



## City of Springfield

### Agenda

#### Land Clearance for Redevelopment Authority

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December 2, 2025

4:00 PM

Conference Room 2 - West  
Busch Municipal Building  
840 N Boonville Avenue,  
Springfield, MO

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Rules and procedures can be found on the [Agenda Center](#).

1. **CALL TO ORDER.**
2. **ROLL CALL.**
3. **APPROVAL OF MINUTES.**
  - 3.1. Approval of Minutes of October 7, 2025 Meeting.
4. **NEW BUSINESS.**
  - 4.1. Request for Real Property Tax Abatement for Redevelopment Project inside the College Street Corridor Redevelopment Area located at 715 West College Street; John Peterson, applicant.
  - 4.2. Request to recommend the Chestnut & Airport TIF Redevelopment Area be declared a blighted area pursuant to Sections 99.800-865, RSMo, the Real Property Tax Increment Allocation Redevelopment Act (TIF Act); SGF Development, LLC, applicant.
5. **OTHER BUSINESS.**
6. **ADJOURN.**

[ADA-STMT]

# Springfield Land Clearance for Redevelopment Authority

Tuesday, October 7, 2025, at 4:00 PM  
Conference Room 2-West  
Busch Municipal Building  
840 N Boonville Ave, Springfield, MO

## Minutes

### 1. Call to Order

### 2. Roll Call

*Present:* Ryan Cosby, Ben Edmondson, Steve Jackson, and Jacob Salor  
*Staff:* Amanda Ohlensehlen, Matt Schaefer, Bill Weaver, Lisa Gateley  
*Others Present:* Samantha Blohm, Wayne Moselock, Crystal Webster, and Nick Schurk

### 3. Approval of Minutes

Ben Edmondson motion to approve. Steve Jackson seconded the motion. Motion was approved (4-0).

### 4. New Business

- a. Request for Real Property Tax Abatement for Redevelopment Project inside the Grant Avenue Parkway Redevelopment Area located at 1073 South Grant Avenue. HMNT Investments, LLC, applicant.

Steve Jackson made a motion to approve. Jacob Salor seconded the motion. Motion was approved (4-0).

- b. Request for Real Property Tax Abatement for Redevelopment Project inside the Grant Avenue Parkway Redevelopment Area located at 1112 South Grant Avenue. HMNT Investments, LLC, applicant.

Ben Edmondson made a motion to approve. Steve Jackson seconded the motion. Motion was approved (4-0).



- c. Request for Real Property Tax Abatement for Redevelopment Project inside the Grant Avenue Parkway Redevelopment Area located at 505 West Grand Street. Valiant Group, applicant.

Steve Jackson made a motion to approve. Ben Edmondson seconded the motion. Motion was approved (4-0).

## 5. Adjourn

Steve Jackson made a motion to adjourn. Ben Edmondson seconded the motion. Motion was approved (4-0).





**EXPLANATION TO REQUEST FOR REAL PROPERTY TAX ABATEMENT FOR REDEVE**

**FILED:** 11/25/2025

**ORIGINATING DEPARTMENT:** Planning and Development

**TITLE:**

**PURPOSE:**

**BACKGROUND INFORMATION:**

**Submitted By:**

**Authorized for inclusion on the agenda pursuant to City Code section 2-33:**  
Maurice S. Jones, Deputy City Manager

**Attachments:** 1. 715 W College Street Application



**Land Clearance for Redevelopment Authority  
Application for Real Property Tax Abatement**

Sections 99.700-99.715, RSMo  
Chapter 40, Article II, Springfield City Code

Property Address: 715 W. College

Redevelopment Area: College Street Corridor

**Applicant/Developer**

Name:	<u>John Peterson</u>
Mailing Address:	<u>PO Box 8128, Springfield Mo 65801</u>
Telephone:	<u>301-252-7061</u> E-Mail: <u>Petersonsproperties30@yahoo.com</u>

**Property Owner**

Name:	<u>John Peterson</u>
Contact Person:	<u>John Peterson</u>
Mailing Address:	<u>PO Box 8128, Springfield Mo 65801</u>
Telephone:	<u>301-252-7061</u> E-Mail: <u>Petersonsproperties30@yahoo.com</u>

Applicant/Developer Signature: John Peterson

Printed Name and Title: John Peterson/owner Date: 10/27/25

**Required Attachments:**

- \$812 application fee (payable to the City of Springfield).
- Legal description of project.
- Narrative identifying the scope of the project.
- Site plan and floor plans.
- Concept plan and/or renderings, if available.
- Narrative describing relationship of project to the adopted redevelopment plan.
- If project is in the Downtown Redevelopment Area, please see additional requirements on page 2 of this application.

REVIEWED FOR COMPLIANCE WITH THE CITY CODE, ADOPTED BUILDING CODES, ZONING ORDINANCE AND DESIGN STANDARDS. THIS REVIEW AND APPROVAL DOES NOT RELIEVE THE DEVELOPER OR HIS AGENTS OF ANY RESPONSIBILITY FOR COMPLIANCE WITH ALL APPLICABLE REQUIREMENTS, OR ADDRESS OR OVERRULE THE REQUIREMENTS OF OTHER JURISDICTIONS OR AGENCIES, UNLESS SPECIFICALLY NOTED OTHERWISE.

