

CITY OF SPRINGFIELD
DEPARTMENT OF PLANNING AND DEVELOPMENT
MEMORANDUM

TO: Mayor and City Council

FROM: Ann Razer, Principal Planner

DATE: June 4, 2010

RE: Major Thoroughfare Plan Amendment for East Republic Road Connector

On May 13, the Springfield Planning and Zoning Commission voted 6 to 2 to approve a Major Thoroughfare Plan Amendment for an arterial road extending East Republic Road from Glenstone Avenue to a future interchange with U.S. 65 (Alternative A on Attachment A). The amendment is recommended by City staff. At some time in the future an arterial road will be needed to connect Republic Road to U.S. 65 and the proposed road alignment should be shown on the Major Thoroughfare Plan so that a corridor can be protected. The need to extend Republic Road as an arterial from Glenstone Avenue to U.S. 65 is based on the following information:

- The adopted Vision 20/20 Comprehensive Plan shows the area northeast of the 60/65 interchange as an activity center appropriate for medium to high intensity commercial and residential uses. To develop as an activity center, this area will need improved access. It is appropriate that a major arterial road serve an activity center.
- The Southeast Springfield Development Study identified the need for an additional arterial road from Glenstone Avenue to Route J approximately halfway between Battlefield Road and U.S. 60. The study looked at alternatives with either an interchange with U.S. 65 or with a bridge over U.S. 65.
- The Southeast Springfield Development Study recognized the redevelopment potential of the Ash Grove Quarry and the vacant land along U.S. 65 between Gasconade Street and Republic Road. Development of these areas will necessitate a new arterial road.
- The Ozark Transportation Organization's Major Thoroughfare Plan was amended in 2006 to show a collector road in the quarry area that extended east from Lone Pine Avenue across U.S. 65 to Farm Road 187 (Murphy Road) in an area between existing East Republic Road and Gasconade Street.
- In 2008, MoDOT agreed to permit an interchange on U.S. 65 in the area shown on the Attachment A. MoDOT has required a new interchange to connect with an arterial road running east and west and connecting with the urban street system.
- In July 2009, Planned Development 330 was approved by City Council, permitting high intensity development with a mix of uses on both the east and west sides of U.S. 65 south of Gasconade Street. This was done with the condition that a major arterial street must be constructed to tie to the existing arterial network and that the arterial road must have an interchange with U.S. 65.

- Vacant and underdeveloped land in the immediate area (120 acres along Mentor Avenue, 18 acres on the east side of Lone Pine Avenue, and 90 acres south of Republic Road) has the potential for 14,000 additional trips per day when developed for low-density residential uses.
- Additional trips would be generated if the quarry developed for commercial uses.
- Public Works has found that the existing street network is only marginally adequate for existing traffic. Future development would put an unacceptable traffic load on existing streets.

A future connector road between Glenstone Avenue and U.S. 65, regardless of the alternative corridor selected, would be designed and constructed as a four-lane divided roadway, using major arterial standards. Curves and grades would be designed for 45 MPH speed. There would be a minimum of 110 feet of right-of-way (plus temporary construction easements). The connector road would go over the James River Freeway and would connect back to Republic Road. It would bridge over Lone Pine Avenue, the railroad, and Galloway Creek and there would be a connection to Lone Pine Avenue. The proposed arterial road would have an interchange with U.S. 65. Traffic signals would be provided at major intersections as needed.

Staff developed three proposed road alignments for the East Republic Road Connector from Glenstone Avenue to an interchange with U.S. 65 (Attachment A).

- Alternative A is the northern alignment. It is the longest and the least direct, crossing Lone Pine Avenue and the railroad at the greatest skew. This alternative affects the fewest properties. It displaces one business and four residences (Attachment B). This alternative has the least impact on Galloway Village. It passes through an industrial property near the quarry which is not compatible with surrounding existing land uses.
- Alternative B is shorter and more direct. It crosses Lone Pine Avenue at a slight skew. It displaces 42 mobile homes, two houses, and 2 businesses (Attachment C).
- Alternative C is also shorter than Alternative A and is direct. It also crosses Lone Pine Avenue at a slight skew. It displaces 14 houses and two businesses (Attachment D).

