

One-rdg. \_\_\_\_\_  
P. Hrngs. \_\_\_\_\_  
Pgs. 36  
Filed: 09-27-16

Sponsored by: Ferguson

First Reading: \_\_\_\_\_

Second Reading: \_\_\_\_\_

COUNCIL BILL NO. 2016-226

SPECIAL ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE

1 ESTABLISHING a budget for the Commercial Street Tax Increment Financing District  
2 Special Allocation Fund for Fiscal Year 2016-17 in the amount of  
3 \$570,035.53; approving expenditures from said Special Allocation  
4 Fund for property acquisition costs and certain public improvement  
5 projects within the Commercial Street Increment Financing District in  
6 an amount not to exceed \$400,000.00; and also using certain rail  
7 credits obtained in the sale of the West Wye to BNSF in the amount of  
8 \$707,849.57 to partially fund the acquisition of a portion of Frisco  
9 Lane in connection with the aforementioned public improvement  
10 projects.

11 \_\_\_\_\_  
12  
13 WHEREAS, on April 7, 2008, the City Council adopted the Commercial Street  
14 Tax Increment Financing (TIF) District Plan by Special Ordinance No. 25373, and  
15 designated the Redevelopment Area, described therein, as a blighted area; and  
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17 WHEREAS, said Plan requires that City Staff seek input and comment from  
18 property owners, business owners, and residents in the Redevelopment Area on the  
19 use of the Special Allocation Fund, and that City Staff then make recommendations to  
20 City Council on the use of the Special Allocation Fund; and  
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22 WHEREAS, after two public stakeholder meetings, which occurred on August 11,  
23 2016 and September 8, 2016, City staff has made certain recommendations, based on  
24 input received which is more fully described in Exhibits "A," "B," and "C;" attached  
25 hereto and incorporated herein by this reference.

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27 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF  
28 SPRINGFIELD, MISSOURI, as follows, that:

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30 Section 1 –City Council hereby approves the following expenditures and projects  
31 in the following amounts:  
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- a) Acquisition of property for proposed Frisco Lane as identified on “Exhibit C” (“Frisco Lane Property”) from Burlington Northern Santa Fe, LLC, (BNSF) and relocation of rail lines on the acquired property. Estimated cost of \$976,000, shall be paid for by City rail credits obtained in the sale of the West Wye to BNSF (\$707,849.57) and funds from the Special Allocation Fund (not to exceed \$268,150.43).
- b) Construction work needed in Frisco Lane after acquisition in order to stabilize and secure the property for use as a service lane and employee parking area, which work shall be paid for using funds from the Special Allocation Fund (not to exceed \$80,000.00).
- c) Improvements to the alleyway which connects Commercial Street and Blaine Street located between Campbell Avenue and Boonville Avenue, that will provide an accessible pedestrian walkway from Commercial Street to the public parking lot at Campbell and Blaine, which work shall be paid for with funds from the Special Allocation Fund (not to exceed \$50,000.00).

Section 2 – The City Manager, or their designee, is hereby authorized to do all things necessary or convenient to carry out the intent of this ordinance, including the execution of any required contracts, provided that said contracts have been approved by the City Manager’s and the City Attorney’s respective offices.

Section 3 – A budget adjustment for said Special Allocation Fund is hereby submitted for Fiscal Year 2016-17, in the accounts and in the amounts as shown on Budget Adjustment No. 0011, a copy of which is attached hereto and incorporated herein by reference as “Exhibit D.”

Section 4 – The City Council hereby finds that the budget adjustment described in “Exhibit D” has been recommended by the City Manager.

Section 5 – The City Manager is hereby directed to cause the appropriate accounting entries to be made in the books and records of the City to reflect the budget adjustment described in “Exhibit D.”

Section 6 - This Ordinance shall be in full force and effect from and after passage.

Passed at meeting: \_\_\_\_\_

\_\_\_\_\_  
Mayor

Attest: \_\_\_\_\_, City Clerk

79 Filed as Ordinance: \_\_\_\_\_

80  
81 Approved as to form: Richard T. Widen, Assistant City Attorney

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83 Approved for Council action: Greg Burt, City Manager

## **EXPLANATION TO COUNCIL BILL NO: 2016- 226**

FILED: 09-27-16

ORIGINATING DEPARTMENT: Planning and Development

**PURPOSE:** to establish a budget for the Commercial Street Tax Increment Financing District Special Allocation Fund for Fiscal Year 2016-17 in the amount of \$570,035.53; approving expenditures from said Special Allocation Fund for property acquisition costs and certain public improvement projects within the Commercial Street Increment Financing District in an amount not to exceed \$400,000.00; and also using certain rail credits obtained in the sale of the West Wye to BNSF in the amount of \$707,849.57 to partially fund the acquisition of a portion of Frisco Lane in connection with the aforementioned public improvement projects. (Staff recommends approval.)