1/30/2025

SIGNATURE: *[Signature]* DATE: PRJ2024-01724

REMOVE EXISTING SWITCH DECK

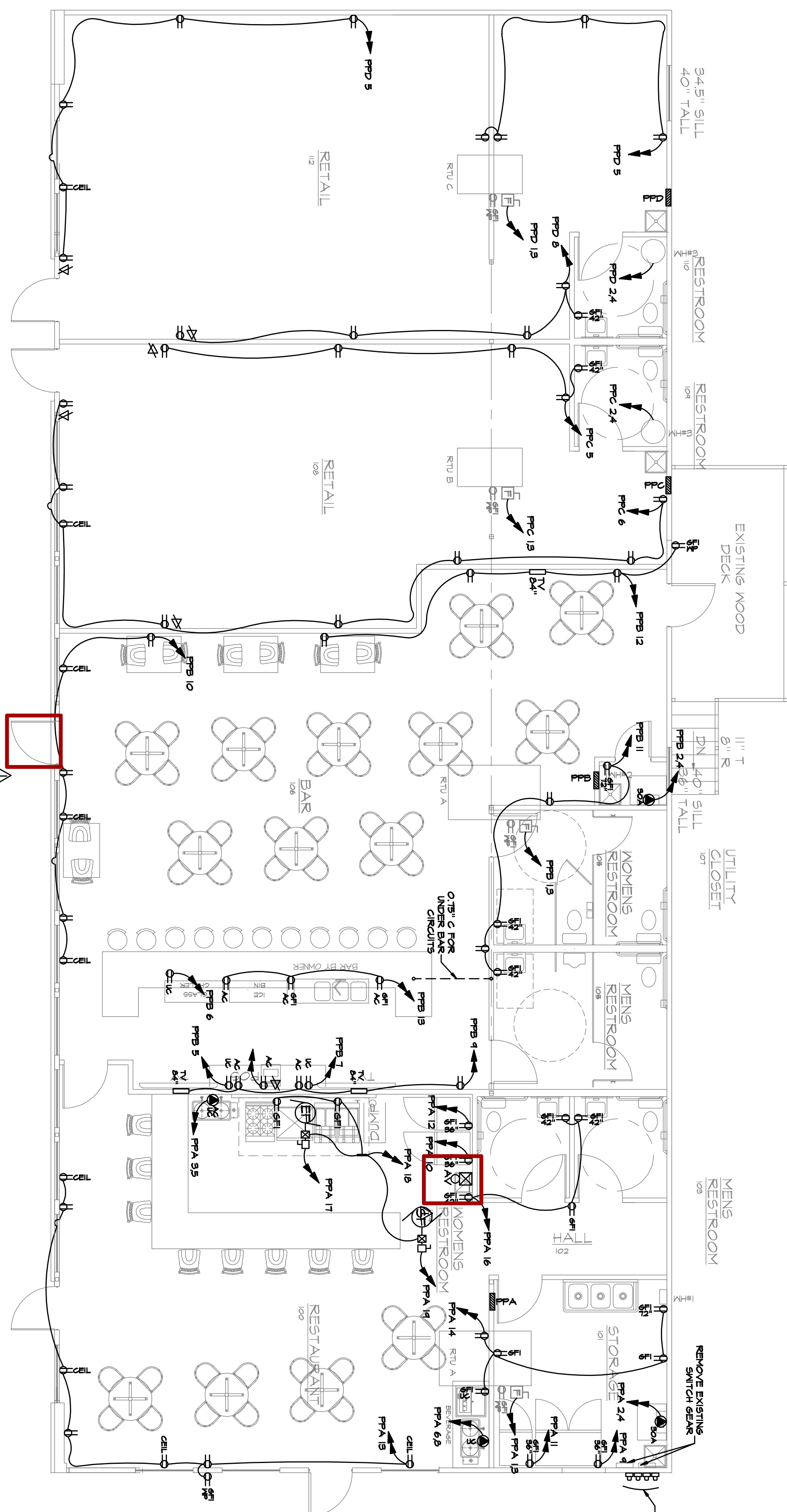
REMOVE AND RECONNECT SEE REFER DRAWING

### ELECTRICAL LEGEND

Ⓜ	FOUR-EX ISOLATED GROUND RECEPTACLE MODEL 15550A
Ⓜ	FOUR-EX ISOLATED GROUND RECEPTACLE MODEL 15550A
Ⓜ	DUPLEX RECEPTACLE, 20 AMP, 120 VOLT
Ⓜ	DUPLEX FLOOR RECEPTACLE 20 AMP, 120 VOLT
Ⓜ	DEDICATED DUPLEX FLOOR RECEPTACLE, 20 AMP, 120 VOLT
Ⓜ	FOUR-EX FLOOR RECEPTACLE, 20 AMP, 120 VOLT
Ⓜ	FOUR-EX FLOOR RECEPTACLE FLUSH COVER
Ⓜ	DATA OUTLET (SEE TELEPHONE NOTE)
Ⓜ	FLOOR DATA OUTLET (SEE TELEPHONE NOTE)
Ⓜ	TELEPHONE OUTLET (SEE TELEPHONE NOTE)
Ⓜ	FLOOR TELEPHONE OUTLET (SEE TELEPHONE NOTE)
Ⓜ	VOICE/DATA OUTLET BOX (SEE TELEPHONE NOTE)
Ⓜ	FLOOR VOICE/DATA OUTLET BOX
Ⓜ	SPECIAL RECEPTACLE SIZE FOR CIRCUIT CAPACITY
Ⓜ	OCCUPANCY SENSOR SWITCH 20 AMP, 120/277 VOLT MATSTOPPER MODEL PMS103 OR EQUIVALENT
Ⓜ	DISINTEGRABLE OCCUPANCY SENSOR SWITCH 20 AMP, 120/277 VOLT MATSTOPPER MODEL PMS103 OR EQUIVALENT
Ⓜ	3 OR 4 WIRE TYPE, NEVA SR, 20 AMP, SQUARE D OR EQUIVALENT
Ⓜ	3 OR 4 WIRE TYPE, NEVA SR, 40 AMP, SQUARE D OR EQUIVALENT
Ⓜ	3 OR 4 WIRE TYPE, NEVA SR, 60 AMP, SQUARE D OR EQUIVALENT
Ⓜ	SAFETY SWITCH, FUSIBLE DISCONNECT, PROVIDED BY MANUFACTURER
Ⓜ	SAFETY SWITCH, NON-FUSED AIR CONDITIONING DISCONNECT
Ⓜ	9 WIRE TYPE, NEVA SR, 50 AMP, SQUARE D OR EQUIVALENT
Ⓜ	SAFETY SWITCH, NON-FUSED AIR CONDITIONING DISCONNECT
Ⓜ	9 WIRE TYPE, NEVA SR, 60 AMP, SQUARE D OR EQUIVALENT
Ⓜ	SAFETY SWITCH, NON-FUSED AIR CONDITIONING DISCONNECT
Ⓜ	4 WIRE TYPE, NEVA SR, 60 AMP, SQUARE D OR EQUIVALENT
Ⓜ	SAFETY SWITCH, NON-FUSED AIR CONDITIONING DISCONNECT
Ⓜ	JUNCTION BOX
Ⓜ	Ⓜ FUSED SWITCH
Ⓜ	Ⓜ THERMOSTAT
Ⓜ	Ⓜ CABLE TV OUTLET
Ⓜ	Ⓜ GROUND FAULT INTERRUPTER
Ⓜ	Ⓜ UNDER COUNTER
Ⓜ	Ⓜ ABOVE COUNTER
Ⓜ	Ⓜ WEATHERPROOF ENCLOSURE
Ⓜ	Ⓜ AC

TELEPHONE NOTE:  
 PROVIDE AND INSTALL DOUBLE GANG 20 AMP, 120/277 VOLT MATSTOPPER MODEL PMS103 OR EQUIVALENT BLANK COVER PLATE, INSTALL 3/4" CONDUIT TO CEILING SPACE

Ⓜ IN FLOOR, JUNCTION BOX  
 Ⓜ IN FLOOR, JUNCTION BOX  
 Ⓜ IN WALL, W/ POWER FOR TV  
 Ⓜ IN WALL, W/ POWER FOR TV  
 Ⓜ IN WALL, W/ POWER FOR TV  
 Ⓜ IN WALL, W/ POWER FOR TV



Ⓜ EXHAUST HOOD SUPPLY FAN.  
 Ⓜ EXHAUST HOOD EXHAUST FAN.  
 Ⓜ FAN CONTRACTOR PROVIDED BY ELECTRICIAN.

### FIRE ALARM SYMBOL LEGEND

Ⓜ	BREAKGLASS PULL STATION AT 48" AFF
Ⓜ	FACP FIRE ALARM CONTROL PANEL
Ⓜ	Ⓜ SYSTEM SMOKE DETECTOR
Ⓜ	Ⓜ HEAT DETECTOR
Ⓜ	Ⓜ FLOW SWITCH
Ⓜ	Ⓜ TAMPER SWITCH
Ⓜ	Ⓜ AUDIO VISUAL ALARM
Ⓜ	Ⓜ VISUAL STROBE ALARM

ELECTRIC PLAN  
 SCALE: 3/8" = 1'-0"

