system for the MoDOT SW / City of Springfield TransSuite ATMS installation

1.2.10 Endpoint Protection Establishment

TransCore will purchase, install, and configure the CrowdStrike security software for the TransSuite ATMS servers hosted at MoDOT SW / City of Springfield.

Deliverables:

- CrowdStrike security software for the MoDOT SW / City of Springfield TransSuite ATMS installation

1.2.11 TransSuite Update

It is anticipated that a newer TransSuite version will be available for installation at the MoDOT SW / City of Springfield system prior to system cutover. TransCore will schedule and update the TransSuite ATMS to the latest version prior to user training and cutover. This will include re-activation of all necessary modules, as well as the installation of the TransSuite Active Traffic Management feature.

Deliverables:

- Update to the latest version of the TransSuite ATMS.

1.2.12 Field Acceptance Testing

1.2.12.1 DMS Font FAT

MoDOT and the City have requested that TransCore deploy the original fonts used in TransSuite to the field DMS to restore functionality in place while TransSuite was in use. To facilitate this, TransCore will download the previously used fonts to new, currently unused slots on the DMS (so as not interfere with the operations of the current ATMS). TransCore will attempt to determine a list of font slots in use by the current ATMS to avoid interfering with active operations. TransCore will then develop and execute a field acceptance test plan, visually verifying the font on each DMS in the region, either via CCTV or TransCore/MoDOT/City field personnel. This will be done prior to the system cutover.

Based on the results of the font verification, TransCore will provide a recommendation for standard font tables for all DMS types in use.

Deliverables:

- Previous fonts downloaded to new, unused fonts on regional DMS
- Draft field acceptance test plan to verify all DMS for MoDOT/City review
- Final field acceptance plan to verify all DMS fonts based on MoDOT/City comments
- Executed field acceptance test

1.2.12.2 Backup FAT

MoDOT SW and the City have requested that TransCore execute a field acceptance test for the proposed backup solution. TransCore will develop and execute a field acceptance test plan to verify backup and recovery procedures for the deployed backup solution. This may be completed after system cutover.

Deliverables:

- Draft field acceptance test plan to verify backup solution for MoDOT/City review
- Final field acceptance test plan to verify backup solution
- Executed field acceptance test

1.2.13 Training

Although many MoDOT SW and City operators have already used the TransSuite ATMS, most have not used the new TransSuite WebUI or many of the new features implemented since use of TransSuite stopped. TransCore will update its training materials based on its existing knowledge of MoDOT/City workflows and schedule training sessions with MoDOT and the City. These training sessions will also be made available via webinar for those unable to attend in person and recorded.

Training sessions will be created for different staff roles, and staff can attend as needed. It is assumed that STL, SW, and City of Springfield staff will be able to attend a single set of training sessions concurrently.

Deliverables:

- Freeway Operator Training materials and session
- System Administrator Training materials and session

1.2.14 System Cutover

TransCore will work with MoDOT and the City to facilitate and execute the system cutover. This will include the creation of a detailed cutover plan, rollback plan, and coordination with interested parties and current ATMS vendor. The target for system cutover is prior to July 1st, 2024.

Deliverables:

- System Cutover Plan
- System Rollback Plan
- System Cutover

Sometime after the cutover TransCore will support the move of the TransSuite installation from its current hardware to the hardware running the current ATMS.

1.3 Incident Data Migration

MoDOT and the City have requested that all incident data entered into the current ATMS be imported for historical viewing purposes from the current ATMS into the TransSuite Event Viewer. This will require data export from the current ATMS of all relevant incident data. Once received, TransCore will evaluate the data and determine the extent to which it can be imported into the Event Viewer, understanding that some data fields may not be available. The estimated cost for this task will be updated after the evaluation.

Deliverables

- Evaluation of current ATMS incident data
- Updated task cost after evaluation
- Import of current ATMS incident data to TransSuite Event Viewer to the extent possible

1.4 IssueTrac Integration

MoDOT and the City have requested that TransCore develop an interface to view existing IssueTrac tickets in the TransSuite ATMS, in a fashion similar to what can currently be done with TransCore's Insight product in TransSuite. TransCore will work with IssueTrac, MoDOT, and the City to access the IssueTrac API and evaluate it. Upon evaluation, TransCore will indicate any modifications to the API required and develop a detailed software design document for approval by MoDOT and the City. The cost for this task will be updated prior to development after the evaluation.

Deliverables:

- Evaluation of IssueTrac API
- Feedback on necessary changes to IssueTrac API
- Detailed software design document and updated task cost after evaluation
- Integration of IssueTrac API into TransSuite Maintech Service to allow viewing and issuing of work orders from TransSuite

1.5 Operational Support

TransCore, MoDOT, and the City shall work together to maintain the effective operation level of TransSuite and develop enhancements to the software. The areas to be supported under this task include:

1. TransSuite Systems
2. Third party software applications (installed by TransCore)
3. ATMS Servers

Both preventative and corrective services shall be supported under this contract. Preventative service shall be done at regularly defined intervals, typically monthly or quarterly, regardless of any issues being present. Corrective service will address issues that interrupt system performance that cannot wait to be addressed during a planned window. Operational support covers tasks that typically take up to 4 hours to address. Tasks taking longer than this are covered under Support Services.

1.5.1 TransSuite Systems

Ongoing support and troubleshooting of the TransSuite systems shall be provided as part of the operational support. These efforts will be focused on the identification and correction of raised issues / error messages as well as potential solutions to address needs raised by MoDOT and City staff.

TransSuite systems as defined by this contract include the software modules identified in the current Statewide License agreement or an updated agreement, if necessary, in [Error! Reference source not found.](#)

1.5.2 Third Party Applications

TransCore utilizes different third-party applications. This software is used to perform functions critical to the successful operations of the TransSuite systems. Examples of the type of third-party applications that may be part of this task include server operating systems, virtual machine packages that host the software, mapping applications, or video display bundles.

Third party applications will be updated on an as-needed basis, or as directed by MoDOT or the City. The following are anticipated third-party applications that shall be maintained as part of the operational support task, they include but are not limited to the following:

1. MapInfo:	One (1) license
2. Microsoft Windows Server 2016 Standard:	One hundred Twelve (112) Core Licenses
3. Microsoft Windows Server 2019 Standard:	Twenty-eight (28) Core Licenses
4. Microsoft SQL Server 2016 Standard:	Four (4) Core Licenses
5. Veeam Data Platform	One (1) License
6. Veeam Annual Basic	Four (4) Socket License
7. CrowdStrike	15 Licenses
8. Wowza Streaming Engine Perpetual Pro Maintenance and Support *	One (1) Licenses

*****Note:** Microsoft Windows/SQL licensing based on currently deployed hardware. It is anticipated that these licenses and versions will be updated throughout the project.

All other third-party applications not called out specifically by the contract will be identified and brought to the attention of MoDOT and the City if they require any action or reconfiguration of the overall system; otherwise, all systems will be maintained as currently installed.

* It is understood that MoDOT/the City already has a perpetual Wowza SE Pro license. This item is for maintenance and support only.

1.5.3 ATMS Servers

TransCore shall service two separate environments: production and test/training. TransCore will continue to maintain these environments and update them as needed throughout the course of the contract period. Disruptions to any of the three will be planned in advance.

Once the test/training environment is restored, both the production and test/training environments will be hosted as virtual servers on a single physical host (already existing)

1.5.3.1 Production Environment

The live system supports ongoing statewide freeway operations and is seen as the most critical of the server environments. TransCore shall continue to maintain the existing production environment, updating as corrections or enhancements are released. Release notes for upcoming patches or system enhancements during the course of the performance period will be submitted prior to updating the production environments.

For the production environment any significant downtime, planned for longer than 60 minutes, TransCore shall provide at least fourteen (14) calendar days' notice to allow time to alert critical staff and partners. For any unplanned downtime, TransCore will notify partner agencies in a timely manner and keep them informed on progress and estimated time until the system is again available.

1.5.3.2 Test/Training Environment

The test/training environment is seen as a vital system used in troubleshooting and delivery of new software and services to Missouri DOT and the City of Springfield, as well as a "sandbox" to allow for training of new operators without interacting with production devices and data. TransCore will maintain this server environment, and update it as needed to review and assess new product enhancements, software corrections, or to determine capability with third party or outside agency applications that may be required by other departments.

When new TransSuite releases are planned, updates to the test/training environment will be done at least seven (7) calendar days prior to new software systems being released on the production sites. This will allow time for MoDOT, the City, and other critical staff to experience new features or enhancements before being released in the live production environment.

Service on the test/training environment will be done with at least 24 hours' notice to TMC of the Ozarks, unless approved otherwise.

1.6 Support Services

It is anticipated that during this period, TransCore shall be asked to provide non-specific support services that exceed the 1-2 hours per event covered under Operational Support. For these activities, which can last from a few hours to several weeks of effort, Support Services will be used. TransCore working with MoDOT and the City will identify tasks and effort for these services which may include but is not limited to the following:

1. Supporting new device pilot deployments
2. Updating software support for an existing device new firmware
3. Supporting the Department in their system troubleshooting efforts
4. Review of JSP or bid documents
5. Providing technical review and consultation on project planning activities
6. Completing required change management requests
7. System reconfiguration to support requested data outputs
8. MapInfo Quality check and data generation for EMS dynamic response
9. System training on new, existing, or modified features as requested
10. Support requests for system data for special events or construction projects
11. Network troubleshooting, design, or support service
12. Public outreach or relations support as it pertains to the ATMS



TransCore will alert the client when activities are likely to fall under this category and provide an estimated cost and deliverable dates. Likely efforts that will fall under this category are explored in greater detail below. Efforts that are critical or vital will be handled under separate contracts such as on-call, MOU, or as a part of another contract as in the case of construction.

1.6.1 Device Integration

TransCore will integrate and configure field devices into the TransSuite ATMS as requested by MoDOT and/or the City through an issued change management request. These devices may include detectors, CCTV, DMS, CMS, or any other devices compatible with TransCore ATMS modules. Both freeway and arterial detector integration shall include all necessary configurations in all necessary ATMS modules to obtain valid travel time segments as defined by MoDOT and the City.

1.6.2 New Device Integration

Upon request, TransCore shall provide technical guidance/support to TMC staff and/or MoDOT/City vendors and partners in testing new devices, not currently compatible with TransCore ATMS modules. Technical assistance may be requested for testing new device models or testing of new ITS products and/or new technologies as they become available.

1.6.3 Training

The Department and/or the City may request system training on new or existing system features and enhancements. The number of participants, topics, and length will be discussed prior to scheduling. For the purposes of this maintenance contract it is assumed that one training session will be held covering the system's advance features and new enhancements will be covered. Additional training sessions shall be made available to MoDOT and the City at an agreed-upon time. All documentation generated for the training will be made available electronically.

1.6.4 System Configuration Support

TransCore will assist with general configuration support of the system including but not limited to DMS travel time adjustments, VAS settings, or actions that promotes limited or uninterrupted function of the central system as it continues to expand or change to meet growing operational needs. With limited staff to assist with future configuration of the TransSuite system TransCore will be called to fill this need, or to make system adjustments that are determined to be vitality important; using staff provided by TransCore who have a higher degree of system proficiency.

1.6.5 Third-Party Service Integration

For third-party services to be integrated with the central system a separate contract with detailed requirements will be requested. In that contract a process for how third-party access to API or XML code will be provided as well as technical contacts for TransCore to use will be presented. Schedule and milestones will be discussed and agreed to by both the Third-Party service and TransCore before work proceeds. Funds may be added to this existing contract in the form of a supplemental to provide for separate integration and coordination efforts with third party services.

1.6.6 Public Outreach and Relations Support

Should there be a need for additional help providing outreach and public relations support as it relates to the ATMS and TMC functions, TransCore and its partners will provide assistance to the Department

on a task order basis. A description of the effort along with anticipated hours will be provided and agreed to by MoDOT and the City before work begins.

1.6.7 Future Hardware Refresh

The previously deployed TransSuite ATMS ws running on hardware and operating systems that are still supported by Dell and Microsoft. As such, TransSuite will be re-deployed on the same hardware at the start of the project to provide a cost-effective and timely deployment.

It is anticipated that the hardware and operating systems will be end of life before the current project. TransCore will deploy TransSuite on replacement physical or virtual servers provided by MoDOT SW / the City during the project.

1.7 Future System Enhancements

It is anticipated that during this period, TransCore shall develop and implement software enhancements requested by MoDOT and the City. TransCore will, with MoDOT and City staff will identify and develop requirements for the desired enhancements, presenting details in a software design document. The work is anticipated to take place over multiple 6-month phases and within the contract performance period, starting with the date of contract execution.

1.7.1 Enhancement Process

MoDOT, the City, and TransCore will execute system enhancements under a design framework that consists of the following steps.

1. Identification of potential enhancement ideas
2. Initial description of each enhancement idea
3. Draft software requirements document for review by MoDOT and/or the City
4. Final software requirements document based on MoDOT and City feedback
5. Preliminary budget for enhancements
6. Detailed software design document as agreed between TransCore, MoDOT, and the City, depending on the complexity of the enhancement.
7. Final enhancement selection approval by MoDOT and/or the City
8. Estimated timelines for development implementation

The enhancement design process is not intended to be an exhaustive exercise, but rather a process reflecting proposed changes that are likely to be incremental in nature. Thus, the design process is streamlined to accommodate a more rapid discussion and delivery of the final requested changes.

1.7.2 Development Stage

During the development stage, TransCore shall provide regular updates on progress made, issues encountered, or questions raised by software engineers. The development is seen as an iterative process with input along the way from the client. MoDOT and City staff shall be included and kept engaged throughout the process.

If significant changes to scope of enhancements happen during the development process it may require re-evaluating the schedule and budget. Impacts and adjustments will be discussed with MoDOT and the City as it occurs.

TransCore has moved to a quarterly software release schedule. Due to the nature of development work, it may not be feasible to provide every feature requested, but rather to deploy the most desired features first, with the additional desired features during a subsequent software release. TransCore will work with MoDOT and the City to ensure primary or highly desired features are prioritized during development scheduling.

TransCore will work to follow an established process for development work done under this contract.