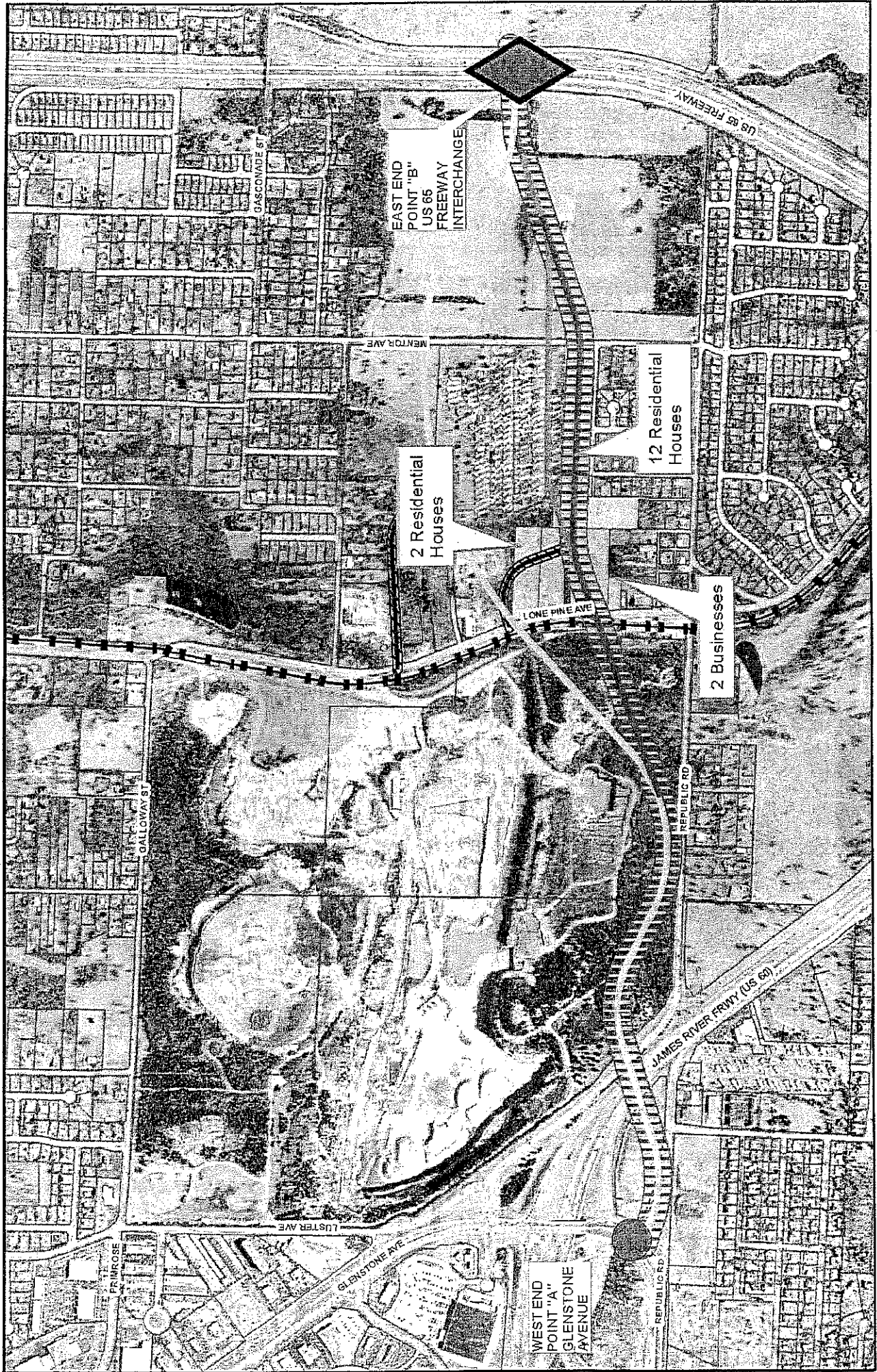
A neighborhood meeting was held January 19, 2010, at the Second Baptist Church and was attended by 75 persons. Attendees were shown maps of existing development, physical features, the current Major Thoroughfare Plan, and three alternatives developed by the Public Works Department. Citizens attending the meeting submitted 15 comment sheets supporting Alternative A, two supporting Alternative B, three supporting either Alternative A or B, and 3 with no preference. In addition, an open house was held the evening of May 13. Two people attended, both expressing opposition to any new road in the area.