MARK	REVISION DATE	DESCRIPTION
1	02/24/24	ADDRESS BBS COMMENTS

RICHARD S. HANSENFIELD  
 PROFESSIONAL ENGINEER  
 No. 072524  
 02/20/24

**Vandersluis Engineering, Inc.**  
 P.O. Box 1065  
 Springfield, MO 65806  
 Phone: 417-861-4141

NO. CERT. OF AUTHORITY: E-1856-D

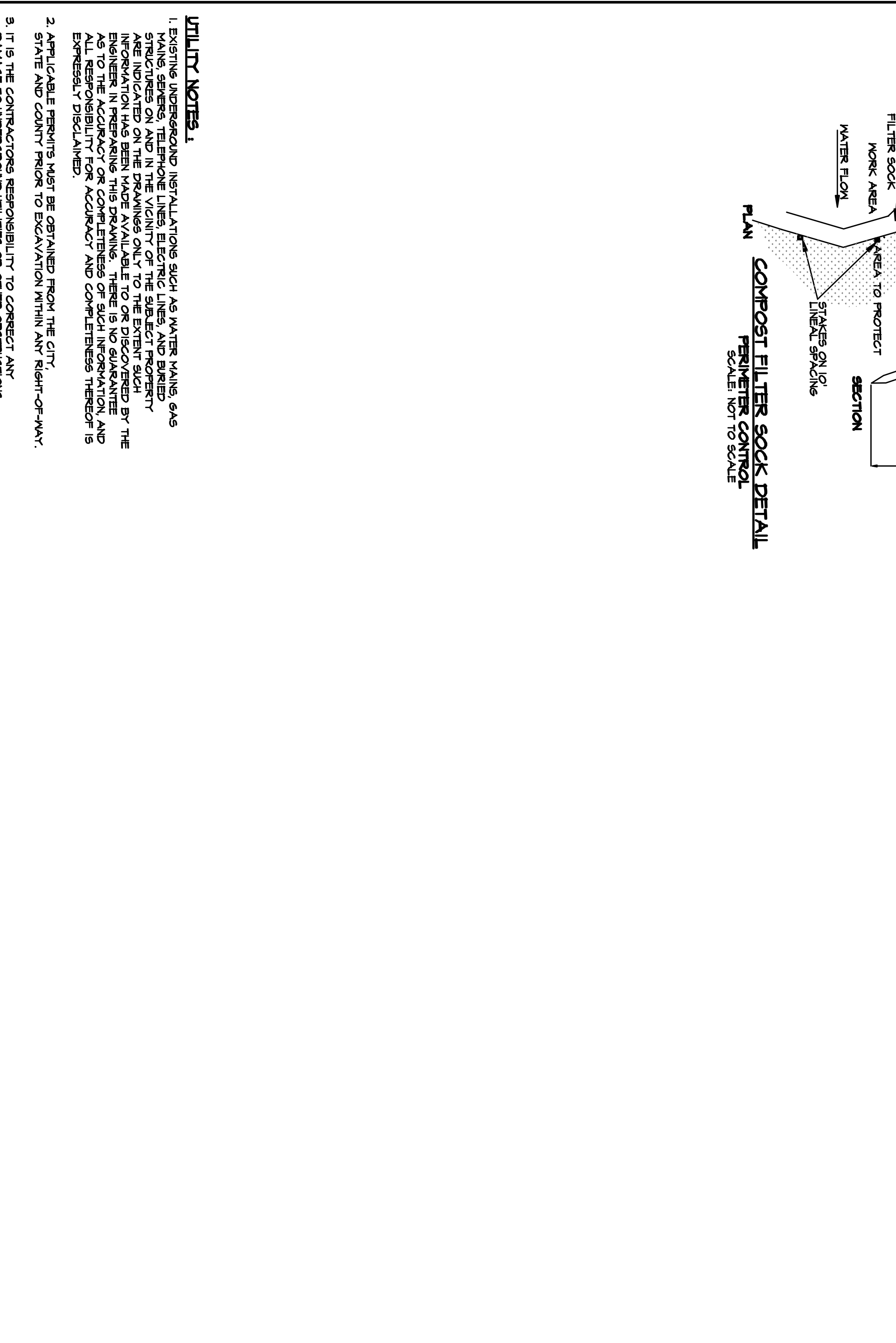
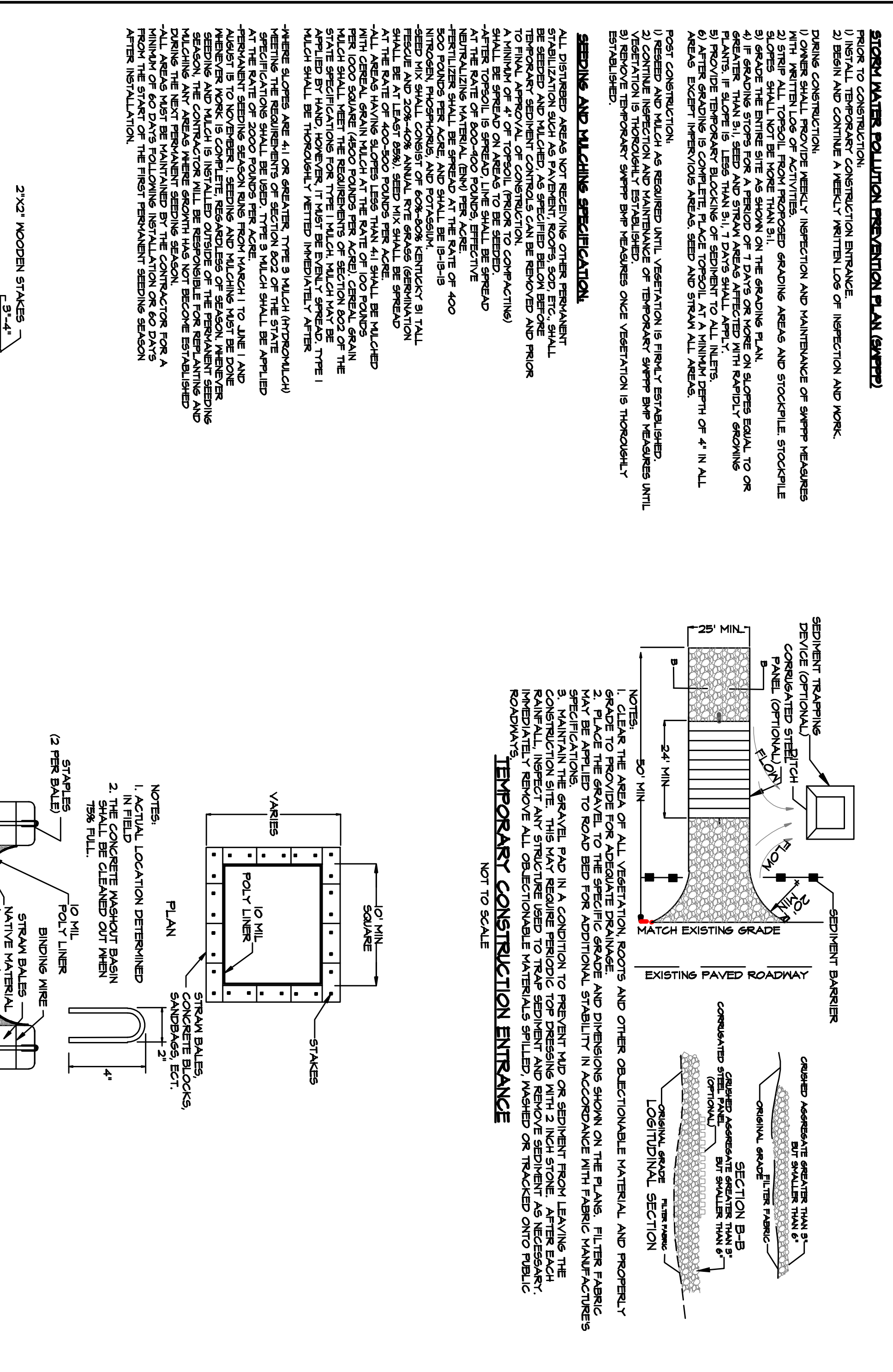
BUILDING INFILL FOR:  
**PETERSON PROPERTIES, LLC**  
 715-719 N. COLLEGE STREET  
 SPRINGFIELD, MISSOURI

JOB NO. 24-017  
 DATE: 01/30/24  
 SHEET: E1



FOR CONSTRUCTION BY THE CITY OF SPRINGFIELD, MO  
 BUILDING OFFICIAL  
 REVIEWED FOR COMPLIANCE WITH THE CITY CODE, ADORPED  
 BUILDING CODES, ZONING ORDINANCE AND DESIGN  
 STANDARDS. THIS REVIEW AND APPROVAL DOES NOT RELIEVE  
 THE SUBMITTER OR HIS AGENTS OF ANY RESPONSIBILITY FOR  
 COMPLIANCE WITH ALL APPLICABLE REQUIREMENTS, OR  
 ADDRESS OR OVERRULE THE REQUIREMENTS OF OTHER  
 JURISDICTIONS OR AGENCIES, UNLESS SPECIFICALLY NOTED  
 OTHERWISE.

1/30/2025  
 DATE  
 1/30/2025  
 DATE



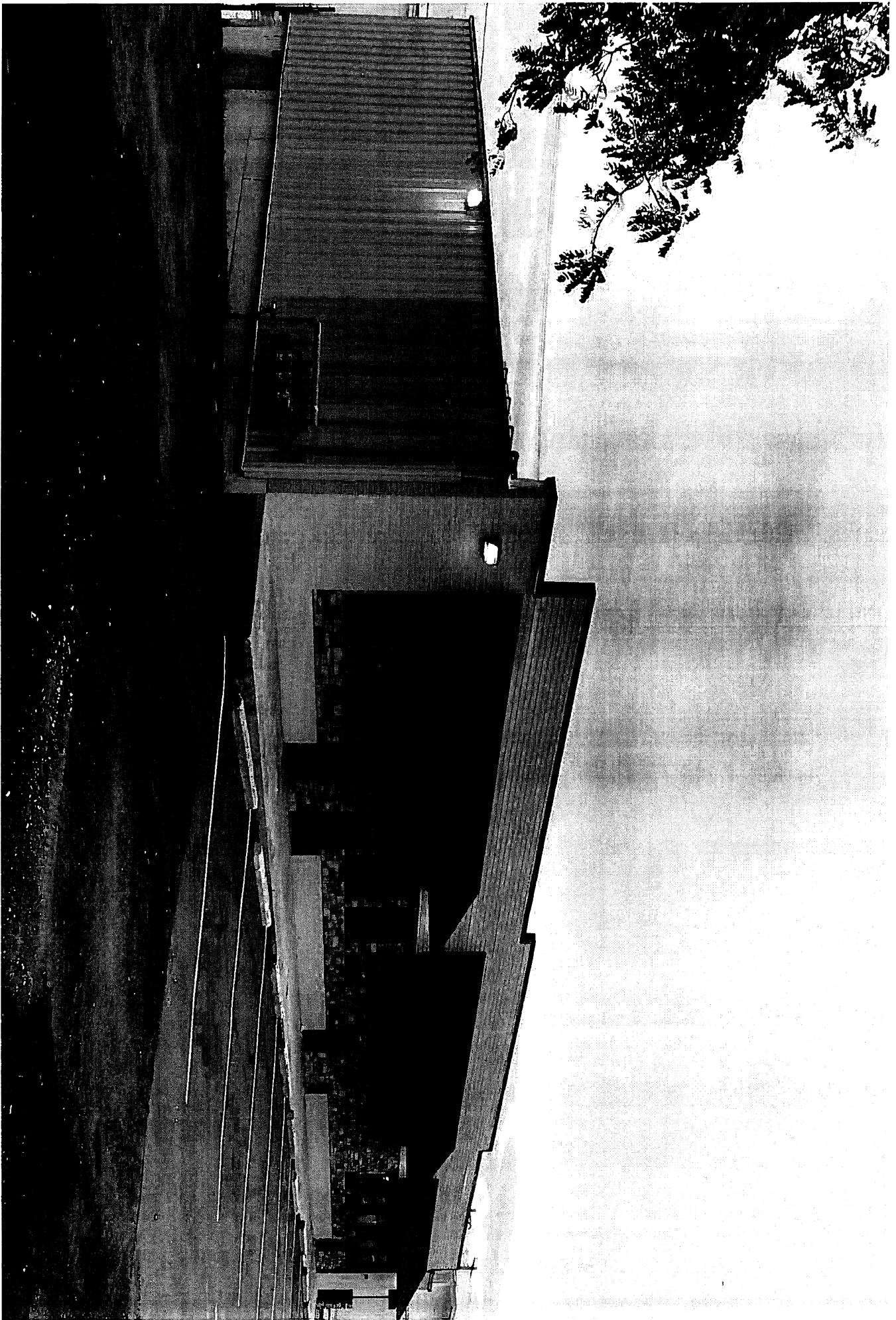
**EROSION AND SEDIMENTATION CONTROL PLAN**