1.7.3 Testing

Testing during development will be performed by TransCore at their facilities. As features become ready for outside review, the test environment will be updated for MoDOT and City review. If the test environment cannot be utilized, screenshots, or an enhancement preview using a web-based conference tool may be substituted to help the client gain a better understanding of features and functions to be deployed.

Prior to formal build release, the test environment will be updated to allow for acceptance testing. TransCore will work with MoDOT and the City to develop a set of test steps that will be used to demonstrate final enhancements meet expected results.

1.7.4 Deployment

Once cleared to be deployed, TransCore shall work with MoDOT and City staff to schedule an appropriate window of time to deploy in the production environments. Typical deployment will happen during business hours and avoid weeks with national, state, or City holidays. Depending on the scope of the deployment, TransCore shall provide an estimated timeframe to complete the work so appropriate notification of partners can be provided.

Over the 48-hour window following a deployment TransCore will remotely monitor the system to ensure that the deployment has been done successfully. If any questions or comments do occur, they can be provided at the next regularly scheduled meeting; or if deemed significant issued to the TransCore project manager directly by phone or email.

1.7.5 Requested Enhancements

It is anticipated that during the contract's length, TransCore will develop and implement specific software enhancements. TransCore will work with members of MoDOT and/or the City to identify and develop requirements for the desired enhancements. The requirements will be documented and provided for review and approval. TransCore will provide cost and schedule to design, implement, and test / integrate the enhancements into the ATMS. TransCore will implement each enhancement initially in the test environment and conduct full testing, prior to cutover to the production environment.

The following tasks are seen by the Department as being desired under this contract. Task requirements will be expanded and detailed as part of the early development work. The current desired task list includes but is not limited to:

1. Interfaces with additional third-part data sources
2. Integration with Mizzou's video analytics platform

3. Integration with IssueTrac API
4. Validation Testing for Travel Time Data
5. Event Manager Improvements
6. WebUI Improvements
7. Operations Management Improvements
8. System Reporting Enhancements
9. Center to Center Support
10. Shared Data Enhancements

1.7.6 Software Update Release

All enhancement work is anticipated to be released on a regular schedule. The costs associated with testing, building, and deploying each release will be detailed as a separate cost item for MoDOT and City review.

1.8 24/7 Support Services

TransCore will optionally offer 24/7 support services for the TransSuite ATMS via TransCore's Maintenance Management Center (MMC). This center will provide a means to contact TransCore support personnel on a 24/7 basis via phone or email. The services provided are described below. MoDOT and the City will not be required to elect this service for a minimum number of months during the project.

1.8.1 Issue Reporting

The MMC will serve as a 24x7 contact mechanism for reporting issues. This includes issues during after-hours / holiday periods or the business day. MoDOT and the City will have the option to report issues in any of the following mechanisms:

- Phone – A toll free phone number, 877-574-633, is provided for issue submission. This phone will connect the issue reporter to a call center with 24x7 staff.
- Email – swmmc@transcore.com is provided for reporting issue submission. This email address goes to an inbox that is monitored 24x7 by the same staff.

Upon submission of issues with any mechanism above, the MMC will initiate a ticket to document all reported and discovered information related to the specific issue.

1.8.2 Issue Intake

Upon receipt of an issue, MMC staff will perform an initial investigation, attempted diagnosis. This will include:

- Understanding the initial submission and asking for any additional relevant information;
- Connection to the St. Louis network for collection of relevant logs from monitoring systems (e.g., SolarWinds);
- Connection to TransSuite servers and applications for collection of server and application logs;
- Analysis of the collected logs to help filter irrelevant information.

Upon completion of the above the MMC will use the collected information to begin diagnosing the problem.

1.8.3 Issue Diagnosis and Resolution

Following the initial collection and filtering of the data, the MMC will attempt to diagnose and resolve the issue. Actions the MMC will attempt to take prior to escalation will include initial troubleshooting actions covered by documented fixes to specific error (e.g., service restarts) and

Actions taken and their results will be recorded in the issue ticket.

1.8.4 Issue Escalation

If the MMC staff is unable to resolve the issue with the strategies described above the issue will be escalated by the MMC to the current TransCore project team.

1.8.5 TransCore

TransCore's project team is made up of the engineers, integrators, and assigned to the project to support the TransSuite ATMS deployment. If available, this group will respond to issues immediately during the after-hours period, with the MMC being provided contact information. Issues escalated will be addressed by the project team as soon as possible.

1.8.6 System Checks

The MMC will provide a weekly system check of key TransSuite functionality and the ability to control key devices throughout the network. This will include status checks in the MoDOT/City NMS (e.g. SolarWinds). Issues will be summarized in a report for MoDOT, the City, and the TransCore project team for action.

2 SUBCONSULTANTS

TransCore does not anticipate using any subconsultants on this project.

3 PAYMENT TERMS

The contract will be cost plus fixed fee, with audited overhead rates supplied and adjusted each year, and fixed fee of 12% for all tasks and services described in Sections 1.1 through 1.7. The cost for the optional 24/7 Support Services described in Section 1.8 will be a fixed monthly fee enumerated in [Error! Reference source not found.](#)

Monthly invoices will be provided showing hourly hours worked by each member of the TransCore team. These invoices will show hours spent for services and enhancements, which will be given separate charge codes for tracking purposes.

TransCore will work to establish appropriate invoicing formats to be used for the contract before the first submission.



EXHIBIT III: ESTIMATE OF COSTS



150 4th Avenue North, Suite 1200
Nashville, TN 37219

Consultant Contract Fee Computation

Summary of Costs

Project: MoDOT SW ATMS 2024-27

Revised: March 20, 2024

Prepared By:

Alex Preston
720.449.6730
alex.preston@transcore.com

Prepared For:

Customer: MoDOT/SW Region & City of Springfield
Contact: Marc Lewis

Labor Costs

Person	Role	Hours	Rate	Total
Michael Bayer	Senior Systems Engineer	176	\$ 63.12	\$ 11,109.12
Glen Holcombe	Software Engineer	0	\$ 67.81	-
Kevin Jones	Software Engineer	0	\$ 59.90	-
Luke Kirven	Systems Engineer	164	\$ 54.08	\$ 8,869.12
James Lewis	Software Engineer	40	\$ 60.47	\$ 2,418.80
David Nguyen	Systems Support	120	\$ 34.86	\$ 4,182.69
Tyler Picard	Documentation Specialist	184	\$ 43.35	\$ 7,976.40
Alex Preston	Project Manager	234	\$ 81.82	\$ 19,145.88
Adam Renneker	Software Engineer	0	\$ 62.24	-
Merril Scott	Systems Support	162	\$ 54.98	\$ 8,906.76
David Shackelford	Software Manager	318	\$ 83.28	\$ 26,483.04
Torrin Smith	Systems Engineer	150	\$ 48.23	\$ 7,234.50
Letecia Tomusiak	Quality Control Engineer	86	\$ 52.58	\$ 4,521.88
Matthew Verlander	Software Engineer	0	\$ 63.51	-
Total Direct Labor		1,634		\$ 100,848.19
Overhead	150.171%			\$ 151,444.74
Subtotal				\$ 252,292.93
Fee	12.00%			\$ 30,275.15
Subtotal Labor Costs				\$ 282,568.08

Other/Direct Expenses

	Total
Airfare	\$ 1,800.00
Hotel	\$ 2,250.00
Car Rental & Fuel	\$ 480.00
Mileage	\$ 100.50
PerDiem	\$ 1,152.00
Parking	\$ 375.00
Hardware & COTS	\$ 30,500.00
MMC Monthly Support	\$ -
Other 1	\$ -
Other 2	\$ -
Subtotal Other/Direct Expenses	\$ 36,657.50

Project Total	\$ 319,225.58
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Consultant Contract Fee Computation

Project: MoDOT SW ATMS 2024-27
Customer: MoDOT/SW Region & City of Springfield
Revised: March 20, 2024

Other/Direct Expenses

		Direct Cost:	Airfare	Hotel	Car Rental & Fuel	Mileage	PerDiem	Parking	Hardware & COTS	MMC Monthly Support	Total
Task	Description	Unit Rate:	\$600.00	\$150.00	\$80.00	\$0.67	\$64.00	\$25.00	\$1.00	\$3,000.00	
1.1 Project Management											
1.1.4	Meetings										\$ -
Task Subtotal			0	0	0	0	0	0	0	0	\$ -
TransSuite ATMS											
1.2 Re-Deployment											
Backup											
1.2.9	Establishment								15,000		\$ 15,000.00
Endpoint Protection											
1.2.10	Establishment								8,000		\$ 8,000.00
Field Acceptance											
1.2.12	Testing		3	15	6	150	18	15			\$ 6,157.50
Task Subtotal			3	15	6	150	18	15	23,000	0	\$ 29,157.50
Operational											
1.5 Support (24-27)											
Third Party											
1.5.2	Applications								\$ 7,500.00		\$ 7,500.00
Task Subtotal			0	0	0	0	0	0	7,500	0	\$ 7,500.00
Project Total Quantity			3	15	6	150	18	15	30,500	0	
Project Total Cost			\$ 1,800.00	\$ 2,250.00	\$ 480.00	\$ 100.50	\$ 1,152.00	\$ 375.00	\$ 30,500.00	\$ -	\$ 36,657.50



Estimate of Hours

Consultant Contract Fee Computation

Project: MoDOT SW ATMS 2024-27
Customer: MoDOT/SW Region & City of Springfield
Revised: March 20, 2024

FOR OFFICIAL USE ONLY

Employee Name:		Michael Bayer	Glen Holcombe	Kevin Jones	Luke Kirven	James Lewis	James Martin	David Nguyen	Tyler Picard	Alex Preston	Adam Renneker	Merril Scott	David Shackelford	Torrin Smith	Letecia Tomusiak	Matthew Verlander	Jason Williams		
Role:		Senior Systems Engineer	Software Engineer	Software Engineer	Systems Engineer	Software Engineer	Software Engineer	Systems Support	Documentation Specialist	Project Manager	Software Engineer	Systems Support	Software Manager	Systems Engineer	Quality Control Engineer	Software Engineer	Software Engineer		Total
1.1 Project Management																			
1.1.1 Project Manager										32									32
1.1.2 Software Lead													16						16
1.1.3 Invoicing										36									36
1.1.4 Meetings										54			30						84
Task Subtotal										122			46						168
1.2 TransSuite ATMS Re-Deployment																			
1.2.1 Device Configuration Verification												30	20	30					80
1.2.2 Roadway Segment Verification								120	120				40		70				350
1.2.3 DMS Plan / Schedule Migration												30	20						50
1.2.4 DMS Travel Time Verification												30	20						50
1.2.5 Re-establish Test/Training Environment		40											16						56
1.2.6 Wowza Reconfiguration					24					8									32
1.2.7 3rd Party Data Verification		24								16			24						64
1.2.8 User Permission Verification					20														20
1.2.9 Backup Establishment					24														24
1.2.10 Endpoint Protection Establishment		24																	24
1.2.11 TransSuite Update		8											8						16
1.2.12 Field Acceptance Testing									40	40			40	40					160
1.2.13 Training									24	24									48
1.2.14 System Cutover		16								16			16						48
Task Subtotal		112			68			120	184	104		90	204	70	70				1,022
1.3-1.4 Known Enhancements																			
1.3 Incident Data Migration						40							16		16				72
IssueTrak Integration																			
** Development covered with SL District Project,																			
1.4 integration costs only.		8											8						16
Task Subtotal		8				40							24		16				88
1.5 Operational Support (24-27)																			
1.5.1 TransSuite Systems		20			20							40	24	40					144
1.5.2 Third Party Applications		8			8							16	4	16					52
1.5.3 ATMS Servers		20			20									8					48
Task Subtotal		48			48							56	28	64					244
1.6 Support Services (24-27)																			
1.6.1 Device Integration					8							8		8					24
1.6.2 New Device Integration																			
1.6.3 Training																			
1.6.4 System Configuration Support					8							8	8	8					32
1.6.5 Third-Party Service Integration																			
1.6.6 Public Outreach / Relations Support																			
1.6.7 Future Hardware Refresh		8			32					8			8						56
Task Subtotal		8			48					8		16	16	16					112
1.7 System Enhancements (24-27)																			
1.7.1 Enhancement Process																			
1.7.2 Development Stage																			
1.7.3 Testing																			
1.7.4 Deployment																			
Task Subtotal																			
1.8 MMC Monthly Support																			
1.8 MMC Monthly Support																			
Task Subtotal																			
Project Total		176			164	40		120	184	234		162	318	150	86				1,634

EXHIBIT IV: SCHEDULE

The contract duration is for a three-year period. There are options for two one-year extensions. A schedule of the tasks described in the sections above is provided below, assuming NTP is received by April 15, 2024.