At the Planning and Zoning Commission meeting, questions were asked about the impact of a planned road on property owners. If the East Republic Road Connector is shown on the Major Thoroughfare Plan, affected property owners should disclose that fact if they sell their property. After a road alignment is officially mapped, in accordance with state law, affected property owners will not be able to get a building permit for a project within the mapped corridor. An appeal process is available. If a plat or building permit is denied, the City must commit to purchasing the property. As with other public projects, the City may use eminent domain if the property owner does not agree to sell. The City must pay fair-market value for the property even

if eminent domain is used. The City of Springfield rarely uses eminent domain. The portion of the Springfield City Code that addresses this process is attached (Attachment E).

cc: Ralph Rognstad
Greg Burris
Brenda Cirtin
Mike MacPherson
Phil Broyles

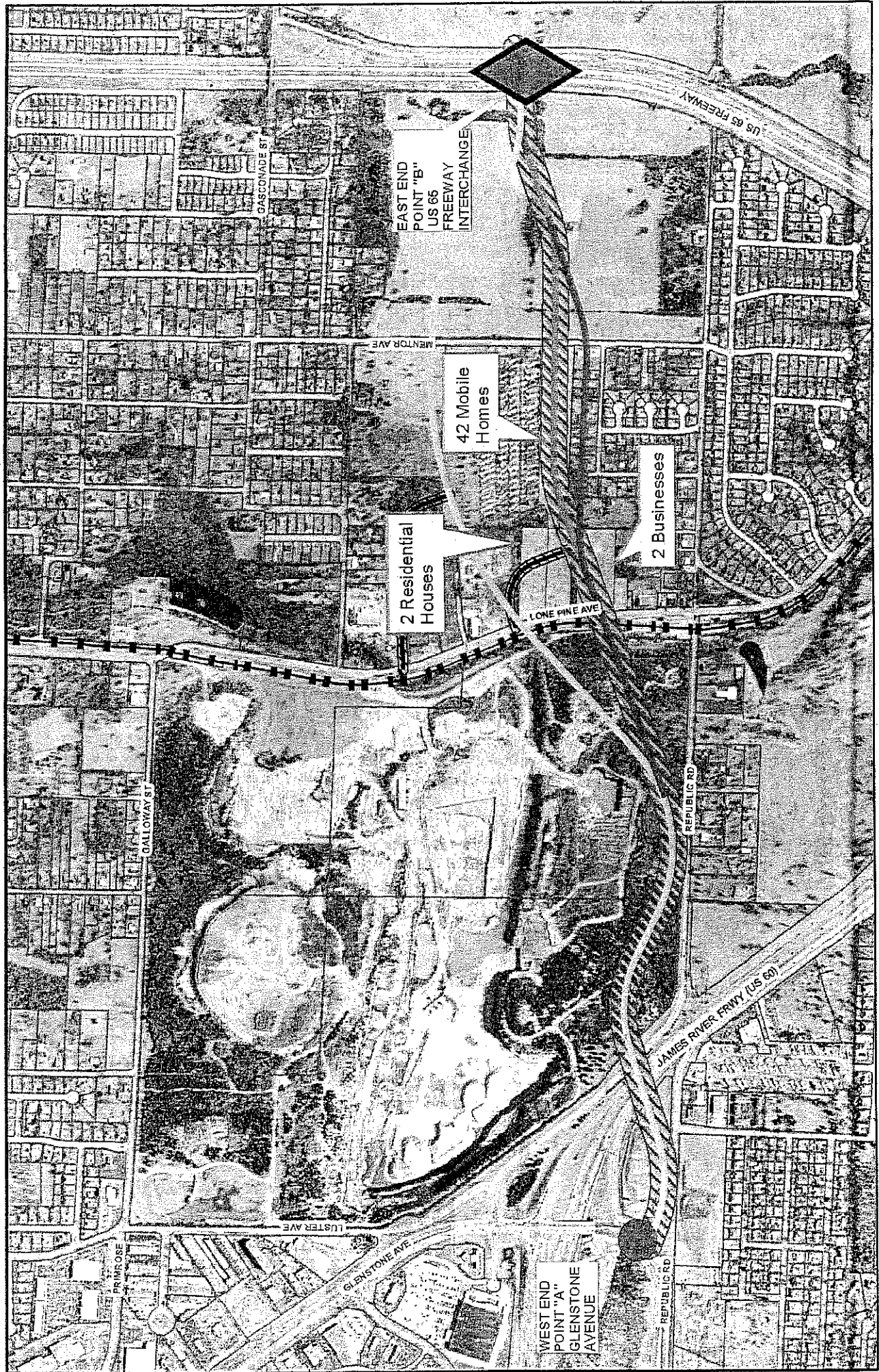
East Republic Road Connector Alternative C