SCALE: 1" = 20'  
 DISTURBED AREA  
 AREA OLD (AREA 1)  
 TOTAL LOT AREA: 0.25 ACRES (22,091.5 SF)  
 DISTURBED AREA: 0.05 ACRES (4,272.75 SF)  
 PLANNED IMPROVED SURFACE AREA: 21,281.1 SF

BMP PHASINGS		
STAGE	BMP #/BMP	DESCRIPTION
A	PRE-CONSTR	CONSTRUCTION EXIT
B	CLEARING	SPILL KIT
C	ROUGH GRADE	COMPOST FILTER SOCK
D	FINAL	SEEDING AND MULCHING
E	STABILIZATION	SOODINGS

**PETERSON PROPERTIES, LLC**  
 715-719 W. COLLEGE STREET  
 SPRINGFIELD, MO

**Richard S. Haskett**  
 No. 10110, No. 10111, No. 10112  
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 No. 1





## EXHIBIT "A"

### LEGAL DESCRIPTION

Beginning 150 feet East of the Southeast Corner of Lot Sixty (60), MCCLURE'S ADDITION; thence East 50 feet; thence North 140 feet; thence West 50 feet; thence South to the point of beginning, Beginning 200 feet East of the Southeast Corner of Lot Sixty (60), MCCLURE'S ADDITION; thence East 50 feet; thence North 140 feet; thence West 50 feet; thence South to beginning; Beginning 250 feet East of the Southeast Corner of Lot Sixty (60), MCCLURE'S ADDITION; thence East 50 feet; thence North 140 feet; thence West 50 feet; thence South to the point of beginning; Beginning 300 feet East of the Southeast Corner of Lot Sixty (60), MCCLURE'S ADDITION; thence East 52 feet; thence North 140 feet; thence West 52 feet; thence South to the point of beginning, all being located in the Northwest Quarter (NW1/4) of the Northeast Quarter (NE 1/4) of Section Twenty-Three (23), Township Twenty-Nine (29), Range Twenty-Two (22), all in Greene County, Missouri, Subject to any part thereof taken, deeded or used for road or highway purposes.

**Mail body:**

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**1. SCOPE OF PROJECT**

**THIS PROJECT CONSISTS OF A DEVELOPMENT OF A 4 STOREFRONT RETAIL SHOPPING AND DINING. THERE WILL BE PARKING ON SITE.**

Sent from Yahoo Mail for iPhone



**EXPLANATION TO REQUEST TO RECOMMEND THE CHESTNUT & AIRPORT TIF  
RE**

**FILED:** 11/25/2025

**ORIGINATING DEPARTMENT:** Planning and Development

**TITLE:**

**PURPOSE:**

**BACKGROUND INFORMATION:**

**Submitted By:**

**Authorized for inclusion on the agenda pursuant to City Code section 2-33:**  
Maurice S. Jones, Deputy City Manager

**Attachments:** 1. Blight Study - Springfield (FINAL 11-24-25)

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# **Blight Study**

**for the**

**Chestnut & Airport  
TIF Redevelopment Area**

**Springfield,  
Missouri**

**December 2, 2025**

**Prepared by:**

**An attorney licensed in the State of  
Missouri at Polsinelli PC**

# BLIGHT STUDY

Chestnut & Airport TIF Redevelopment Area, Springfield, Missouri

## I. Introduction

### *Purpose*

This analysis has been prepared to determine whether the property generally located at the intersection of West Chestnut Expressway & North Airport Boulevard in Springfield, Missouri is “blighted” according to § 99.805(1) of the Missouri Real Property Tax Increment Allocation Redevelopment Act (the “TIF Act”). The property evaluated by this study is generally described as follows: the property generally located east of State Highway B, north of I-44 Highway, south of Chestnut Expressway, and west of Farm Road 115, with a portion located in the City of Springfield, Missouri and a portion in Greene County, Missouri (the “Study Area”).

### *Study Area*

The Study Area is comprised of five (5) parcels of land, two of which are located in the City of Springfield, Greene County, Missouri, with the remaining three located outside of the City of Springfield, but within the limits of Greene County, Missouri. The Study Area consists of approximately +/- 184.61 acres and contains six (6) existing structures (as denoted on Greene County, Missouri’s Assessor Mapping) and the Deer Lake Golf Course. A legal description and aerial depiction of the Study Area are attached as **Exhibit A** and **Exhibit B**, respectively. The boundaries of the Study Area are generally depicted below (outlined in blue):



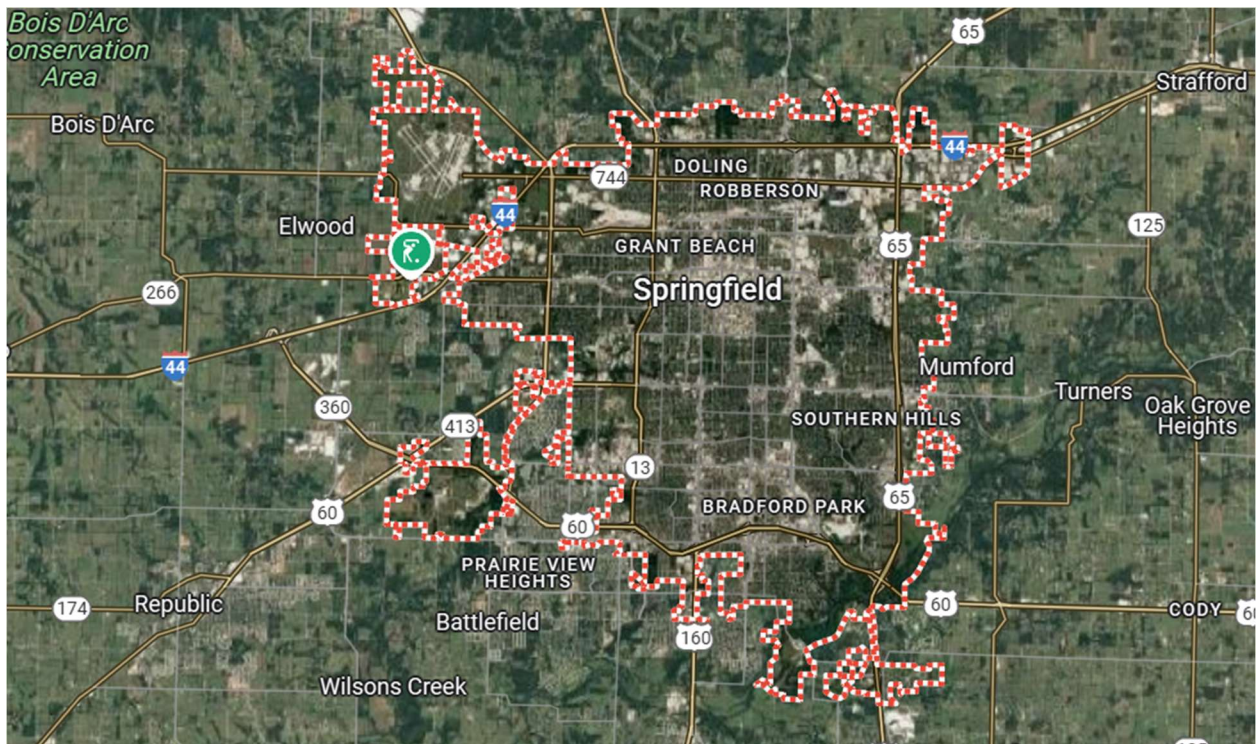
## Statutory Analysis

Section 99.805(1) of the Missouri Revised Statutes defines a “Blighted Area” as “an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, or welfare in its present condition and use.”

An exploration of the presence of these factors within the Study Area is included below.

## II. Study Area Data

The Study Area is generally located in the west central area of Springfield, Missouri or otherwise adjacent to this location. The general location of the center of the Study Area is denoted by the green pin below:



## Property Data

### Land Area

According to Greene County records, the five (5) parcels that constitute the Study Area are as follows:

Greene County, MO Parcel #	Acreage
1423100006 (“Parcel 1”)	23.00

1424200020 (“Parcel 2”)	128.07
1424200019 (“Parcel 3”)	14.67
1423400002 (“Parcel 4”)	13.40
1423400001 (“Parcel 5”)	5.47
TOTAL	184.61

A map identifying these parcels and their locations within the Study Area is below:



### *Ownership and Current Use*

According to Greene County land records, the land parcels within the Study Area are owned by the following parties and are used in the manner described:

Greene County, MO Parcel #	Owner	Use
1423100006	SGF SPORTS LLC	Vacant commercial land.
1423400002	ROGERS, JAMES H TRUST	Property with residence.
1423400001	SELL, HAROLD T SR & LORETTA TRUST	Vacant agricultural land.
1424200019	DEER LAKE SPRINGS LLC	Vacant industrial building.
1424200020	J J & J INCORPORATED	Operating as a golf course.

### **III. Blight Analysis**

Section 99.805(1) of the Missouri Revised Statutes defines a “Blighted Area” as “an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, or welfare in its present condition and use.”