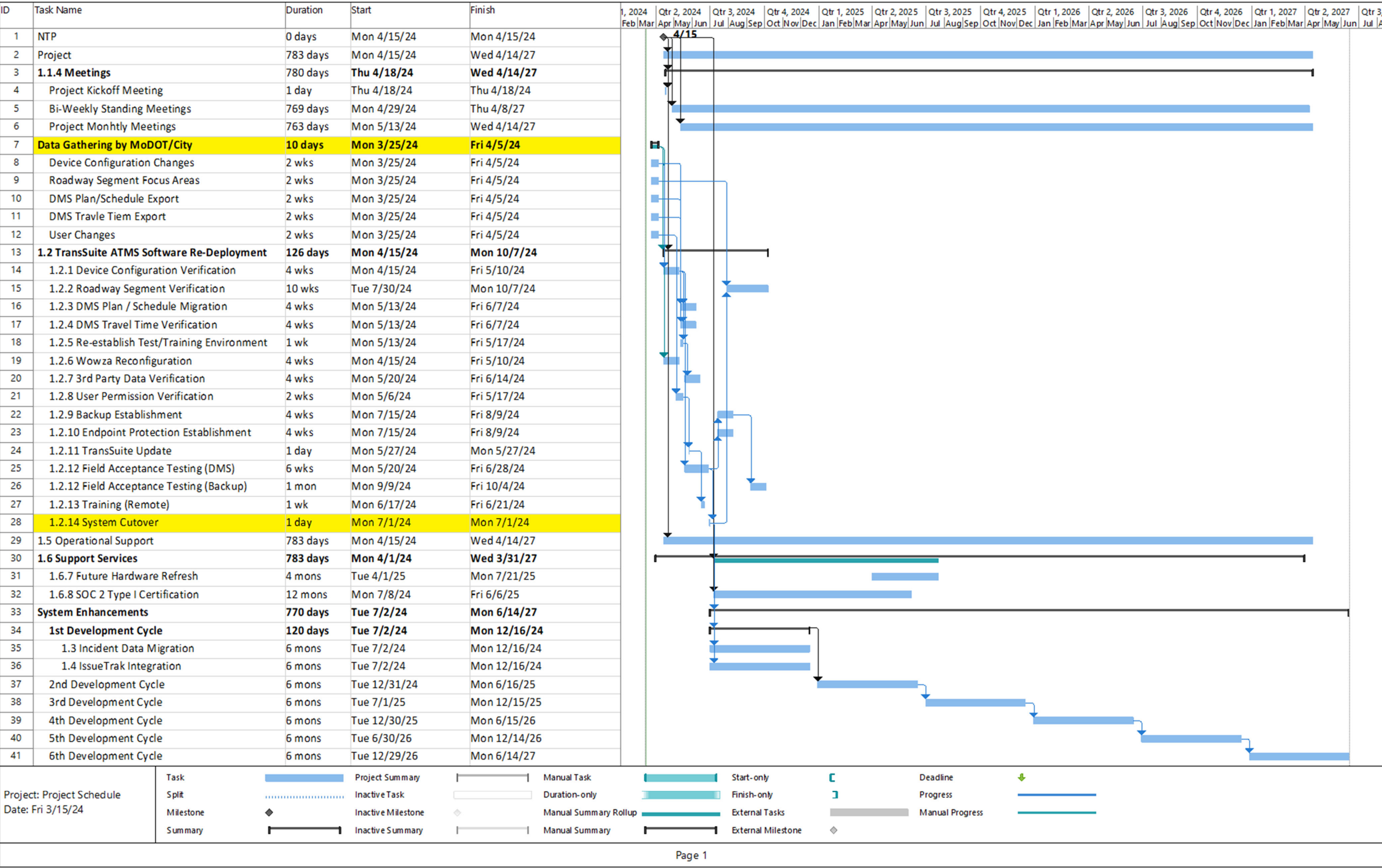




FIGURE 1: LICENSE AGREEMENT

(MoDOT and the City already had a perpetual TransSuite License. No new license addendum will need to be executed at this time; no new license agreement will need to be executed at this time.)



Appendix A

Floor & ITS Operations Requirements			Meets Requirement with No Exception	Meets Requirement with Additional Development (No Cost)	Meets Requirement with Additional Development (Added Cost)	No Plans to Meet Requirement	Comments
NO.	CATEGORY	REQUIREMENT					
1	USER 1	The Advanced Transportation Management System (ATMS) software is required to feature lane configurations that are numerically ordered from left to right.	Yes				TransSuite provides this feature, along with the ability for operators to change / update the lane configuration at a particular location (e.g. if construction had temporarily changed the number of lanes).
2	USER 2	The Advanced Transportation Management System (ATMS) shall be designed to exhibit the timestamps corresponding to the closure and reopening of lanes within a given event. The system should have the capability to record and display multiple instances of such open/close events, each with its respective timestamp, during the course of an event.	Yes				TransSuite provides this feature. All saved timestamps of these actions are available in exportable reports as well.
3	USER 3	The Advanced Transportation Management System (ATMS) shall be designed to include fields that can be adjusted as per user requirements. These fields should encompass the Traffic Incident Management (TIM) timeline, lane-specific information, responder time, and a section for user comments.	Yes				TransSuite provides several mechanisms for users to define their own fields during TIM, including the items listed.
4	USER 4	The Advanced Transportation Management System (ATMS) software shall incorporate both internal and external sections for commentary. The external section is intended for sharing with public sources, while the internal section is reserved for commentary exclusive to internal use.	Yes				
5	USER 5	The Advanced Transportation Management System (ATMS) shall be equipped with the capability to generate and preserve a personalized view tailored to individual workspaces. This feature should allow users to customize their workspace view according to their specific needs and preferences.	Yes				TransSuite provides this feature through Custom Layouts and Dashboards which can be saved individually and shared with other users. Users also have the ability to define one of these options as a custom landing page displayed on login.
6	USER 6	The Advanced Transportation Management System (ATMS) software must be designed to accommodate varying levels of user access, determined by their respective permissions. This includes access levels for operators, supervisors, read-only users, and administrators.	Yes				TransSuite provides a granular and fully customizable Privilege System, allowing administrators to define roles as needed. These roles can define what actions users may take, either system wide or on a device-by-device basis.
7	USER 7	The Advanced Transportation Management System (ATMS) software shall be equipped with the functionality to allow for the resizing of windows across all components, as well as the capability to undock windows from within the primary browser interface using Microsoft Edge and Google Chrome.	Yes				TransSuite allows the user to popout map, event list, event receiver list, DMS list, individual camera streams, virtual video walls, explorer diagrams, and dashboards.
8	USER 8	The Advanced Transportation Management System (ATMS) shall be designed to include a Dynamic Message Sign (DMS) response plan that can be adjusted for all events and roadwork. The adjustments should be referential, based on factors such as the interstate involved, mile markers, and exits.	Yes				TransSuite provides this ability, as well as providing operators the ability to manually intervene and modify messaging as needed.
9	USER 9	The Advanced Transportation Management System (ATMS) shall be designed to consolidate the confirmation, saving, and updating of events into a single interface. Upon the termination of an event, the system should automatically clear the list of responders, release the Dynamic Message Signs (DMS), and reopen the lanes. Each of these actions should be timestamped for accurate record-keeping and future reference.	Yes				TransSuite provides a function to clear all outstanding Event activity if not manually resolved by an operator prior to attempting to clear.
10	USER 10	The Advanced Transportation Management System (ATMS) software must be equipped with the functionality to automatically assign geofenced responders for Emergency Medical Services (EMS), Police Department (PD), and Fire Department (FD), while also providing the capability to manually deselect any responders that are deemed unnecessary.	Yes				TransSuite supports associating responder groups to location segments.
11	USER 11	The Advanced Transportation Management System (ATMS) software shall possess the capability to issue an alert when the anticipated timeframe of an event has been met.	Yes				TransSuite highlights the estimated end time in Red when it occurs.
12	USER 12	The Advanced Transportation Management System (ATMS) software must incorporate an attributes field, readily accessible with a selection of options in a drop-down menu.	Yes				
13	USER 13	The Advanced Transportation Management System (ATMS) shall be designed with the capability to permit the attachment of an image to a specific event. This feature should allow users to provide visual context or additional information related to the event.	Yes				
14	USER 14	The Advanced Transportation Management System (ATMS) software must feature aesthetically pleasing icons in various colors (distinguishing events, roadwork, and weather) with the capability to modify the scale of the icons.			Yes		TransSuite currently supports having customizable and distinct icons per event type and could be modified to also support scaling the icons.
15	USER 15	The Advanced Transportation Management System (ATMS) software must assign numbers to events in the sequence of year, month, date, and event entry number starting from midnight.	Yes				
16	USER 16	The Advanced Transportation Management System (ATMS) software is required to offer distinct numbering for events as compared to roadwork, while still adhering to the format of year, month, day, and event entry number since midnight.	Yes				
17	USER 17	The Advanced Transportation Management System (ATMS) software must maintain uniformity in the icons representing events and roadwork, which should remain constant irrespective of their sources or attributes.	Yes				
18	USER 18	The Advanced Transportation Management System (ATMS) shall be designed to display event icons that accurately represent instances of lane blockage. This feature should provide a visual indication of traffic disruptions, enhancing the system's usability and efficiency.	Yes				
19	USER 19	The Advanced Transportation Management System (ATMS) shall be designed to facilitate the creation of an opposing direction entry within two interactions, requiring minimal operator intervention. This feature should streamline the user experience and enhance the system's efficiency.	Yes				TransSuite supports creating opposing incident from an existing incident, automatically associating the two.
20	USER 20	The Advanced Transportation Management System (ATMS) shall be designed to facilitate a linear, top-to-bottom event entry process. Additionally, the system should provide an option to view available Dynamic Message Sign (DMS) boards, positioned adjacently, with their proposed messages.	Yes				
21	USER 21	The Advanced Transportation Management System (ATMS) software shall possess the capability to dispatch an email alert concerning incidents, adhering to the subject line and formatting guidelines of MoDOT Po	Yes				TransSuite provides multiple customizable internal / external email formats.
22	USER 22	The Advanced Transportation Management System (ATMS) shall be designed to include a warning mechanism related to the usage of Dynamic Message Signs (DMS) and Changeable Message Signs (CMS). This feature should alert the user if the entered message exceeds the permissible length.	Yes				Additionally, TransSuite provides an abbreviation library, allowing the system to identify and automatically assign shortened wording when a DMS is too small for a message.

23	USER 23	The Advanced Transportation Management System (ATMS) shall possess the capability to facilitate the drag-and-drop of devices from the map into an entry. Additionally, any DMS boards that are added should have the ability to refresh messages based on the types of events and the lanes impacted.			Yes		TransSuite currently allows the user to add DMS to an event by simply increasing the events impact level or picking new DMS out of a popup list. Support for drag-and-drop of devices from the map could be added.
24	USER 24	The Advanced Transportation Management System (ATMS) shall be designed such that the process for basic event entry does not necessitate more than five interactions. This feature should ensure a streamlined and efficient user experience.	Yes				
25	USER 25	The Advanced Transportation Management System (ATMS) software should include a feature that facilitates the concurrent viewing of multiple devices and events within a singular window, referred to as the multiviewer.	Yes				
26	USER 26	The Advanced Transportation Management System (ATMS) software must be capable of simultaneously displaying a minimum of 10 camera views without experiencing any freezing or triggering any notifications.	Yes				TransSuite has been tested to exceed this number of camera views.
27	USER 27	The Advanced Transportation Management System (ATMS) software should possess the capability to incorporate the camera prior to and following the selection of a location for event entry.	Yes				
28	USER 28	The Advanced Transportation Management System (ATMS) software must maintain both a functional testing and live environment, each mirroring the same set of information and data.	Yes				
29	USER 29	The Advanced Transportation Management System (ATMS) shall be designed to facilitate the deletion of responder timestamps with a single interaction. This feature should streamline the process of managing responder timestamps, enhancing the system's usability and efficiency.	Yes				
30	REP 1	The Advanced Transportation Management System (ATMS) software must offer event reporting capabilities, detailing from the initiation to the termination of an event, inclusive of its duration, with the added functionality of a timeframe filter.	Yes				
31	REP 2	"The Advanced Transportation Management System (ATMS) shall be capable of generating reports utilizing ITIS codes."	Yes				
32	REP 3	"The Advanced Transportation Management System (ATMS) shall facilitate the generation of reports pertaining to user entry events."	Yes				
33	REP 4	The Advanced Transportation Management System (ATMS) shall be capable of generating reports that encompass the Dynamic Message Signs (DMS) message history, status, and communication history	Yes				
34	REP 5	The Advanced Transportation Management System (ATMS) shall be equipped with a feature to generate reports based on date, adhering to a specified format of year, month, and day, along with the event entry number commencing from midnight.	Yes				
35	REP 6	The Advanced Transportation Management System (ATMS) shall provide a remotely accessible platform that archives historical events and Traffic Incident Management (TIM) data for MoDOT's utilization, with all reports inherently designed for compatibility and exportability to Microsoft products.	Yes				TransSuite's browser-based Data Portal allows the user to query and download historical event and detector data.
36	REP 7	The Advanced Transportation Management System (ATMS) must have the capability to generate, in a format compatible with Microsoft products, reports that document any updates or modifications to devices.			Yes		TransSuite currently includes reports for current device configuration and can be updated to include updates or modifications to devices.
37	REP 8	The Advanced Transportation Management System (ATMS) shall possess the capability to generate, for specified event types, reports that are inherently compatible and exportable to Microsoft products.	Yes				
38	REP 9	The Advanced Transportation Management System (ATMS) shall be engineered to provide comprehensive reports on device statuses and identified malfunctions, with all reports inherently designed for compatibility and exportability to Microsoft products.	Yes				
39	REP 10	The Advanced Transportation Management System (ATMS) shall incorporate a functionality to produce daily quality control reports, specifically tailored for event auditing, in a format inherently designed for compatibility and exportability to Microsoft products	Yes				TransSuite supports a daily email that shows events from the previous day. A similar monthly report is also supported.
40	REP 11	The Advanced Transportation Management System (ATMS) shall be endowed with the capability to generate reports that encapsulate data spanning three months or more in a single operation, with all reports inherently designed for compatibility and exportability to Microsoft products.	Yes				
41	3RD PARTY 1	The Advanced Transportation Management System (ATMS) shall incorporate a feature for seamless integration with Waze data, both for import and export functionalities. The data representation should distinguish Waze data using a unique color scheme. Additionally, the system should provide configurable parameters to adjust the data filters as per user requirements.	Yes				TransSuite supports importing Waze events into the event receiver and displaying them graphically on the map.
42	3RD PARTY 2	The Advanced Transportation Management System (ATMS) shall be designed to facilitate seamless integration with the specified social media platform (X). This feature should ensure interoperability between the ATMS and the social media platform, enhancing the overall functionality and user experience of the system.			Yes		TransSuite has historically supported exporting events to Twitter feeds and can be updated to support the latest X (formerly Twitter) API and also support other social media platforms.
43	3RD PARTY 3	The Advanced Transportation Management System (ATMS) shall be designed to ensure seamless integration with the Lindbergh Tunnel Alarm Opto 22 system.	Yes				TransSuite supports integration with the Opto 22 system to automatically create TransSuite alarms, move associated cameras to presets, and place alert text on the main TMC wall.
44	3RD PARTY 4	The Advanced Transportation Management System (ATMS) shall be designed to ensure seamless integration with the traffic information platform, ozarkstraff.com.	Yes				TransSuite supports sending event and traffic data to ozarkstraff.com
45	3RD PARTY 5	The Advanced Transportation Management System (ATMS) shall be designed to ensure seamless integration with the Missouri Department of Transportation's Traffic Management System/ Traveler Information Map (MoDOT TMS/TIM).	Yes				
46	3RD PARTY 6	The Advanced Transportation Management System (ATMS) shall be designed to ensure seamless integration with the HAAS Global Positioning System (GPS).	Yes				
47	3RD PARTY 7	The Advanced Transportation Management System (ATMS) shall be designed to seamlessly integrate with the MSHD CAD/IDOT for SL and SW seamlessly integrated with Greene County CAD. The system shall also feature an automatic incident snapping mechanism that aligns incidents incoming from CAD to routes, mirroring the behavior of manual incident creation or relocation.	Yes				TransSuite also provides audible and visual alerts to operators when items from these systems are received.
48	3RD PARTY 8	The Advanced Transportation Management System (ATMS) shall be designed to facilitate Traffic Management Center (TMC) to TMC communication. This feature should allow for entries to be made on a unified platform, with the provision of filters to create distinct workspaces as per user requirements.	Yes				
49	3RD PARTY 9	The Advanced Transportation Management System (ATMS) shall be designed to incorporate integration with the National Weather Service (NWS) for radar data pertaining to weather events. The system should feature a scalable radar display that adjusts in accordance with the map's zoom level. Additionally, the system should provide the capability to adjust the transparency of the radar overlay.			Yes		TransSuite currently supports the ability to display the NWS radar data on the ATMS map, but transparency is not adjustable. TransCore can add this ability. Additionally, TransSuite also provides the ability to automatically and configurably publish DMS messages based on NWS alerts.