Scale: 1" = 100'

North Arrow

East Republic Road Connector Alternative B

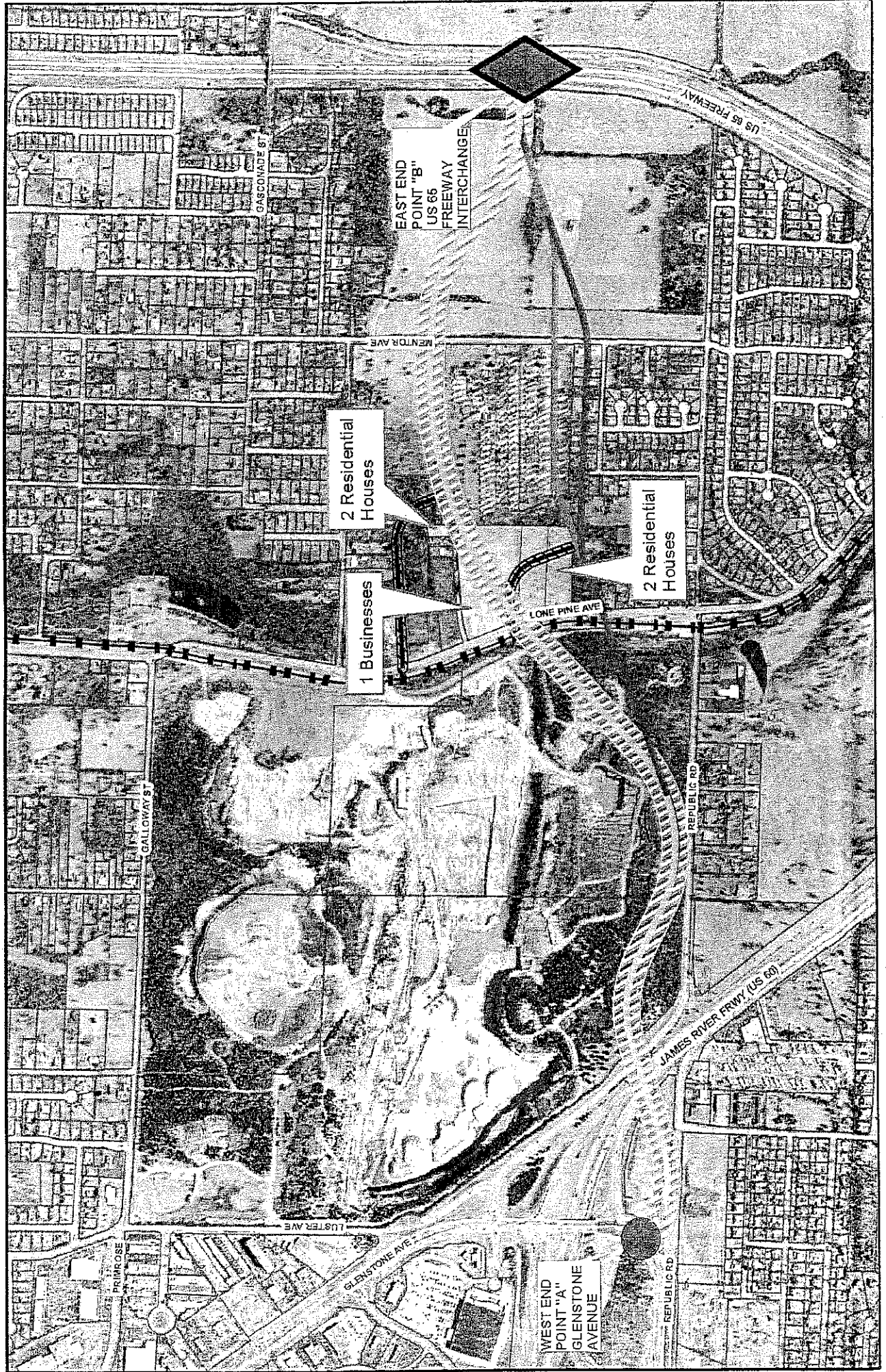


Scale: 1" = 100'

North Arrow

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East Republic Road Connector Alternative A



Scale: 1" = 100'

DATE: 05/20/04