We have prepared the following study pursuant to the statutory factors described above and, accordingly, determined that the Study Area is a blighted area within the meaning of the TIF Act.

#### ***FACTOR #1: DETERIORATION OF SITE IMPROVEMENTS***

Certain site improvements within the Study Area are in a deteriorating state.

All of the existing golf course facilities, maintenance building, and associated improvements located on Parcel 2 show evidence of experienced consistent and pervasive deterioration. Parcel 2 exhibits widespread asphalt cracking, crumbling, and uneven surfaces requiring repair. There is widespread dilapidation to the structures, including cracks, siding disrepair, peeling exterior finishes, and generalized degradation of building facades. The security gate/fencing surrounding portions of Parcel 2 also is displaying significant deterioration and potentially limiting the effectiveness of the security. An inspection performed by the City on February 13, 2024 was made regarding allegations of the presence of mold in the golf course club house located on Parcel 2 after a complaint was filed by an anonymous caller.

In addition, there are two vacant buildings located on Parcel 3, one intended for industrial/warehousing use and the other to support such use, both of which show signs of deterioration. There is asphalt cracking, crumbling and dilapidation of the building facades. There is no security fencing around Parcel 3.

Lastly, Parcel 4 contains multiple structures, all of which show signs of deterioration. Siding, light fixtures, and utility meters all show degradation, evidencing the existence of this factor.

Below are photographs of examples of the deteriorated site improvements located on Parcels 2, 3, and 4.

See Exhibits 1 - 36 below.

EXHIBIT 1

Deteriorated building façade of structure located on Parcel 3.



EXHIBIT 2

Deteriorated façade of structure located on Parcel 3.



EXHIBIT 3

Deteriorated interior of structure located on Parcel 3.



EXHIBIT 4

Deteriorated interior of structure located on Parcel 3.



EXHIBIT 5

Deteriorated interior of structure and utilities located on Parcel 3.



EXHIBIT 6

Deteriorated interior of structure located on Parcel 3.



EXHIBIT 7

Deteriorated interior of structure located on Parcel 3.



EXHIBIT 8

Deteriorated interior of structure located on Parcel 3.



EXHIBIT 9

Deteriorated interior of structure located on Parcel 3.



EXHIBIT 10

Deteriorated interior of structure located on Parcel 3.



EXHIBIT 11

Deteriorated interior of structure and utilities located on Parcel 3.



EXHIBIT 12

Deteriorated interior of structure located on Parcel 3.



EXHIBIT 13

Deteriorated parking facilities located on Parcel 3.



EXHIBIT 14

Deteriorated building façade on Parcel 3.

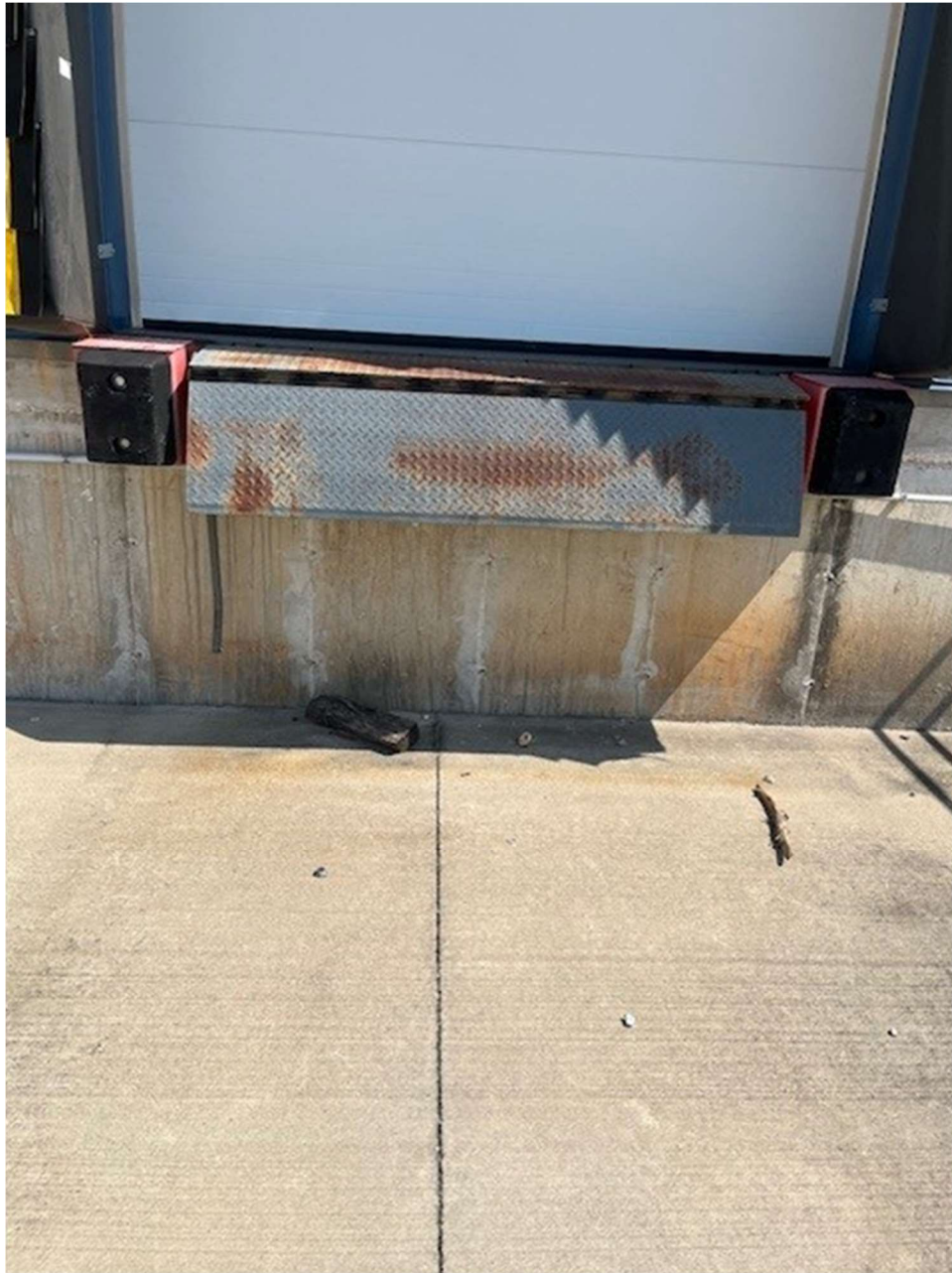


EXHIBIT 15

Deteriorated parking facilities on Parcel 2.



EXHIBIT 16

Deteriorated parking facilities on Parcel 2.



EXHIBIT 17

Deteriorated pavement on golf cart paths throughout Parcel 2 with vegetation growth.



EXHIBIT 18

Deteriorated pavement on golf cart paths throughout Parcel 2 with vegetation growth.



EXHIBIT 19

Deteriorated pavement on golf cart paths throughout Parcel 2 with vegetation growth



EXHIBIT 20

Deteriorated structure on Parcel 2.



EXHIBIT 21

Deteriorated structure on Parcel 2.



EXHIBIT 22

Cracking of clubhouse building façade located on Parcel 2.



EXHIBIT 23

Deteriorated HVAC system on Parcel 2.



EXHIBIT 24

Deteriorated security fencing on Parcel 2 adjacent to West Chestnut Expressway with vegetation overgrowth.



EXHIBIT 25

Deteriorated security fencing on Parcel 2 adjacent to West Chestnut Expressway.



EXHIBIT 26

Deteriorated structure on Parcel 2 with vegetation growth.



EXHIBIT 27

Deteriorated structure on Parcel 2 with vegetation growth and moisture accumulation on façade.



EXHIBIT 28

Deteriorated trash containment structure on Parcel 2.



EXHIBIT 29

Deteriorated structure on Parcel 2 .



EXHIBIT 30

Deteriorated structure façade and roof located on Parcel 2.



EXHIBIT 31

Deteriorated siding of structure located on Parcel 4.



EXHIBIT 32

Deteriorated utilities on structure located on Parcel 4.



EXHIBIT 33

Deteriorated trim on structure located on Parcel 4.



EXHIBIT 34

Deteriorated structure located on Parcel 4.



EXHIBIT 35

Deteriorated shutters on residence located on Parcel 4.



EXHIBIT 36

Deteriorated lighting fixture on residence located on Parcel 4.



## ***FACTOR #2: INSANITARY OR UNSAFE CONDITIONS***

There is no security fencing or other barriers around large portions of the Study Area, which invites trespassing (such as illegal dumping) and other unsafe activities within the Study Area. The portions of the Study Area that remain unsecured are the north, east, south, and west borders of Parcel 1. The north boundary (West Chestnut Expressway) and east boundary (North Airport Boulevard) of Parcel 1 are bordered by public streets, which makes it readily accessible to members of the public and easy to perform illegal activities. Parcel 2 lacks security screening along its southern (I-44), eastern and western (Airport Road) frontage. This provides the same ease of access from the public onto Parcel 2 as prevalent on Parcel 1. There is evidence of unpermitted commercial waste and other garbage located in different parts of the Study Area displaying evidence of illegal trespassing having already occurred. Further, Parcel 2 is adjacent to a public street to its north, Chestnut Street, which dead ends to a cul de sac with no access to other public right of way. This elicits illegal activities occurring at this insufficient and incomplete infrastructure, with evidence of excessive drifting occurring here by multiple cars, which is dangerous to members of the public and directly adjacent to Parcel 2.