50	3RD PARTY 10	The Advanced Transportation Management System (ATMS) shall be designed to ensure seamless integration with the Amber Alert system, receiving alerts directly from law enforcement agencies, and the Wrong Way software (BlinkLink). The system shall also facilitate the population of Dynamic Message Sign (DMS) messages for operator review and approval.			Yes		TransCore will work with MoDOT to integrate with the Amber Alert system, law enforcement agencies, and the Wrong Way software.
51	3RD PARTY 11	The Advanced Transportation Management System (ATMS) shall be designed with the capability to disseminate information to third-party platforms such as Waze and Google. This feature should ensure seamless data sharing and interoperability with these external systems.	Yes				TransSuite supports an interface to send current events to Waze.
52	3RD PARTY 12	The Advanced Transportation Management System (ATMS) shall be designed to support integration to facilitate a simplified version of the ATMS, which does not provide Emergency Response (ER) personnel with options to make adjustments.	Yes				TransSuite's Motorist Assist web based application allows authorized users to view event and traffic data.
53	3RD PARTY 13	The Advanced Transportation Management System (ATMS) shall be engineered to ensure compatibility with Surfsight, Blackvue, Miovision, and Sunba camera systems.			Yes		
54	3RD PARTY 14	The Advanced Transportation Management System (ATMS) shall be designed to facilitate seamless integration with UM - TITAN. This feature should ensure interoperability between the two systems, enhancing the overall functionality and user experience of the ATMS.	Yes				TransSuite supports an XML feed to provide event, traffic, and DMS data to 3rd parties.
55	MAP 1	The Advanced Transportation Management System (ATMS) shall be equipped with a feature to display mile markers for all interstate highways. These markers should be accurately positioned within a tolerance of 2/10th of a mile from the actual locations. The system should also include an option to enable or disable this feature as per user preference.			Yes		TransSuite's WebUI map will be modified to display mile markers as the TransSuite Desktop Map has in the past for Springfield.
56	MAP 2	The Advanced Transportation Management System (ATMS) software must be capable of mapping all state routes, encompassing both lettered and numbered routes, U.S. routes, interstates, and outer roads.	Yes				
57	MAP 3	The Advanced Transportation Management System (ATMS) software must ensure that each district/county aligns accurately with its respective geographical coordinates, as determined by GPS latitude and longitude.	Yes				
58	MAP 4	The Advanced Transportation Management System (ATMS) is required to incorporate location integration with the locations in TMS from Jefferson City, utilizing travelway ID numbers.	Yes				
59	MAP 5	The Advanced Transportation Management System (ATMS) shall be designed to exclusively display routes with interstate designations, even in cases where multiple designations exist. For instance, it should display Interstate 64 (I-64) instead of US Route 40 (US 40).	Yes				
60	MAP 6	The Advanced Transportation Management System (ATMS) shall be designed to support a variety of map views. These should include, but not be limited to, hybrid, arterial, and open street views. This feature should provide users with the flexibility to select the most suitable map view based on their specific needs.	Yes				
61	MAP 7	The Advanced Transportation Management System (ATMS) shall be designed to display traffic information in a color-coded format. This information should be derived from the vehicle detection system and HERE data. The color-coding should facilitate easy and quick interpretation of traffic conditions.	Yes				
62	MAP 8	"The Advanced Transportation Management System (ATMS) shall maintain the stability of icon positions, irrespective of any alterations in the map's dimensions."	Yes				
63	MAP 9	"The Advanced Transportation Management System (ATMS) shall be equipped with a tool for measuring distances."			Yes		TransSuite's WebUI map will be modified to include a tool for measuring distances.
64	MAP 10	"The Advanced Transportation Management System (ATMS) shall, by default, not incorporate bidirectional lanes, but rather lanes corresponding to the selected direction. However, it should provide comprehensive intersection-level mapping at arterial intersections."	Yes				Lane configurations in TransSuite's Event Management System, along with arterial intersection depictions in the ATMS Explorer and ATMS Map meet this requirement.
65	TMS-TIM 1	"The Advanced Transportation Management System (ATMS) shall present all requisite devices, including cameras and the DMS board with the appropriate MoDOT designation, to both the Traffic Management System (TMS) and the Traffic Information Map"	Yes				
66	TMS-TIM 2	The Advanced Transportation Management System (ATMS) shall ensure that any alterations to events are communicated to the Traffic Information Map (TIM) in real time as they occur.	Yes				
67	TMS-TIM 3	"The Advanced Transportation Management System (ATMS) shall ensure that the Dynamic Message Signs (DMS) boards exhibit appropriate spacing when displaying travel times on the Traveler Information Map."	Yes				
68	TMS-TIM 4	The Advanced Transportation Management System (ATMS) shall be designed to maintain a direct correlation with the meanings and terminology utilized within the Transportation Management System (TMS).	Yes				TransSuite supports mapping data to required MoDOT TMS API properties.
69	TMS-TIM 5	The Advanced Transportation Management System (ATMS) shall be designed to exhibit events, translating them to the Transportation Management System (TMS) as deemed necessary, across all interstate highways, exit ramps, and arterial routes.	Yes				The default setting for this function can be to export or not export as determined by the system administrator. This can be changed per-event as appropriate.
70	CAM 1	The Advanced Transportation Management System (ATMS) shall be equipped with a feature to generate CCTV alarms in response to halted or slow-moving traffic conditions.	Yes				TransSuite supports generating TransSuite alarms based on CCTV ONVIF status data.
71	CAM 2	The Advanced Transportation Management System (ATMS) shall be designed with the capability to formulate a response plan encompassing all camera systems.	Yes				TransSuite VCS provides a feature allowing the system to execute PTZ on some or all supported cameras in the system via the execution of a VCS Plan. Plans can be executed one-time or on a daily basis.
72	CAM 3	The Advanced Transportation Management System (ATMS) shall be designed such that the Pan-Tilt-Zoom (PTZ) features do not obstruct the camera views. The system shall ensure that the camera views serve as unobstructed sources of visual information.	Yes				TransSuite PTZ controls are shown outside of the video view during most operations. In some limited operations it will appear temporarily only when a user places their cursor over it, disappearing after moved.
73	DMS 1	The Advanced Transportation Management System (ATMS) shall be designed to automatically generate incident messages in accordance with the standard formats prescribed by the Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT).	Yes				TransSuite proposes DMS messages typically with event type, location, and lane closure data.
74	DMS 2	The Advanced Transportation Management System (ATMS) shall be designed to facilitate adjustable configuration of Dynamic Message Sign (DMS) message programming. This feature should allow for modifications both with and without the need for operator intervention.	Yes				TransSuite TIS supports full DMS message programming including the ability to execute schedules automatically and manually activate library/custom messages and plans. TransSuite ATM and EMS provide tools to automatically or manually post contextual DMS messaging.
75	DMS 3	The Advanced Transportation Management System (ATMS) shall be designed to support the automated delivery of two-phase messages. These messages could have the same or varying impacts. The system should ensure that this process is fully automated and does not require operator intervention.	Yes				
76	DMS 4	The Advanced Transportation Management System (ATMS) shall incorporate a list view feature that displays various types of Dynamic Message Signs (DMS) along with their respective device information, designed for intuitive use by both operators and engineers. This information should include details such as color, arterial, and size.	Yes				This list is also searchable.

77	DMS 5	The Advanced Transportation Management System (ATMS) shall be designed to facilitate automated dissemination of weather-related messages. These messages should be generated in response to warnings issued by the National Weather Service (NWS), and the process should be fully automated, requiring no operator intervention.	Yes				TransSuite supports automatic DMS messaging based on alerts from the NWS.
78	DMS 6	The Advanced Transportation Management System (ATMS) shall be designed to generate queue warnings in response to slow or halted traffic conditions. These warnings should be based on the speed limit of the traffic ahead, thereby providing real-time updates to users.	Yes				TransSuite supports adjusting travel time messages to also include SLOW TRAFFIC AHEAD when condition is detected. TransSuite also supports rural queue messaging for both slow and stopped traffic.
79	DMS 7	The Advanced Transportation Management System (ATMS) shall be designed to prohibit the use of offensive or obscene language. This feature should be implemented through the use of a list of approved and banned words, thereby ensuring the appropriateness of the language used within the system.			Yes		TransSuite supports enforcing that all words are in the approved word list and can be updated to have a banned word list feature.
80	DMS 8	The Advanced Transportation Management System (ATMS) shall be designed to ensure compatibility with dynamic trailblazer signage systems.	Yes				TransSuite supports NTCIP DMS communication including full color and graphics.
81	DMS 9	The Advanced Transportation Management System (ATMS) shall be designed to facilitate the display of GPS coordinates in conjunction with the Content Management System (CMS) within the system platform.	Yes				The TransSuite ATMS displays the GPS coordinates of devices based on map location, and the coordinates themselves are displayed within the device's configuration screens.
82	DMS 11	The Advanced Transportation Management System (ATMS) shall be designed to support a standalone scheduling platform. Additionally, the system should include a library of predefined messages, which can be added to and modified as per user requirements. This feature should provide users with the flexibility to tailor the system's messaging capabilities to their specific needs.	Yes				
83	DMS 12	The Advanced Transportation Management System (ATMS) shall be designed to incorporate automated Dynamic Message Sign (DMS) response plans for various scenarios such as events and roadwork. These plans should be activated based on the location of the event and the proximity of the DMS boards. Upon activation of the response plan, the DMS boards in the vicinity of the event should be displayed. This process should require minimal to no intervention from the operator.	Yes				
84	INV 1	In addition to the location and serial number, each asset type within the Advanced Transportation Management System (ATMS) shall be equipped with general fields such as RMA Number, Work Order Number, Project Number, and so forth. The system should be designed in such a way that these additional fields are automatically incorporated for each asset type, eliminating the need for manual entry.			Yes		The TransCore Insight Maintenance Management System currently supports the ability to automatically link Work Order Number fields to equipment serial numbers. The fields listed are also supported. TransCore will work with MoDOT to automate the linkage of others (such as RMA numbers in work orders to RMA numbers in parts).
85	INV 2	The Advanced Transportation Management System (ATMS) shall incorporate a set of guidelines for naming conventions or utilize drop-down menus to enhance the efficiency and accuracy of search operations. This requirement ensures a streamlined user experience and facilitates quicker access to desired information.			Yes		The TransCore Insight Maintenance Management System supports the ability for administrators to define these items. It can be updated to enforce naming conventions. TransCore will work with MoDOT to further refine and implement this requirement.
86	INV 3	The Advanced Transportation Management System (ATMS) shall mandate the completion of certain essential fields prior to the saving of a record. This requirement ensures the integrity and completeness of the data stored within the system.	Yes				
87	INV 4	The Advanced Transportation Management System (ATMS) shall be capable of recognizing and processing both MAC Addresses and Serial Numbers. This requirement ensures the system's ability to uniquely identify and manage network devices and asset.			Yes		TransCore will work with MoDOT to further refine and implement this requirement. This will require the deployment of an NMS capable of collecting and storing MAC addresses, along with the NMS providing an API for this information to be collected.
88	INV 5	The Advanced Transportation Management System (ATMS) shall enforce a policy of unique identifiers, whereby the reuse of the same Serial Number or MAC Address is strictly prohibited. This requirement ensures the unambiguous identification of each device within the system.			Yes		The TransCore Insight Maintenance Management System already supports the use of a unique Serial Number. The addition of a unique MAC address field can be added.
89	ITS 1	The Advanced Transportation Management System (ATMS) shall be designed to ensure seamless integration with EIS X3, G4, and SX-300 systems. This requirement is critical for interoperability and the efficient exchange of information across platforms.	Yes				
90	ITS 2	The Advanced Transportation Management System (ATMS) shall be engineered to ensure effective integration with the ISS Echo system. This requirement is crucial for maintaining system-wide coherence and functionality.			Yes		TransCore will work with MoDOT for any new functionality required by the ISS Echo system.
91	ITS 3	The Advanced Transportation Management System (ATMS) shall ensure seamless integration with the MoDOT Maintenance System, encompassing both the Asset and Ticketing subsystems. This requirement is crucial for maintaining a unified and efficient operational environment.			Yes		The TransCore TransSuite ATMS integrates with the TransCore Insight Maintenance Management System, currently displaying both ticket information. This can be updated to display inventory information as well.
92	CAM 8	The Advanced Transportation Management System (ATMS) shall incorporate a dedicated database for the systematic tracking of maintenance and repair issues. This requirement ensures the efficient management and resolution of system-related issues, thereby enhancing overall operational reliability and performance.	Yes				
93	ITS 4	The Advanced Transportation Management System (ATMS) shall facilitate the creation of tickets directly from the Dynamic Message Signs (DMS) and CCTV icons displayed on the ATMS map, as well as from the device itself. The integration must include the ability to have multiple types and subtypes available to choose from under each device type when making a work order. This requirement ensures a streamlined, efficient, and versatile ticketing process within the system.	Yes				
94	ITS 6	The Advanced Transportation Management System (ATMS) shall be configured such that the camera settings are capable of utilizing a multicast stream for establishing connections. This requirement ensures efficient network resource utilization and enhances system performance.	Yes				The TransSuite ATMS and supporting Wowza Streaming Engine software are capable of utilizing multicast video as an input source.
95	CAM 1	The Advanced Transportation Management System (ATMS) shall be configured such that the camera settings are capable of utilizing a multicast stream for establishing connections. This requirement ensures efficient network resource utilization and enhances system performance.	Yes				The TransSuite ATMS and supporting Wowza Streaming Engine software are capable of utilizing multicast video as a source.
96	CAM 2	The Advanced Transportation Management System (ATMS) shall be designed to ensure seamless integration with the Traffic Management Center's (TMC) Video Wall, specifically the Activu system. This requirement is crucial for maintaining a unified and efficient operational environment.	Yes				
97	CAM 3	The Advanced Transportation Management System (ATMS) shall offer a user interface that facilitates effortless visualization of camera presets and Pan-Tilt-Zoom (PTZ) controls. The system should allow for comprehensive adjustment of the camera window size, beyond predefined selections. It should also possess the capability to automatically adjust the camera to preset positions based on the time of day. Furthermore, if the camera is not manually adjusted by a TMC operator within a specified duration (for example, 1 hour), the system should automatically revert the camera to its preset position(s). This requirement ensures a dynamic and user-friendly camera control interface.	Yes				
98	CAM 4	The Advanced Transportation Management System (ATMS) shall be designed to ensure compatibility with both existing and future camera technologies. This requirement is crucial for maintaining the system's adaptability and longevity in the face of technological advancements.	Yes				The TransSuite ATMS continues to support all legacy PTZ devices throughout its history and regularly incorporates new devices and technologies as they emerge. New PTZ technologies can be added as a driver, and new video technologies are regularly evaluated and incorporated.