In addition, Parcel 3, Parcel 4, and Parcel 5 lack any security screening along the borders of their respective property lines. There has been evidence of illegal trespassing on Parcel 3, with a police report having been filed on an individual who trespassed and occupied a structure on such property without permission. The individual was removed by law enforcement; however, evidence remains of the illegal occupation.

Portions of the Study Area lack the internal infrastructure necessary for emergency personnel to navigate safely and expeditiously. Parcel 1 lacks any infrastructure. There are no pavement, lighting, or other improvements which allow emergency responders to navigate the acreage of Parcel 1. In the event of an emergency concerning a member of the public which entered Parcel 1, emergency service vehicles could not navigate it with the certainty of infrastructure available in commercially developed parcels. Parcel 2 has golf cart paths running throughout it; however, large portions of these golf cart paths are deteriorated and would not support the movement of emergency vehicles expeditiously throughout. The only roadway adjacent to I-44 on the south border of Parcel 2 stops short of Parcel 2 entirely, making the only direct access to the southern half of Parcel 2 remaining from its northern border along West Chestnut Expressway. The only access road available to Parcel 2 along its southern border lacks a proper turnaround for emergency vehicles. Given the acreage of Parcel 2, it makes it difficult to quickly reach all corners of such parcel.

In addition, the Study Area contains overgrown vegetation near commercial developments and throughout the Study Area generally, which supports the presence of rodents and creates a breeding ground for a wide range of micro-organisms and insects, including disease-carrying mosquitos. Specifically, Parcels 2 and 3 display evidence of standing water, where such micro-organisms thrive and insects densely concentrate around.

Lastly, Parcels 2 and 3, based on Greene County GIS mapping and the Missouri Department of Natural Resources, are plagued by the existence of known sinkhole locations. Sinkholes are highly dangerous, with the collapse of any possibly resulting in injury to the person(s) and/or property situated above any sinkhole location.

None of these conditions are suitable for nearby commercial development and put any visitors at risk from these hazards existing in the Study Area.

See Exhibits 37 – 54 below.

EXHIBIT 37

Debris Littering Parcel 1. Overgrown vegetation throughout Parcel. Commercial development is located directly to the south of Parcel 1.



EXHIBIT 38

Debris Littering Parcel 2.



EXHIBIT 39

Trash Littering Parcel 2.



EXHIBIT 40

Deteriorated internal infrastructure on Parcel 2.



EXHIBIT 41

Deteriorated internal infrastructure on Parcel 2.



EXHIBIT 42

Deteriorated internal infrastructure on Parcel 2.



EXHIBIT 43

Lack of access to south border of Parcel 2.



EXHIBIT 44

Lack of Security Fencing on Parcel 1.



Unsecured border along the north border of Parcel 2 and adjacent to public right of way.

EXHIBIT 45

Overgrown vegetation throughout Parcel 1 with commercial development directly adjacent to the south.



EXHIBIT 46

Overgrown vegetation throughout Parcel 2.



EXHIBIT 47

Evidence of improper drainage, resulting in standing water in Parcel 2.



EXHIBIT 48

Evidence of excessive tire marks from illegal drifting directly adjacent to Parcel 2.



EXHIBIT 49

Evidence of excessive tire marks and damages occurring from illegal drifting directly adjacent to Parcel 2.



EXHIBIT 50

Known sinkhole locations throughout Parcels 2 and 3 annotated by pink/purple dotted areas.



EXHIBIT 51

Evidence of improper drainage, resulting in standing water in Parcel 3.



EXHIBIT 52

Overgrown vegetation on Parcel 3.



EXHIBIT 53

Overgrown vegetation on Parcel 3.



EXHIBIT 54

Overgrown vegetation on Parcel 4.



### ***FACTOR #3: EXISTENCE OF CONDITIONS WHICH ENDANGER LIFE OR PROPERTY BY FIRE AND OTHER CAUSES***

The heavy presence of brush and debris piles located within the Study Area greatly exacerbates the risk of field fires.

In addition, the insufficiency of internal infrastructure throughout portions of the Study Area makes it difficult, or not possible, for emergency personnel to navigate all of the Study Area safely and efficiently. Primarily, there is no direct access to the southern boundary of Parcel 2 along I-44. This requires any emergency personnel to access the southern portion of Parcel 2 from West Chestnut Expressway. In the event of a fire or health emergency located in the southern part of Parcel 2, this would greatly reduce response times with the only means of traversing the Study Area along golf cart paths, which are not designed to support the flow of emergency personnel. Parcels 1 and 5 have no internal infrastructure to support the flow of emergency personnel. Parcel 3's southern portion of property lacks internal infrastructure to access a large portion of the property.

Next, vacant buildings commonly attract crime, loitering, vagrants, vandalism, and can serve as an attractive nuisance for area youth. The structures on Parcel 3 remain vacant, which creates an environment for all of these possibilities, some of which have already occurred, including the occupation of a trespassing individual. Law enforcement had to be called to be removed from one of the vacant buildings on Parcel 3, where the individual had been occupying impermissibly for an uncertain, but extended, period of time.

Further, Parcels 2 and 4 have old equipment and other items throughout the properties not stored safely or securely, which pose the risk of being vandalized or inviting other illegal activity. In addition, equipment stored improperly is at risk of leaking motor products into the surrounding environment.

Lastly, Parcels 2 and 3 have sinkholes littered throughout each of the properties. According to the Missouri Department of Natural Resources, commercial development in areas with sinkholes present can pose environmental and logistical problems such as: (1) structurally impacting foundations of buildings, (2) transporting contaminants into groundwater supplies, (3) collapsing of other man-made features.

See Exhibits 55 - 66 below.

EXHIBIT 55

Heavy brush and debris located on Parcel 1 along with commercial waste.



EXHIBIT 56

Heavy brush and debris pile located on Parcel 2.



EXHIBIT 57

Heavy brush and debris pile located on Parcel 4.



EXHIBIT 58

Heavy brush and debris pile located on Parcel 4.



EXHIBIT 59

Evidence of illegal trespassing through damage to locks on Parcel 3.



EXHIBIT 60

Evidence of illegal occupation of vacant structure on Parcel 3.



EXHIBIT 61

Old equipment and unsecured personal property located on Parcel 2 are accessible to passersby.



EXHIBIT 62

Old equipment and unsecured personal property located on Parcel 2.



EXHIBIT 63

Old equipment and unsecured personal property located on Parcel 4.



EXHIBIT 64

Lack of access on southern boundary of Parcel 2.



EXHIBIT 65

Aerial image of insufficient golf cart path network providing limited/insufficient access to southern portion of Parcel 2.



EXHIBIT 66

Example of deteriorated golf cart paths providing access to southern portion of Parcel 2.



## Conclusion

The above-described insanitary and unsafe conditions, deterioration of site improvements, and existence of conditions which endanger life or property by fire or other causes provide evidence of a clear predomination of conditions of blight being present in the Study Area. Due to such conditions, the Study Area constitutes an economic and social liability and a menace to the public health, safety, or welfare in its present condition and use.

The concept of economic liability and the economic underutilization of property as a basis for blight has been addressed by the Missouri Supreme Court. The Court has determined that “the concept of urban redevelopment has gone far beyond ‘slum clearance’ and the concept of economic underutilization is a valid one.” *Tierney v. Planned Industrial Expansion Authority of Kansas City*, 742 S.W.2d 146, 151 (Mo. banc 1987). If vacant land “no longer meets the economic and social needs of modern city life and progress,” the land can be considered blighted. *State ex. rel. Atkinson v. Planned Industrial Expansion Authority*, 517 S.W.2d 36, 46 (Mo. banc 1975). Blight may also be found if the redevelopment of an area “could promote a higher level of economic activity, increased employment, and greater services to the public.” *Tierney*, 742 S.W.2d at 151. Further, the Eastern District Court of Appeals has determined that an otherwise viable use of a property may be considered blighted if it is an economic underutilization of the property. *Crestwood Commons Redevelopment Corporation v. 66 Drive-In. Inc.*, 812 S.W.2d 903, 910 (MO. App. E.D.1991). The Court determined that blight exists to the extent an area is being utilized for less than its potential from an economic standpoint.

The following tables show how the assessed value of the Study Area has changed over the years data is available on Greene County, Missouri’s Assessor’s website:

<b>Parcel 2</b>		
<u>Year</u>	<u>Assessed Value</u>	<u>% Increase</u>
2024	\$ 378,940	0.00%
2023	\$ 378,940	10.92%
2022	\$ 341,630	0.00%
2021	\$ 341,630	-0.08%
2020	\$ 341,890	0.00%
2019	\$ 341,890	N/A
	<b>Total % Increase since 2019</b>	<b>10.84%</b>

<b>Parcel 1</b>		
<u>Year</u>	<u>Assessed Value</u>	<u>% Increase</u>
2025	\$ 129,920	0.00%
2024	\$ 129,920	N/A
	<b>Total % Increase since 2024</b>	<b>0.00%</b>

<b>Parcel 3</b>		
<u>Year</u>	<u>Assessed Value</u>	<u>% Increase</u>
2025	\$ 546,530	6.97%
2024	\$ 510,920	0.00%

2023	\$	510,920	6.79%
2022	\$	478,440	0.00%
2021	\$	478,440	0.25%
2020	\$	477,230	0.00%
2019	\$	477,230	N/A
		<b>Total % Increase since 2019</b>	<b>14.01%</b>

<b>Parcel 4</b>			
<u>Year</u>	<u>Assessed Value</u>	<u>% Increase</u>	
2025	\$ 37,400	11.14%	
2024	\$ 33,650	0.00%	
2023	\$ 33,650	2.40%	
2022	\$ 32,860	0.00%	
2021	\$ 32,860	19.53%	
2020	\$ 27,490	0.00%	
2019	\$ 27,490	N/A	
		<b>Total % Increase since 2019</b>	<b>33.08%</b>

<b>Parcel 5</b>			
<u>Year</u>	<u>Assessed Value</u>	<u>% Increase</u>	
2025	\$ 180	0.00%	
2024	\$ 180	0.00%	
2023	\$ 180	0.00%	
2022	\$ 180	0.00%	
2021	\$ 180	0.00%	
2020	\$ 180	0.00%	
2019	\$ 180	N/A	
		<b>Total % Increase since 2019</b>	<b>0.00%</b>

This growth is noticeably stagnant when compared to the change to the assessed value of properties located in City in Greene County, which are as follows:

<b>Greene County (Springfield, MO)<sup>1</sup></b>		
<u>Year</u>	<u>Assessed Value</u>	<u>% Increase</u>
2024	\$ 6,994,494,166	2.97%
2023	\$ 6,792,668,575	10.37%
2022	\$ 6,154,689,861	6.48%
2021	\$ 5,780,029,058	7.82%
2020	\$ 5,360,663,293	0.37%
2019	\$ 5,340,858,291	N/A

<sup>1</sup>Data regarding Greene County, Missouri assessed values provided by the Missouri Association of Counties and located at the following link: <https://www.mocounties.com/county-assessed-valuations>

[REDACTED]	Total % Increase since 2019	30.96%
[REDACTED]	Total % Increase since 2023	2.97%

When measured against the data available for properties across the City generally, Parcel 2’s assessed value has grown at a rate approximately 65% slower than the City at large, with Parcel 3 growing approximately 54% slower. The result is less property tax revenue for the taxing jurisdictions to provide services to the public, a clear economic liability to taxpayers.

For example, if the redevelopment plan submitted to the City is fully implemented, annual property taxes in the year following completion of the project are estimated to increase sixty times the current property taxes generated, which based on tax receipts in 2024 for the Study Area, total only approximately \$66,000 as of today. Additionally, the Study Area may produce more than \$5,600,000 per year in sales tax revenues for all taxing jurisdictions from the sales estimates of the retail, sports, and hospitality uses the Study Area can fit within the acreage available.

Most of the Study Area has remained undeveloped for decades or has underperformed its best and highest use. The stagnant nature of the Study Area’s property taxes and sales taxes, coupled with the presence of the blighting factors discussed below, are clear indicators that the Study Area is not being utilized for its highest and best use. While the Deer Lake Golf Course is operational, it is clear by the slower rate of growth in property valuation that the 128 acres available on Parcel 2 could be developed into a use that better represents the highest and best use of the land. With Parcels 1 and 5 remaining undeveloped entirely, Parcel 3 remaining vacant, and Parcel 2 remaining largely undeveloped and stagnant in assessed value growth when compared against properties in the City as a whole, the condition and economic output of the Study Area is economically underutilized in its present condition. With the frontage available to the Study Area along I-44 Highway and West Chestnut Expressway, the potential economic and social impact on the surrounding City achieved through development, clearly, the Study Area “could promote a higher level of economic activity, increased employment, and greater services to the public”, thus falling within the definition of a blighted area. To achieve the Study Area’s highest, best, and most productive use, a developer must make significant financial investment to remove and remediate the Study Area’s blight.

In addition, the Study Area is a menace to the public health, safety, or welfare in its present condition and use. The Study Area has evidence of illegal dumping, overgrown vegetation, and large portions of the Study Area without security fencing. This creates an environment of trash, disease carrying rodents and insects, and illegal activity, all of which are a menace to the public health, safety, and welfare of the surrounding community.

Further, the Study Area lacks sufficient internal infrastructure improvements, which make navigating the entirety of the Study Area difficult or not possible. With the present uses within the Study Area and the lack of security preventing members of the community from entering it, in the event of an emergency, the health and safety of these individuals are at risk.

Accordingly, because of the factors detailed in this report, as of December of 2025, the Study Area constitutes an economic and social liability and is a menace to the public health, safety, or welfare in its present condition and use, thus being a “blighted area” as defined in Section 99.805(1) of the Missouri Revised Statutes.

**EXHIBIT A**

**LEGAL DESCRIPTION OF STUDY AREA**

**Tract 1 (Parcel # 1423100006)**

A TRACT OF LAND, SITUATED IN SECTION 23 OF TOWNSHIP 29 NORTH, RANGE 23 WEST, GREENE COUNTY, MISSOURI, BEING A PART OF TRACT III DESCRIBED IN BEED BOOK 2010, PAGE 24733-10, DULY RECORDED IN THE GREENE COUNTY, MISSOURI, RECORDER'S OFFICE AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 24; THENCE SOUTH 01°45'40" WEST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER OF SECTION 24 A DISTANCE OF 13.80 FEET TO AN EXISTING CONCRETE MONUMENT ON THE SOUTH RIGHT OF WAY LINE OF OLD STATE HIGHWAY 266; THENCE NORTH 88°99'42" WEST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 300.16 FEET TO AN EXISTING IRON PIN; THENCE SOUTH 01°45'52" WEST A DISTANCE OF 725.80 FEET TO AN EXISTING IRON PIN FOR CORNER; THENCE NORTH 88°23'16" WEST A DISTANCE OF 349.80 FEET; THENCE SOUTH 01°45'09" WEST A DISTANCE OF 982.89 FEET; THENCE SOUTH 88°23'16" EAST A DISTANCE OF 650.00 FEET TO A POINT ON SAID EAST LINE OF THE NORTHWEST QUARTER OF SECTION 24; THENCE SOUTH 01°45'09" WEST ALONG SAID EAST LINE 401.41 FEET TO AN EXISTING IRON PIN ON THE NORTH RIGHT OF WAY LINE OF INTERSTATE 44; THENCE ALONG SAID NORTH RIGHT OF WAY LINE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 4,433.75 FEET, A DELTA OF 01°45'29", AN ARC LENGTH OF 136.04 FEET, AND A CHORD WHICH BEARS SOUTH 74°24'58" WEST HAVING A CHORD DISTANCE OF 136.03 FEET TO AN EXISTING RIGHT OF WAY MARKER FOR CORNER; THENCE SOUTH 75°21'06" WEST ALONG SAID NORTH RIGHT OF WAY LINE A DISTANCE OF 2,655.96 FEET TO AN EXISTING IRON PIN ON THE WEST LINE OF SAID SECTION 24 FOR CORNER; THENCE NORTH 01°38'07" EAST ALONG SAID WEST LINE OF SECTION 24 A DISTANCE OF 261.29 FEET TO AN EXISTING IRON PIN AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 24 FOR CORNER FOR A POINT OF BEGINNING; THENCE NORTH 88°47'48" WEST ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER OF SECTION 23, A DISTANCE OF 1,754.45 TO AN EXISTING IRON PIN FOR THE CORNER; THENCE N01°50'13" EAST A DISTANCE OF 1,333.63 FEET TO AN EXISTING IRON PIN FOR CORNER; THENCE N01°40'14" EAST A DISTANCE OF 1,287.49 FEET TO AN EXISTING IRON PIN ON THE SOUTH RIGHT OF WAY LINE OF STATE HIGHWAY 266 FOR CORNER; THENCE SOUTH 88°53'47" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 1,402.32 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS299) FOR CORNER; THENCE SOUTH 79°10'22" EAST

ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 88.86 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS299) FOR CORNER; THENCE SOUTH 88°54'54" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 202.35 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS299) FOR CORNER; THENCE SOUTH 32°54'49" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 100.32 FEET TO A POINT IN THE WEST LINE OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 24 FOR CORNER; THENCE DEPARTING SAID SOUTH RIGHT-OF-WAY LINE SOUTH 01°48'27" WEST ALONG THE WEST LINE OF SAID NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 24 A DISTANCE OF 1187.07 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID NORTHWEST QUARTER OF SECTION 24; THENCE SOUTH 01°29'45" WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID NORTHWEST QUARTER OF SECTION 24 A DISTANCE OF 1338.95 FEET TO THE POINT OF BEGINNING, AND CONTAINING 105.16 ACRES OF LAND, MORE OR LESS, SUBJECT TO EASEMENTS AND/OR RIGHTS OF WAY; AND