99	CAM 5	The Advanced Transportation Management System (ATMS) shall ensure interoperability with external entities that facilitate the streaming of video content in a compressed format.	Yes				The TransSuite ATMS and supporting Wowza Streaming Engine software are capable of sharing video data flexibly and in contemporary formats. Video compression to improve network efficiency is also available.
100	CAM 6	The Advanced Transportation Management System (ATMS) shall incorporate a feature to establish a default thumbnail in the settings, which will be utilized as the fallback option in the event of loss of the originally set thumbnail.	Yes				
101	CAM 7	The Advanced Transportation Management System (ATMS) shall be configured to exhibit the device name, location, and unique device number in the system header. Additionally, the system shall ensure the display of the IP address in the lower segment of the camera border.	Yes				
102	CAM 8	The Advanced Transportation Management System (ATMS) shall incorporate a list view feature that displays various types of cameras along with their respective device information, designed for intuitive use by both operators and engineers.	Yes				
103	CAM 9	The Advanced Transportation Management System (ATMS) shall be designed to exhibit the identity of the most recent user and the corresponding timestamp within the camera's field of view. This requirement ensures the system provides a comprehensive audit trail for enhanced security and accountability.	Yes				
104	CAM 10	The Advanced Transportation Management System (ATMS) shall possess the capability to lock the camera from Pan-Tilt-Zoom (PTZ) operations for a minimum duration of 20 minutes. Following this period, the system should default to a designated preset. This requirement ensures controlled and efficient camera operations within the system.	Yes				
105	CAM 11	The Advanced Transportation Management System (ATMS) shall facilitate the effortless creation and modification of presets by authorized personnel, including supervisors and engineers. This requirement ensures a flexible and user-friendly system interface that can be tailored to meet specific operational needs.	Yes				
106	CAM 12	The Advanced Transportation Management System (ATMS) shall be configured to support a minimum of twelve presets. These presets should be arranged in ascending numerical order. This requirement ensures an organized and easily navigable system interface.	Yes				
107	DMS 1	The Advanced Transportation Management System (ATMS) shall ensure compatibility with all types and sizes of Dynamic Message Signs (DMS) currently in use across the SL, SE, SW, and CD regions. Additionally, the system shall support all types of Changeable Message Sign (CMS) boards. This requirement guarantees the system's adaptability and wide-ranging applicability across diverse hardware configurations.	Yes				The TransSuite ATMS is compatible with all DMS with valid NTICP compliance and can be configured to support any full matrix, line matrix, or character matrix sign.
108	DMS 2	The Advanced Transportation Management System (ATMS) shall be endowed with the functionality to render graphical representations, including but not limited to, interstate shields and roadwork symbols. This feature enhances the system's ability to convey complex information in a visually intuitive manner.	Yes				
109	DMS 3	The Advanced Transportation Management System (ATMS) shall be designed to exhibit travel times in conjunction with the corresponding locations supplied. This requirement ensures that users have access to comprehensive and location-specific travel information.	Yes				
110	DMS 4	The Advanced Transportation Management System (ATMS) shall leverage data from HERE technologies and traffic sensor inputs to accurately calculate and present travel times. This functionality is integral to the system's operations and user experience.	Yes				
111	DMS 5	The Advanced Transportation Management System (ATMS) shall incorporate the device name, geographical location, and unique device number within the header of its interface. This information must be prominently displayed for ease of identification and access.	Yes				
112	DMS 6	The Advanced Transportation Management System (ATMS) shall incorporate configurable settings for the prioritization of messages. This includes, but is not limited to, events, National Weather Service updates, travel times, and public service announcements. This feature ensures the timely and orderly delivery of critical information to the system's users.	Yes				
113	DMS 7	The Advanced Transportation Management System (ATMS) shall possess the capability to upload and store the DMS font. Furthermore, it should facilitate the downloading of the said font to the DMS Controller. This requirement ensures the seamless integration and consistency of font usage across the system.	Yes				
114	DMS 8	The Advanced Transportation Management System (ATMS) shall be furnished with a variety of MoDOT-approved fonts, each featuring appropriate letter spacing. These fonts, complete with their inherent letter spacing, should be employed to create a message center that is justified both vertically (from top to bottom) and horizontally (from left to right). This stipulation guarantees uniformity and readability throughout the system's interface.	Yes				
115	IS 1	The supplier shall comply with all software installation policies and procedures as stipulated by the Missouri Department of Transportation's Information Systems (MoDOT IS).	Yes				TransCore will comply with these policies.
116	IS 2	Throughout the duration of the agreement, it is incumbent upon the vendor to provide all necessary software, user licenses, and subscriptions that are integral to the uninterrupted functioning of the system. The vendor is required to specify all software essential for the upkeep of the solution, including but not limited to server virtualization tools, Microsoft products, PDF generation software, backup solutions, and so forth. The vendor will responsibility for maintaining licensing outside of the MoDOT IS tenant, customer number, contract number, and other related parameters.	Yes				
117	IS 3	The vendor is obligated to deliver the necessary utility suite, along with the appropriate versions, to ensure seamless operation. It is strongly recommended the suite should follow N-1 process, N being the most current, and stating what is determined to be stable.	Yes				
118	IS 4	The vendor is required to secure all software indispensable for the execution of the contract, inclusive of any essential system administration tools.	Yes				
119	IS 5	The vendor holds the responsibility for the initial setup of all hardware and software indispensable for the successful completion of the project.	Yes				
120	IS 6	The vendor is required to undertake the installation of the hardware and associated cabling in a manner that is both organized and systematic. This includes the identification of the necessary space requirements, power resources, and any required environments.	Yes				
121	IS 7	The vendor is assigned the duty of performing all standard maintenance on the server. This encompasses routine backups (e.g., utilizing "Veeam") and the management of related storage equipment. Additionally, the vendor is expected to implement an approved MoDOT cybersecurity intervention solution (such as "ThreatDown"). The vendor is also responsible for conducting operating system patching on a quarterly basis, ensuring the system remains up-to-date and secure.	Yes				

122	IS 8	The vendor holds the responsibility for planning routine maintenance work and synchronizing this schedule with the personnel at the Transportation Management Center. Given the dynamic operations of the Transportation Management Center, there may be instances where routine maintenance work is postponed or rescheduled to accommodate unforeseen emergencies or other circumstances.	Yes				
123	IS 9	The vendor is entrusted with the responsibility for any on-site emergency maintenance, which includes coordinating the visit with the personnel at the Transportation Management Center.	Yes				
124	IS 10	Inquiries related to network services, including requests for IPv4 address assignment and firewall modifications, must be directed through the SLITS and SLIS group. The network contractor associated with SLITS will liaise with the vendor for the installation of the initial network equipment.	Yes				
125	IS 11	Any modifications to the Internet firewall rules proposed by the vendor must receive approval from the Central Office Information Systems. The vendor is required to duly document these changes in a comprehensive firewall rules document. The vendor is also tasked with identifying the ports/protocols and any domains (URLs) that the solution interfaces with, ensuring transparency and security in communications.	Yes				
126	IS 12	All services are required to adhere to the generally accepted cybersecurity practices and procedures ("NIST CSF 2.0"), as well as those specific to MoDOT not limited to NIST 800.53, Cyber Security Framework and 800.207, Zero Trust Framework.	Yes				
127	IS 13	All externally accessible services are mandated to utilize encrypted connections that conform to industry standards. These services must be regularly updated in accordance with the latest software and cybersecurity practices, including password standards and account cleanup procedures.	Yes				
128	IS 14	Services accessible externally that necessitate a signed X.509 security certificate must be processed through the Central Office Information System Middleware department for both fulfillment and record maintenance.	Yes				TransCore will work with the Central Office Information System Middleware department to maintain and update these certificates.
129	IS 15	The vendor is anticipated to maintain any signed X.509 security certificates in a status that is secure, valid, and consistently updated.	Yes				
130	IS 16	The vendor is required to submit comprehensive specifications to MoDOT Information Systems for all significant hardware acquisitions, encompassing any essential switches, power distribution equipment, and analogous auxiliary equipment. Requests for hardware purchases should incorporate details such as quantity, manufacturer, model information, the unique part identifier (typically referred to as "SKU" or "part number"), and an estimated price for the line item.	Yes				
131	IS 17	All hardware acquired under this contract will be retained as the property of MoDOT and will adhere to the standard purchasing and asset management policies of MoDOT.	Yes				
132	IS 18	The vendor holds the responsibility for supplying cables, managing cable organization, and providing hardware for airflow management.	Yes				
133	IS 19	Upon the conclusion of the contractual agreement, the Missouri Department of Transportation (MoDOT) shall retain perpetual ownership of all software licenses procured. In the event that Microsoft products are acquired, it is imperative that MoDOT is granted access to the corresponding License ID.	Yes				MoDOT already has a perpetual license for the TransSuite ATMS software, and all third party software licenses will be provided to MoDOT.
134	GENERAL 1	The vendor is obligated to furnish a document detailing the migration of devices from the existing system to the new system.	Yes				
135	GENERAL 2	The vendor is obligated to conduct formal testing within a timeframe designated by MoDOT, encompassing all components stipulated in this RFP (SAT).	Yes				
136	GENERAL 3	The vendor is obligated to deliver training, utilizing staff members who are qualified and possess comprehensive knowledge of the system and its software components.	Yes				
137	GENERAL 4	The vendor is obligated to devise a training course tailored for both users and administrators of the system. The Training Plan document must receive approval from MoDOT prior to the commencement of any sessions.	Yes				
138	GENERAL 5	The vendor is required to employ milestones as a mechanism for monitoring progress and deliverables.	Yes				
139	GENERAL 6	The vendor is obligated to supply any operating manuals, system instructional manuals, or any documentation that elucidates the functionality, features, installation, and operational use of the system.	Yes				Additionally, the TransSuite User Manual is available within the user interface to operators on-demand, and it is automatically updated with each release.
140	GENERAL 7	The vendor is required to cater specifically to the needs of MoDOT, as opposed to any other DOT.	Yes				TransCore's solution design policies promote addressing even opposing customer needs in ways that support diversification of system behaviors. Where needs conflict, our approach is to address these conflicts through configuration allowing for MoDOT's needs to be catered to without having to oppose other customer needs. The same is true when other customer needs may on the surface appear to oppose or conflict MoDOT's needs. Solutions are crafted to ensure these various customer needs can be met variously.



EXPLANATION TO COUNCIL BILL 2025-238 (CARROLL)

FILED: 10/10/2025

ORIGINATING DEPARTMENT: Law

TITLE: A special ordinance authorizing the City Manager, or designee, to enter into an agreement between the City of Springfield, City Utilities of Springfield, Greene County, and Christian County Emergency Services to allow Christian County Emergency Services to locate its Radio Prime Site at the Trunked Radio System Master Site.

PURPOSE: A special ordinance authorizing an agreement between the City of Springfield, City Utilities, Greene County, and Christian County Emergency Services for the purpose of allowing Christian County Emergency Services to locate its Radio Prime Site at the Trunked Radio System Master Site; and authorizing the City Manager, or designee, to execute said Agreement.

BACKGROUND INFORMATION: The City of Springfield, Greene County, and City Utilities have jointly developed an 800 megahertz Trunked Radio System to provide improved law enforcement and public safety communications among their various agencies and departments, including both emergency and non-emergency communications. The existing Trunked Radio System includes a Springfield South Tower Site Building, located at 620 E. Monastery St., and a TRS Master Site, located at 618 E. Monastery St.

Christian County Emergency Services ("CCES") is constructing a P-25 compliant public radio system. CCES desires to locate its Radio Prime Site at the Springfield South Tower Site Building, and connect its Prime Site to the TRS Master Site.

It is anticipated that the proposed collocation of services will enhance interoperability between the two radio systems. The enhanced interoperability of the systems will allow agencies within both systems to provide mutual aid to one another, should the need arise.