**Tract 2 (Parcel # 1424200020)**

A TRACT OF LAND, SITUATED IN SECTION 24 OF TOWNSHIP 29 NORTH, RANGE 23 WEST, GREENE COUNTY, MISSOURI, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 24; THENCE SOUTH 01°45'40" WEST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER OF SECTION 24 A DISTANCE OF 13.80 FEET TO AN EXISTING CONCRETE MONUMENT ON THE SOUTH RIGHT OF WAY LINE OF OLD STATE HIGHWAY 266; THENCE NORTH 88°19'42" WEST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 300.16 FEET TO AN EXISTING IRON PIN FOR A POINT OF BEGINNING; THENCE SOUTH 01°45'52" WEST A DISTANCE OF 725.80 FEET TO AN EXISTING IRON PIN FOR CORNER; THENCE NORTH 88°23'16" WEST A DISTANCE OF 349.80 FEET; THENCE SOUTH 01°45'09" WEST A DISTANCE OF 982.89 FEET; THENCE SOUTH 88°23'16" EAST A DISTANCE OF 650.00 FEET TO A POINT ON SAID EAST LINE OF THE NORTHWEST QUARTER OF SECTION 24; THENCE SOUTH 01°45'09" WEST ALONG SAID EAST LINE 401.41 FEET TO AN EXISTING IRON PIN ON THE NORTH RIGHT OF WAY LINE OF INTERSTATE 44; THENCE ALONG SAID NORTH RIGHT OF WAY LINE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 4,433.75 FEET. A DELTA OF 01°45'29", AN ARC LENGTH OF 136.04 FEET, AND A CHORD WHICH BEARS SOUTH 74°24'58" WEST HAVING A CHORD DISTANCE OF 136.03 FEET TO AN EXISTING RIGHT OF WAY MARKER FOR CORNER; THENCE SOUTH 75°21'06" WEST ALONG SAID NORTH RIGHT OF WAY LINE A DISTANCE OF 2,655.96 FEET TO AN EXISTING IRON PIN ON THE WEST LINE OF SAID SECTION 24 FOR CORNER;

THENCE NORTH 01°38'07" EAST ALONG SAID WEST LINE OF SECTION 24 A DISTANCE OF 261.29 FEET TO AN EXISTING IRON PIN AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 24 FOR CORNER; THENCE NORTH 01°29'45" EAST ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID NORTHWEST QUARTER OF SECTION 24 A DISTANCE OF 1338.95 FEET TO THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID NORTHWEST QUARTER OF SECTION 24; THENCE NORTH 01°48'27" EAST ALONG THE WEST LINE OF SAID NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 24 A DISTANCE OF 1187.07 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF OLD STATE HIGHWAY 266 FOR CORNER: THENCE SOUTH 32°54'49" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 62.39 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS229) FOR CORNER; THENCE SOUTH 88°51'45" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 130.06 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS229) FOR CORNER; THENCE NORTH 35°27'18" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 142.97 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS 229) FOR CORNER; THENCE SOUTH 88°45'05" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 340.59 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS 229) FOR CORNER; THENCE NORTH 01°15'35" EAST A DISTANCE OF 31.08 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS229) FOR CORNER, SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF OLD STATE HIGHWAY 266; THENCE SOUTH 88°44'25" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 95.78 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS229) FOR CORNER; THENCE SOUTH 88°44'47" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 596.63 FEET TO AN EXISTING RIGHT OF WAY MONUMENT (LS229) FOR CORNER; THENCE SOUTH 88°25'28" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 1,105.54 FEET TO THE POINT OF BEGINNING, EXCEPT THAT PART IN ROADS, IF ANY; AND

**Tract 3 (Parcel # 1423400002)**

All that part of the following described property lying North of Interstate Highway #44: All of the West Sixty (60) acres of the East One Hundred (100) acres of Southeast Quarter (SE¼) of Section Twenty-Three (23), Township Twenty-nine (29), Range Twenty-Three (23) in Greene County, Missouri; and

**Tract 4 (Parcel # 1423400001)**

Lot Eight (8) and all of the North thirty-five (35) feet of Lot Nine (9), Block Three (3), in FAIRMOUNT ADDITION to the City of Springfield, Greene County, Missouri. (Also known as 1437 North Marion, Springfield, Missouri.)

Lot Seven (7), Block Three (3), in FAIRMOUNT ADDITION according to the recorded plat thereof in the City of Springfield, Greene County, Missouri.

All of Lot Seven (7), Block Ten (10), in FAIRMOUNT ADDITION, in the City of Springfield, Greene County, Missouri. (Also known as 1321 North Marion, Springfield, Missouri.)

The One-fifth ( $\frac{1}{5}$ ) undivided interest owned in: All of the East Quarter ( $E \frac{1}{4}$ ) of the Southeast Quarter ( $SE\frac{1}{4}$ ) of Section Twenty-three (23), Township Twenty-nine (29), Range Twenty-three (23) lying North of the North right-of-way line of Interstate 1-44, all in Greene County, Missouri, containing 5.47 acres, more or less.

All beginning Twenty-five (25) feet East and One Hundred (100) feet South of the Northwest corner of the Southwest Quarter ( $SW \frac{1}{4}$ ) of the Southeast Quarter ( $SE\frac{1}{4}$ ) of Section Fifteen (15), Township Twenty-nine (29), Range Twenty-two (22); thence South Fifty (50) feet; thence East One Hundred Fifty (150) feet more or less to an alley; thence North Fifty (50) feet; thence West to a point of beginning, all in the City of Springfield, Greene County, Missouri, except that part taken or used for roads. (Also known as 630 Park, Springfield, Missouri.)

Beginning 670 feet West of the Southeast corner of the Southeast Quarter ( $SE\frac{1}{4}$ ) of the Southwest Quarter ( $SE\frac{1}{4}$ ) of Section Nine (9), Township Twenty-nine (29), Range Twenty-two (22), thence North 660 feet, thence West 330 feet, thence South 660 feet, thence East 330 feet to beginning, in Greene County, Missouri. (Also known as 3201 West Division, Springfield, Missouri.)

All of Lots Seventeen (17) and Eighteen (18), Block Five (5) in GREEN HILL ADDITION, and the 10 feet East of and adjoining said Lot Eighteen (18), all being in the City of Springfield, Greene County, Missouri. (Also known as 2415 North Missouri, Springfield, Missouri.)

Lot Eleven (11) in WILLIAM P. BOLLS ADDITION to the City of Springfield, Greene County, Missouri. (Also known as 815 Lexington, Springfield, Missouri.)

All of Lot Thirteen (13) in WILLIAM P. BOLLS ADDITION to the City of Springfield, Greene County, Missouri. (Also known as 831 Lexington, Springfield, Missouri.)

Lots Nineteen (19) and Twenty (20) in WILLIAM P. BOLLS ADDITION to the City of Springfield, Greene County, Missouri. (Also known as 927 Lexington, Springfield, Missouri, and vacant lot adjacent thereto)

All of Lot Fourteen (14), COTTAGE HEIGHTS FIFTH ADDITION, a subdivision in Springfield, Greene County, Missouri. (Also known as 2245 North Aline, Springfield, Missouri.); and

**Tract 5 (Parcel # 1424200019)**

A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER (NE<sup>1</sup>/<sub>4</sub>) OF THE NORTHWEST QUARTER (NW<sup>1</sup>/<sub>4</sub>) AND PART OF THE SOUTHEAST QUARTER (SE<sup>1</sup>/<sub>4</sub>) OF THE NORTHWEST QUARTER (NW<sup>1</sup>/<sub>4</sub>) OF SECTION TWENTY-FOUR, TOWNSHIP TWENTY-NINE (29) RANGE TWENTY-THREE (23), BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A CONCRETE MONUMENT ON THE SOUTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 266, SAID CONCRETE MONUMENT BEING 13.8 FEET SOUTH OF THE NORTH QUARTER CORNER OF SECTION TWENTY-FOUR (24), TOWNSHIP TWENTY-NINE (29), RANGE TWENTY-THREE (23); THENCE SOUTH 00°10'46" WEST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER (NE<sup>1</sup>/<sub>4</sub>) OF THE NORTHWEST QUARTER (NW<sup>1</sup>/<sub>4</sub>) OF SAID SECTION TWENTY-FOUR (24), 1016.40 FEET TO A POINT OF BEGINNING; THENCE CONTINUING SOUTH 00°10'46" WEST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER (NE<sup>1</sup>/<sub>4</sub>) OF THE NORTHWEST QUARTER (NW<sup>1</sup>/<sub>4</sub>) OF SAID SECTION TWENTY-FOUR (24), 290.40 FEET; THENCE NORTH 89°58'28" WEST, 300.00 FEET; THENCE NORTH 00°10'46" EAST, 290.40 FEET; THENCE SOUTH 89°58'28" EAST, 300.00 FEET TO THE POINT OF BEGINNING; ALL IN GREENE COUNTY, MISSOURI; AND

**Public Right-of-Ways**

All streets, roads, highways, and public right-of-way contiguous to the aforementioned property.

**EXHIBIT B**  
**MAP OF STUDY AREA**