Submitted By:

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

David Cameron, City Manager 10/24/2025

Collin Quigley, Interim City Manager 10/24/2025

Attachments: 1. TRS Christian County Ordinance

One-rdg. _____
P. Hrngs. _____
Pgs. 3
Filed: 10-28-25

Sponsored by: Carroll

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-238

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the City Manager, or designee, to enter into an agreement between
2 the City of Springfield, City Utilities of Springfield, Greene County,
3 and Christian County Emergency Services to allow Christian
4 County Emergency Services to locate its Radio Prime Site at the
5 Trunked Radio System Master Site.
6 _____
7

8 WHEREAS, the City of Springfield ("City"), City Utilities of Springfield ("CU") and
9 Greene County currently partner to operate an 800 megahertz Trunked Radio System
10 ("TRS") to provide improved law enforcement and public safety communications among
11 the partners for both emergency and non-emergency communications; and
12

13 WHEREAS, in 2019, the TRS was upgraded to an all-digital, IP-based system
14 and integrated into the Missouri Statewide Interoperability Network ("MOSWIN"); and
15

16 WHEREAS, Christian County Emergency Services is constructing a P-25
17 compliant public radio system and desires to locate its Radio Prime Site at the
18 Springfield South Tower Site Building, enabling a connection to the TRS Master Site;
19 and
20

21 WHEREAS, the proposed co-location of services would enhance interoperability
22 between the two systems, allowing each network to more effectively provide mutual aid
23 to the other.
24

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

28 Section 1 – The City Manager, or designee, is hereby authorized to enter into an
29 agreement with City Utilities of Springfield, Greene County, and Christian County
30 Emergency Management Services, in an agreement substantially similar in form and
31 content as the document attached hereto and incorporated herein as "Exhibit A," for the
32 purpose of integrating Christian County Emergency Services into the Trunked Radio
33 System.

34 Section 2 – This ordinance shall be in full force and effect from and after
35 passage.

36
37 Passed at meeting: _____

38
39 _____
40 Mayor

41
42 Attest: _____, City Clerk

43
44 Filed as Ordinance: _____

45
46 Approved as to form:  _____, Assistant City Attorney

47
48 
49 Approved for Council action: _____, City Manager
50

EXPLANATION TO COUNCIL BILL 2025-239 (MCGULL)

FILED: 10/16/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of J & M Tillman Center, generally located at 1650 South Ingram Mill Road, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance. (By: J&M Tillman, LLC; 1650 South Ingram Mill Road; Preliminary Plat of J&M Tillman Center)

PURPOSE: Authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of J & M Tillman Center, generally located at 1650 South Ingram Mill Road upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance. (Staff recommends that City Council accept the public streets and easements.)

BACKGROUND INFORMATION:

A. An original Preliminary Plat of J & M Tillman Center dated September 23rd, 2025, is on file in the Department of Planning and Development. A reduced version of which is included for general reference in Exhibit B, Attachment 3.

B. The Planning and Zoning Commission held a public hearing on October 9th, 2025, and approved the Preliminary Plat by a vote of 8 to 0, subject to the following conditions:

1. All improvements shall be constructed in accordance with the “Design Standards for Public Improvements” of the Public Works Department and the maintenance and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required sanitary sewer, street, sidewalk, and drainage plans shall be prepared in accordance with City standards and specifications and approved by the Director of Public Works.
2. All required street rights-of-way, drainage and utility easements and limitations of access shall be dedicated on the final plat.

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

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

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

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

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

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

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

REMARKS: Staff recommends approval.

Submitted By: Andrew Menke, Senior Planner

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

Maurice S. Jones, Deputy City Manager 10/28/2025

Attachments:

1. Preliminary Plat of J&M Tillman Center - 1650 S. Ingram Mill Road
2. PPlat J & M Tillman Center_exhA
3. PPlat J & M Tillman Center_exhB

One-rdg. _____
P. Hrngs. _____
Pgs. 18
Filed: 10-28-25

Sponsored by: McGull

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-239

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the Director of Planning and Development to accept the dedication of
2 public streets and easements to the City of Springfield, Missouri, as
3 shown on the Preliminary Plat of J & M Tillman Center, generally
4 located at 1650 South Ingram Mill Road, upon the applicant filing and
5 recording a final plat that substantially conforms to the preliminary
6 plat; and authorizing the City Clerk to sign the final plat upon
7 compliance with all the terms of this Ordinance.
8 _____
9

10 WHEREAS, an original Preliminary Plat of J & M Tillman Center, dated
11 September 23, 2025, is on file with the City's Department of Planning and Development;
12 and
13

14 WHEREAS, the Planning and Zoning Commission of the City of Springfield,
15 Missouri, held a public hearing and conditionally approved the Preliminary Plat of J & M
16 Tillman Center on October 9, 2025, by a vote of 8 to 0, a copy of the Record of
17 Proceedings from said public hearing being attached hereto and incorporated herein by
18 this reference as "Exhibit A."
19

20 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
21 SPRINGFIELD, MISSOURI, as follows, that:
22

23 Section 1 – City Council hereby authorizes the Director of Planning and
24 Development, on behalf of the City of Springfield, to accept the land, easements, and
25 improvements dedicated to the City, as shown on the Preliminary Plat of J & M Tillman
26 Center, which is generally located at 1650 South Ingram Mill Road, as approved by the
27 Planning and Zoning Commission. The original Preliminary Plat of J & M Tillman Center
28 is on file in the Department of Planning and Development ("Approved Preliminary Plat"),
29 a reduced version of which is attached hereto for general reference as "Exhibit B –
30 Attachment 3." All of "Exhibit B," including attachments, is incorporated herein by this
31 reference.
32

33 Section 2 – The Director of Planning and Development shall be authorized to

34 accept the land, easements, and improvements dedicated to the City, as shown on said
35 plat, upon the applicant filing and recording a final plat in accordance with this
36 Ordinance and the Subdivision Regulations of the City, which final plat shall
37 substantially conform to the Approved Preliminary Plat, including those conditions
38 described in "Exhibit B – Attachment 2," and upon the Director of Public Works certifying
39 to the Director of Planning and Development and the City Clerk that the public
40 improvements have been made in accordance with City standards and specifications.
41 Said public improvements shall not be accepted until the occurrence of all conditions
42 referenced herein and in "Exhibit B – Attachment 2."
43

44 Section 3 – The final plat shall not be recorded until: (1) the public improvements
45 relating to the Approved Preliminary Plat have been constructed according to the
46 specifications of the City of Springfield, Missouri, and are approved by the Director of
47 Public Works, and all engineering fees, permit fees, licenses, and other fees occasioned
48 by or in connection with the construction of said improvements have been paid to the
49 City; or (2) in lieu of the construction of the improvements, that the Applicant has filed
50 with the City Manager, according to the terms of the Subdivision Regulations of the City,
51 the prescribed financial assurances in a form acceptable to the City to ensure the
52 construction of the improvements and the payment to the City of all engineering fees,
53 permit fees, licenses, and other fees occasioned by, or which will be occasioned by, the
54 construction of the improvements.
55

56 Section 4 – Upon compliance with all the requirements of this Ordinance,
57 including the conditions described in "Exhibit B – Attachment 2," the City Clerk is hereby
58 authorized to endorse City Council's approval upon the final plat pursuant to Section
59 445.030, RSMo., and such endorsement shall constitute the acceptance of the Public
60 Improvements contained therein.
61

62 Section 5 – This Ordinance shall be in full force and effect from and after its
63 passage.
64

65 Passed at meeting: _____
66

67 _____
68 Mayor
69

70 Attest: _____, City Clerk
71

72 Filed as Ordinance: _____
73

74 Approved as to form: Laura Vales, Assistant City Attorney
75

76 _____
77 Approved for Council action: _____, City Manager
78

EXHIBIT A
RECORD OF PROCEEDINGS
Planning and Zoning Commission – October 9, 2025

Preliminary Plat of J & M Tillman Center
1650 South Ingram Mill Road
Applicant: J & M Tillman, LLC

Andrew Menke states that this is a request to approve a preliminary plat for a 5-unit condominium plat.

Commissioner Scott asked about the parking and Mr. Menke stated that the applicant's representative is available.

Commissioner Doennig opened the public hearing.

Ms. Teresa Davison, 535 W. Battlefield and representing the developer and stated that they have a preliminary site plan which has been shared with the city staff for parking and drives, the city identified that they have donated Ingram Mill Road back to MoDOT back in 2022. They are visiting with MoDOT to look at reducing part of the guardrail along the road that is protecting the screen wall at the north end of the property so that a driveway may be placed there. The intent is to occupy them as business warehouse space and there'll be little traffic that would be generated from the business and little parking required but this is just the condo plat.

Commissioner Knuckles asked about common area and Ms. Davison noted that they have some ideas in mind but want to talk with city staff.

Commissioner Doennig closed the public hearing.

COMMISSION ACTION:

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



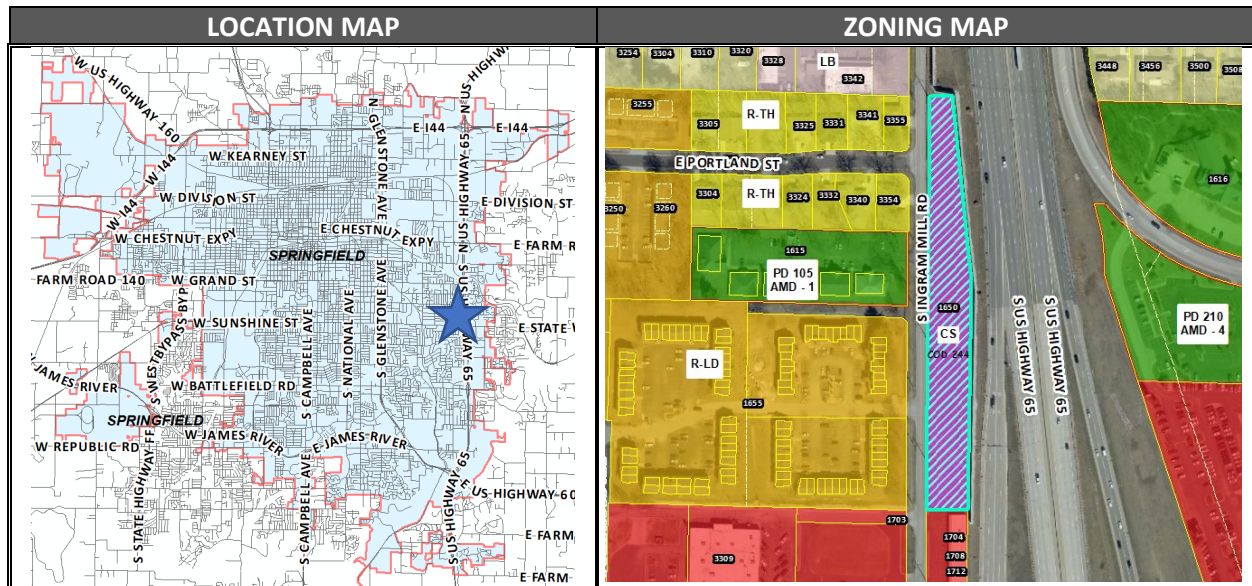
Bob Hosmer, AICP
Planning Manager

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).

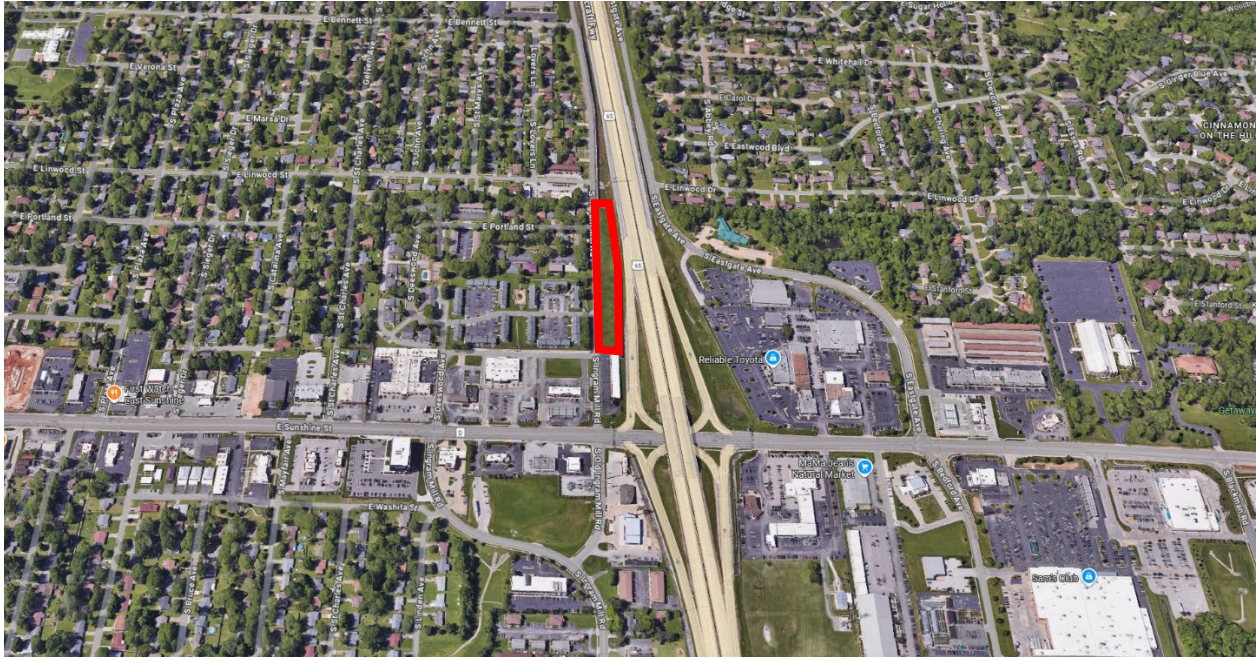
PROJECT SUMMARY:

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

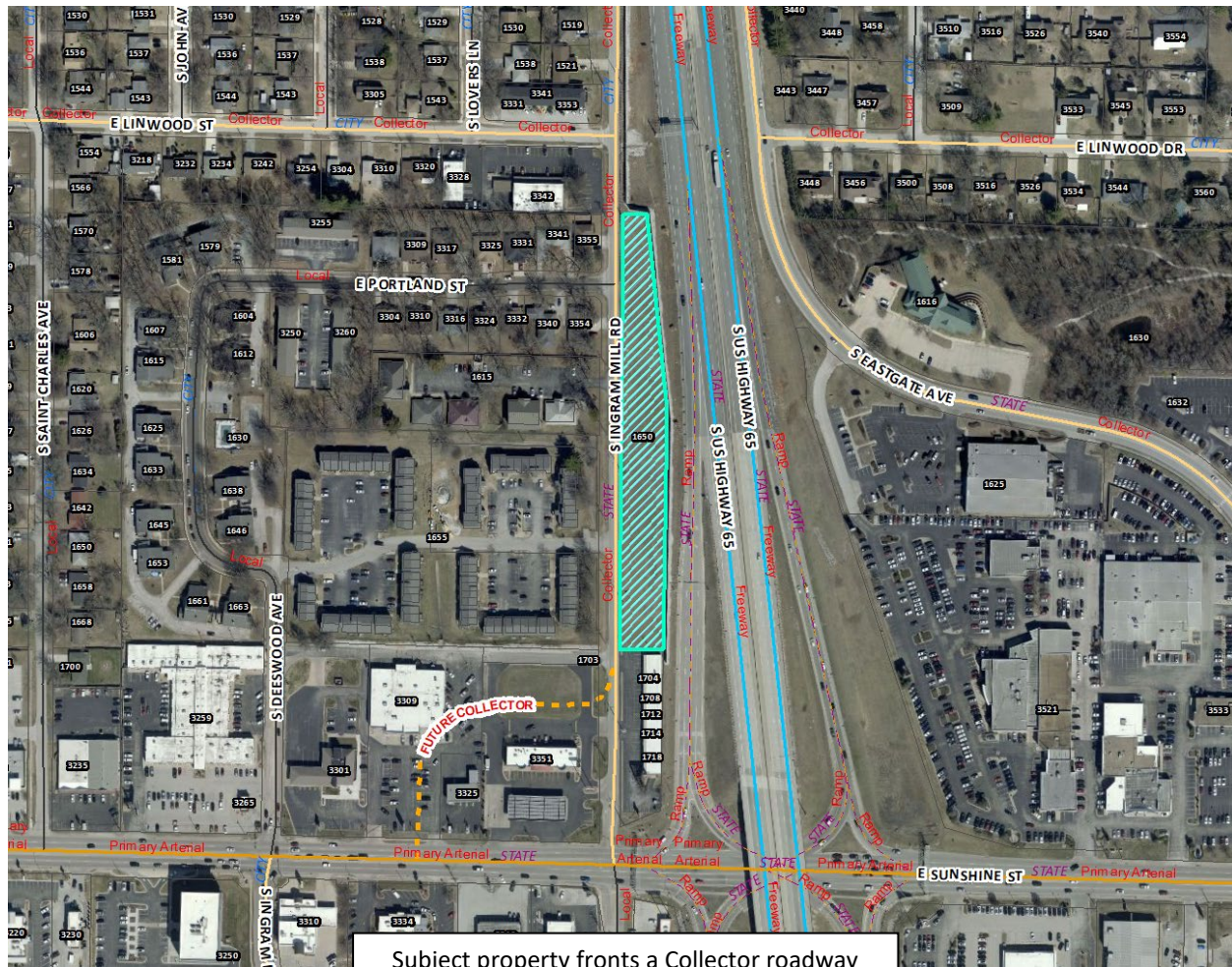
- (b) Copies of the preliminary plat and supplementary materials specified, together with a fee for administrative handling and processing in the amount prescribed by ordinance, shall be submitted to the director of planning and development with written application for approval. Upon determination that 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

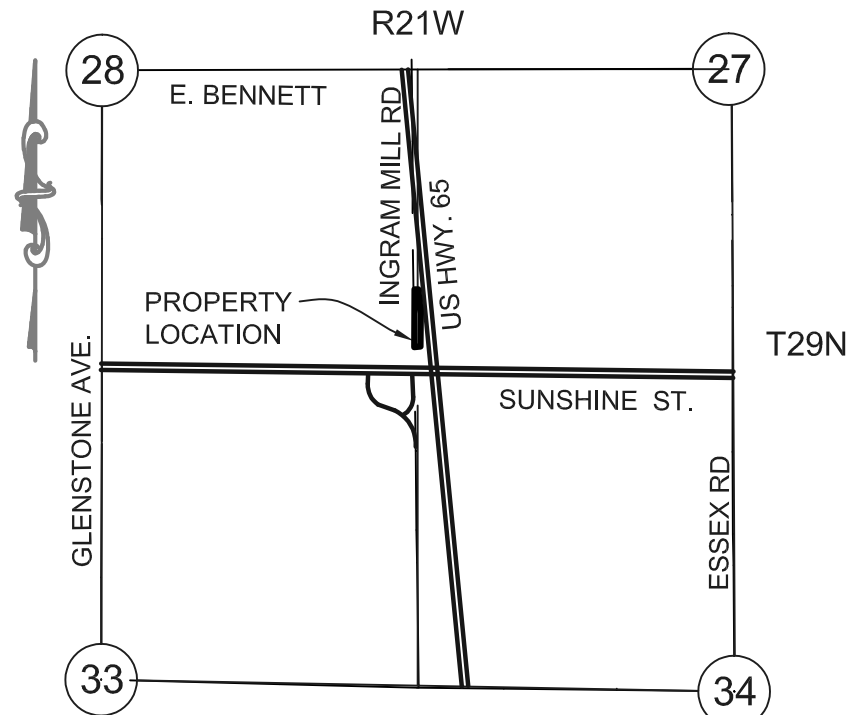
BEING A PART OF THE SW $\frac{1}{4}$ OF THE SW $\frac{1}{4}$ OF
SECTION 27, TOWNSHIP 29 NORTH, RANGE 21 WEST
OF THE 5TH PRINCIPAL MERIDIAN
SPRINGFIELD, GREENE COUNTY, MISSOURI

CITY BENCHMARKS

COS Benchmark: 027
Intersection: Plaza @ Sunshine

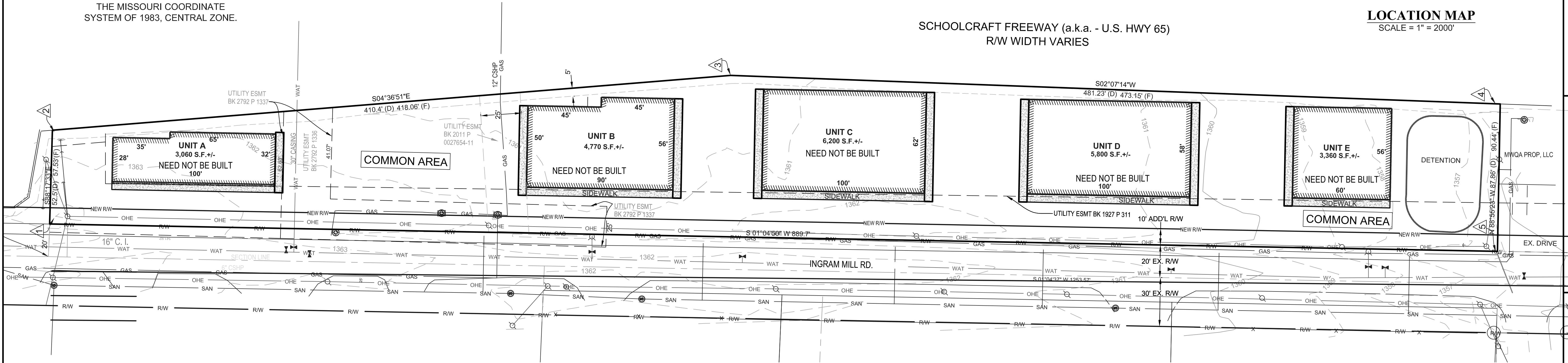
Location: S.E. Quadrant; 5.9' E. of back of curb;
N.E. corner of building, AZ 236, 71.5'; N.W. corner
of building, AZ 120,61.8'; 8" sign post, AZ 12, 28.0'

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

INTERIOR ANGLES	
	89°22'23"
	96°52'12"
	172°55'46"
	96°49'51"
	89°59'51"
TOTAL = 540°00'00"	
(5 - 2) x 180° = 540°00'00"	

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-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.

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



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

535 W. BARKER RD. S.
Springfield, MO 65807
(417) 887-5328
http://www.heithaus.com
HEI@heithaus.com

HEI

Heithaus Engineering & Assoc., Inc.
MO COA #2010021970 (E), #2010018087 (LS)

Rev	Date	Description	App

EXPLANATION TO COUNCIL BILL 2025-240 (ADIB-YAZDI)

FILED: 10/16/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of Mercy Springfield South Campus 1st Addition, generally located at 6375 South Innovation Avenue and 6217 South Southwood Avenue, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance. (By: Tea Properties of Missouri II, LLC; 6375 South Innovation Avenue & 6217 South Southwood Avenue; Preliminary Plat of Mercy Springfield South Campus 1st Addition)

PURPOSE: Authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of Mercy Springfield South Campus 1st Addition, generally located at 6375 South Innovation Avenue and 6217 South Southwood Avenue upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance. (Staff recommends that City Council accept the public streets and easements.)

BACKGROUND INFORMATION:

- A. An original Preliminary Plat of Mercy Springfield South Campus 1st Addition dated August 28th, 2025, is on file in the Department of Planning and Development. A reduced version of which is included for general reference in Exhibit B, Attachment 3.
- B. The Planning and Zoning Commission held a public hearing on October 9th, 2025, and approved the Preliminary Plat by a vote of 8 to 0, subject to the following conditions:
 - 1. All improvements shall be constructed in accordance with the “Design Standards for Public Improvements” of the Public Works Department and the maintenance, and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required sanitary sewer, street, sidewalk, and drainage plans shall be prepared in accordance with City standards and specifications and approved by the Director of Public Works.

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

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

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

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

REMARKS: Staff recommends approval.

Submitted By: Andrew Menke, Senior Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:
Maurice S. Jones, Deputy City Manager 10/28/2025



- Attachments:**
1. Preliminary Plat of Mercy Springfield South Campus 1st Addition
- 6375 South Innovation Avenue and 6217 South Southwood
Avenue
 2. PPlat Mercy Springfield South Campus 1st Add_exhA
 3. PPlat Mercy Springfield South Campus 1st Add_exhB

One-rdg. _____
P. Hrngs. _____
Pgs. 23
Filed: 10-28-25

Sponsored by: Adib-Yazdi

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-240

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the Director of Planning and Development to accept the dedication of
2 public streets and easements to the City of Springfield, Missouri, as
3 shown on the Preliminary Plat of Mercy Springfield South Campus 1st
4 Addition, generally located at 6375 South Innovation Avenue and
5 6217 South Southwood Avenue, upon the applicant filing and
6 recording a final plat that substantially conforms to the preliminary
7 plat; and authorizing the City Clerk to sign the final plat upon
8 compliance with all the terms of this Ordinance.
9 _____

10
11 WHEREAS, an original Preliminary Plat of Mercy Springfield South Campus 1st
12 Addition, dated August 28, 2025, is on file with the City's Department of Planning and
13 Development; and
14

15 WHEREAS, the Planning and Zoning Commission of the City of Springfield,
16 Missouri, held a public hearing and conditionally approved the Preliminary Plat of Mercy
17 Springfield South Campus 1st Addition on October 9, 2025, by a vote of 8 to 0, a copy of
18 the Record of Proceedings from said public hearing being attached hereto and
19 incorporated herein by this reference as "Exhibit A."
20

21 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
22 SPRINGFIELD, MISSOURI, as follows, that:
23

24 Section 1 – City Council hereby authorizes the Director of Planning and
25 Development, on behalf of the City of Springfield, to accept the land, easements, and
26 improvements dedicated to the City, as shown on the Preliminary Plat of Mercy
27 Springfield South Campus 1st Addition, which is generally located at 6375 South
28 Innovation Avenue and 6217 South Southwood Avenue, as approved by the Planning
29 and Zoning Commission. The original Preliminary Plat of Mercy Springfield South
30 Campus 1st Addition is on file in the Department of Planning and Development
31 ("Approved Preliminary Plat"), a reduced version of which is attached hereto for general
32 reference as "Exhibit B – Attachment 3." All of "Exhibit B," including attachments, is
33 incorporated herein by this reference.

34 Section 2 – The Director of Planning and Development shall be authorized to
35 accept the land, easements, and improvements dedicated to the City, as shown on said
36 plat, upon the applicant filing and recording a final plat in accordance with this
37 Ordinance and the Subdivision Regulations of the City, which final plat shall
38 substantially conform to the Approved Preliminary Plat, including those conditions
39 described in “Exhibit B – Attachment 2,” and upon the Director of Public Works certifying
40 to the Director of Planning and Development and the City Clerk that the public
41 improvements have been made in accordance with City standards and specifications.
42 Said public improvements shall not be accepted until the occurrence of all conditions
43 referenced herein and in “Exhibit B – Attachment 2.”
44

45 Section 3 – The final plat shall not be recorded until: (1) the public improvements
46 relating to the Approved Preliminary Plat have been constructed according to the
47 specifications of the City of Springfield, Missouri, and are approved by the Director of
48 Public Works, and all engineering fees, permit fees, licenses, and other fees occasioned
49 by or in connection with the construction of said improvements have been paid to the
50 City; or (2) in lieu of the construction of the improvements, that the Applicant has filed
51 with the City Manager, according to the terms of the Subdivision Regulations of the City,
52 the prescribed financial assurances in a form acceptable to the City to ensure the
53 construction of the improvements and the payment to the City of all engineering fees,
54 permit fees, licenses, and other fees occasioned by, or which will be occasioned by, the
55 construction of the improvements.
56

57 Section 4 – Upon compliance with all the requirements of this Ordinance,
58 including the conditions described in “Exhibit B – Attachment 2,” the City Clerk is hereby
59 authorized to endorse City Council’s approval upon the final plat pursuant to Section
60 445.030, RSMo., and such endorsement shall constitute the acceptance of the Public
61 Improvements contained therein.
62

63 Section 5 – This Ordinance shall be in full force and effect from and after its
64 passage.
65

66 Passed at meeting: _____
67

68 _____
69 Mayor
70

71 Attest: _____, City Clerk
72

73 Filed as Ordinance: _____
74

75 _____
76 Approved as to form: Laura Vales, Assistant City Attorney
77

78 _____
79 Approved for Council action: [Signature], City Manager

EXHIBIT A
RECORD OF PROCEEDINGS
Planning and Zoning Commission – October 9, 2025

Preliminary Plat of Mercy Springfield South Campus 1st Addition
6375 South Innovation Avenue and 6217 South Southwood Avenue
Applicant: Tea Properties of Missouri II, LLC

Andrew Menke stated that this is a request to approve a preliminary plat for a 3-lot subdivision.

Commissioner Doennig opened the public hearing.

Mr. Ricky Haase, 550 E. St. Louis Street representing Mercy Hospital and they are planning on splitting up the property so they can develop on lot 1 (east side) and are planning to connect to the sanitary sewer using the grade area for drainage for phase 1 and no intentions of developing the rest of the property at this time.

Commissioner Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Preliminary Plat of Mercy Springfield South Campus 1st Addition; Commissioner Colony seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Lebeck, Commissioner Gunther, Commissioner Colony, Commissioner Pauly and Commissioner Knuckles. Nays: None. Absent: Commissioner Hunton. Abstain: None.

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

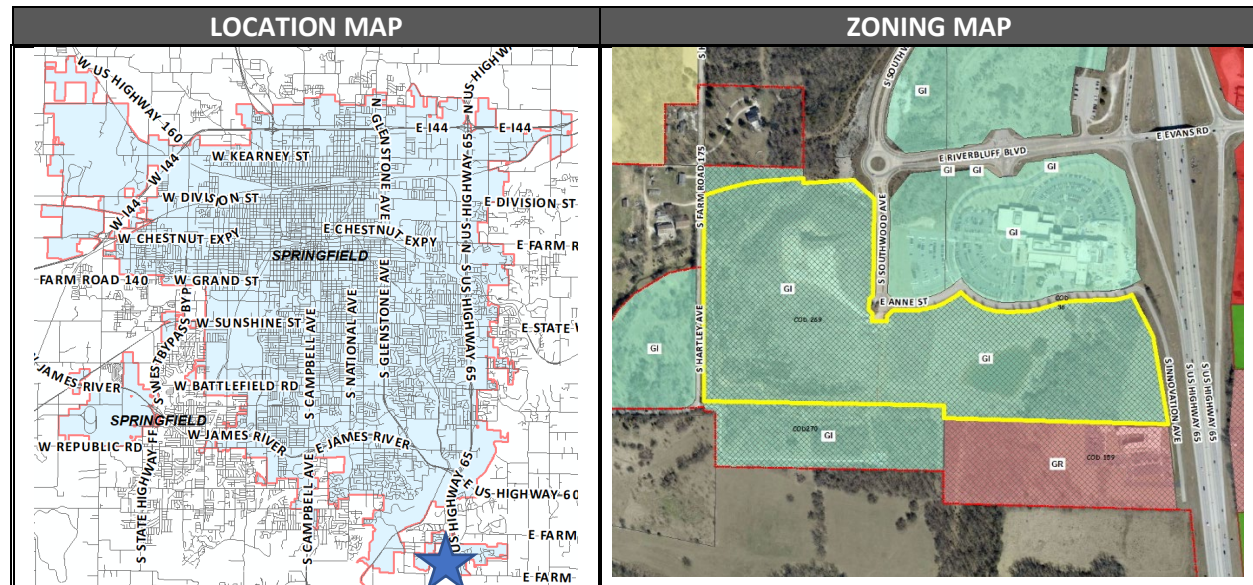
Bob Hosmer, AICP
Planning Manager

DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION	
Case Number:	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).

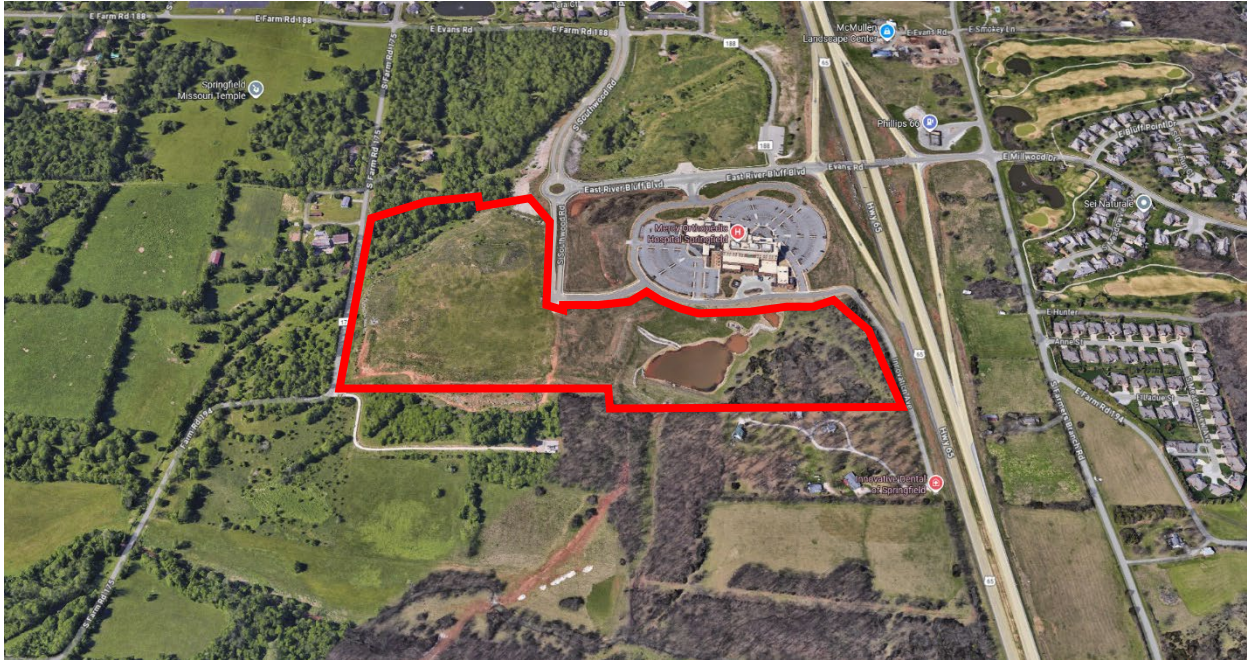
PROJECT SUMMARY:

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

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:

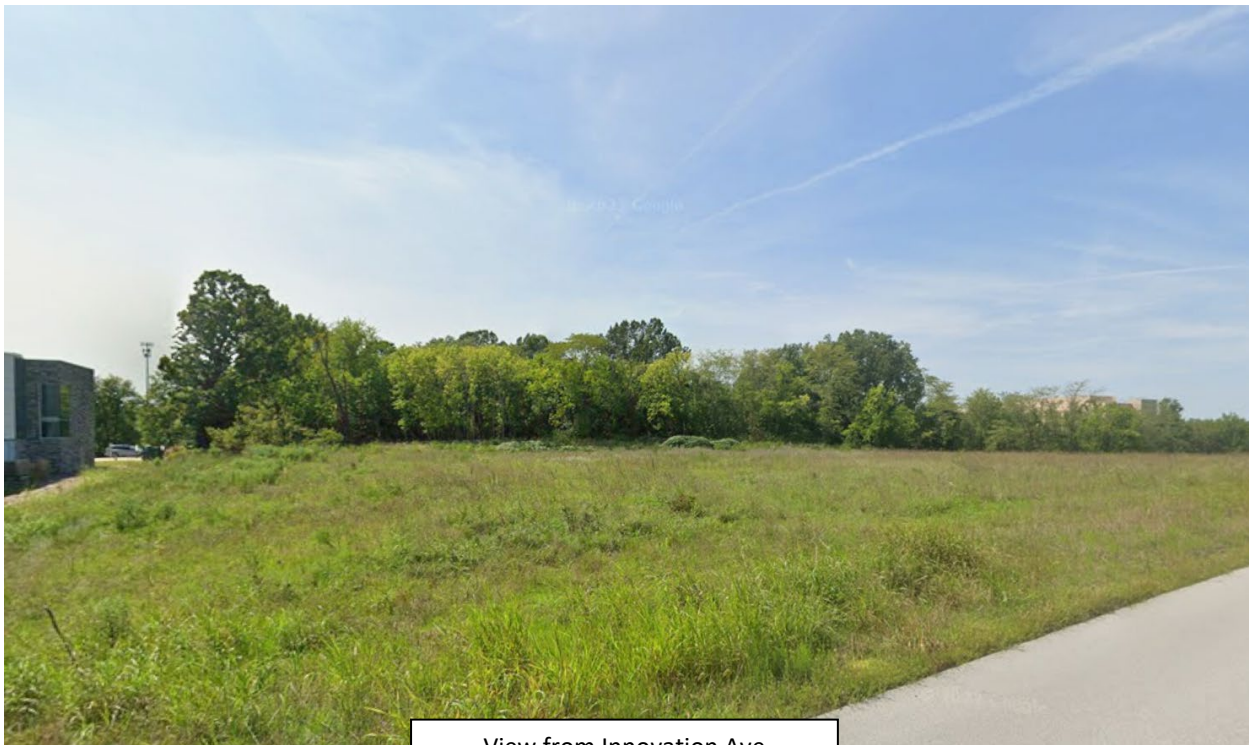


View from Hartley Ave

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:

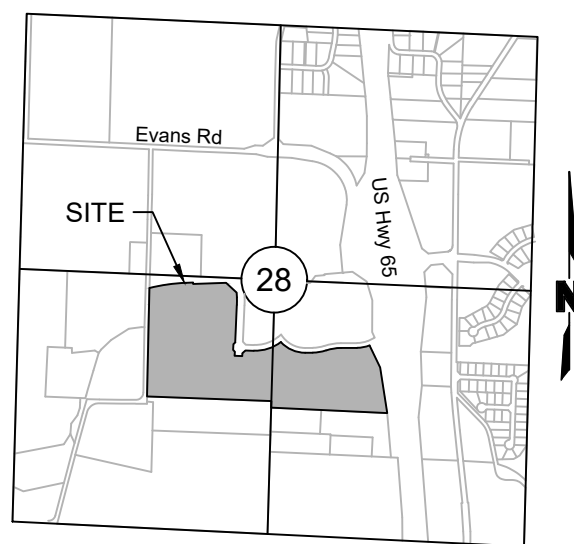
1. All improvements shall be constructed in accordance with the "Design Standards for Public Improvements" of the Public Works Department and the maintenance and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required 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.

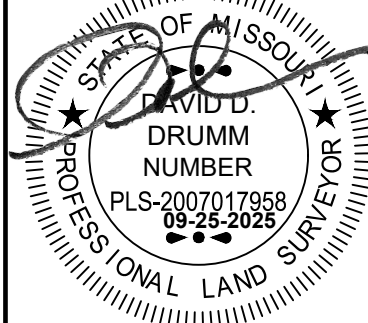
Mercy Health
Springfield Communities
1235 E. Cherokee Street
Springfield MO 65804

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

☐ 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



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



550 East St. Louis Street
Springfield, MO 65806

olsson.com
TEL 417.890.8802
FAX 417.890.8805

Olsson - Survey
Missouri COA #000366

[illegible]

PRELIMINARY PLAT - BOUNDARY SURVEY
CY SPRINGFIELD SOUTH CAMPUS 1st ADDITION

7 THE S½, SECTION 28, TOWNSHIP 28N, RANGE 21W
SPRINGFIELD, GREENE COUNTY, MISSOURI

M	PART	
drawn by:	_____	CDA
surveyed by:	_____	AN/HM
checked by:	_____	DDD
approved by:	_____	DDD
project no.:	_____	025-03217
drawing no.:	<u>V_PPLT</u>	02503217
date:	_____	08.28.2025

SHEET

1 of 2

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 of Page 003727-11 and the General Warranty Deed recorded in Book 2010, at Pages 053488-10, in the City of Springfield, Greene County, Missouri, described by David D. Drumm, PLS 2007071958 for Olsson, Inc., more particularly described as follows:

[illegible]

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)
Current Zoning:	Government and Institutional District (GI) with Conditional Overlay District (COD 269)

1. Bufferland 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 herein 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 all necessary public improvements and utility extensions to support Lot 1. All remaining lots, improvements and utilities beyond Lot 1 shall occur in Phase 2.

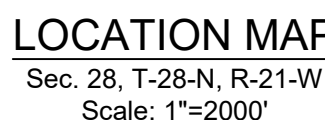
1. This survey and plan is based upon the following data and/or exceptions:

- a) Deed of Record: Book 2010 at Page 053488-10, Book 2011 at Page 003727-11
 - b) Filed Maps: Mory Commons Phase I (AAA-280)
 - c) Title Search/Binder: Waco Title Company, File no. 2500084-118, dated March 28, 2025
2. This survey or plan is made for and certified to the parties named herein 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. 29077C0476E, Effective Date 12/17/2010 shows this property is located in Zone "X" (Areas determined to be about the 0.2% annual chance floodplain.)
4. Olsson and the surveyor of record make no guarantees that the underground utilities shown herein 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 probing the utilities. Olsson and the surveyor of record shall not be liable for the location of or the physical location the location of non-visible utilities. Utilities were ordered to be located per one-call ticket numbers 25029367, 250293905 and 250294310. The companies listed on the ticket are Mediaco, ATT Distribution, Ozark Electric Co-Op, City Utilities Electric/Fiber/Gas/Water and City of Springfield Sewer/Facility.

BASIS OF BEARINGS

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

PART OF THE SOUTH HALF (S½)
SECTION 28, TOWNSHIP 28 NORTH, RANGE 21 WEST
CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI



REVISIONS

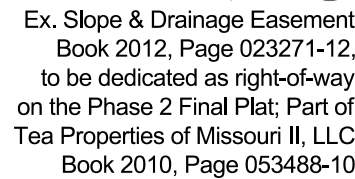
2025

PRELIMINARY PLAT - TOPOGRAPHIC SURVEY
MERCY SPRINGFIELD SOUTH CAMPUS 1st ADDITION
TOWNSHIP 28N, RANGE 2E, SECTION 28,
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
2 of

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BASIS OF BEARINGS
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

Total Area:	2,045,529± sq.ft. - 46.95± 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)
Current Zoning:	Government and Institutional District (GI) with Conditional Overlay District (COD 269)

1. Bufferyard and setbacks may be required as defined by zoning at time of development.
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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 herein 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 Lots 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.

1. This survey and plan is based upon the following data and/or exceptions

- a) Deed of Record: Book 2010 at Page 03488-10, Book 2011 at Page 003277-11
 - b) Filed Maps: Merco Commons Phase I (AABA, ABA, ABB)
 - 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 herein 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. 2907700476E, Effective Date 12/17/2010 shows this property is located in Zone "X" (Areas determined to be outside the 0.2% annual chance floodplain.)
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Mercy Health
Springfield Communities
1235 E. Cherokee Street
Springfield MO 65804

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



	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		