**BACKGROUND INFORMATION:** The Commercial Street Historic District Strategy for Success was accepted by Council by Resolution No. 7338 on February 6, 2006. The Strategy recommended use of a TIF for sustained redevelopment and revitalization. Council directed city staff to prepare a TIF Redevelopment Plan for the area.

City Council approved the Commercial Street TIF Plan by Special Ordinance No. 25373 on April 7, 2008 ("Commercial Street Plan"). The purpose of the Commercial Street Plan is to establish a process by which public improvements within the area will occur and establish a process and reason for redevelopment to occur. The basic philosophy behind the Commercial Street Plan was that public investment in key projects would provide incentives for sustained private investment and redevelopment in the area.

The Commercial Street Plan outlines the projects the TIF funds may be used for and the process by which funds captured by the TIF may be expended. First, the plan requires that an annual public meeting with Commercial Street property owners, business owners, and residents be held, in which City staff provides information about the Special Allocation Fund balance and makes recommendations for projects based on available funding. At the same meeting, the Commercial Street stakeholders are afforded an opportunity to review the material and identify their recommendations. After this meeting, City staff finalizes recommendations to City Council taking into account stakeholder input, project priorities, projects to be funded, and financing. City Council then makes an annual decision regarding expenditures from the Special Allocation Fund.

**REMARKS:** City staff held stakeholder meetings on August 11, 2016 and September 8, 2016, in order to gather input from Commercial Street property owners, business owners, and residents prior to making recommendations. Summaries of each meeting as well as copies of comment cards from meeting participants are attached as "Exhibit A" and "Exhibit B."

The overwhelming majority of participants stated their preference was to spend all or some of the funds currently available in the Special Allocation Fund. The top priority

identified in the TIF Plan in 2008 was echoed by participants in the two public meetings in August and September 2016: Acquire property from BNSF Railroad for construction of proposed Frisco Lane.

Staff Recommendations: Based on the input received at the two stakeholder meetings we conducted, city staff recommends that City Council approve expenditure of the Special Allocation Fund for the following projects:

- Acquisition of BNSF property for proposed Frisco Lane (35' wide and approximately 1900 linear feet, see survey attached as "Exhibit C") from BNSF and relocation of rail lines on the property, at an estimated cost of \$976,000, to be paid for by City rail credits obtained in the sale of the West Wye to BNSF (\$707,849.57) and TIF funds (approximately \$268,150.43).
- Construction work needed in Frisco Lane after acquisition in order to stabilize and secure the property for use as a service lane and employee parking area, to be paid for with TIF funds of approximately \$80,000.
- Improve one alleyway, which will provide an accessible pedestrian walkway from Commercial Street to the public parking lot at Campbell and Blaine, to be paid for with TIF funds of approximately \$50,000.

In total, staff recommends projects to be completed with an approximate cost of \$400,000. This will leave approximately \$140,000 in the Special Allocation Fund to be allocated for future projects. City staff plans to hold the next Commercial Street TIF stakeholder meeting in the summer of 2017 to provide an update on these projects, provide information on the balance of the Special Allocation Fund, and discuss additional projects.

Because a budget has never been formally established for the Special Allocation Fund, this bill also adjusts the budget of the Special Allocation Fund for the full amount available in the Fund, in order to establish the Fund's budget.

This ordinance supports the following Field Guide 2030 goal(s): Chapter 3, Economic Development; Major Goal 2, Aggressively use Economic Development Incentives to encourage investment in the community and to encourage job creation and retention; Objective 2a, Continue to explore creative and flexible methods of funding infrastructure costs associated with new development. Currently, private developers are responsible for funding major infrastructure costs for new development projects. Limitation of funding to private sources can result in a significant impediment to moving vital projects forward in a timely and economic manner. The City should look at creative ways to assist developers with these large "up-front" costs to spread the financial impact over a longer period of time that mirrors the economic benefit derived from the improvements.

Submitted by:



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Sarah Kerner,  
Interim Economic Development Director

Recommended by:



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Mary Lilly Smith, Director of Planning

Approved by:



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Greg Burris, City Manager

# Commercial Street TIF District

## Summary of Public Meeting August 11, 2016



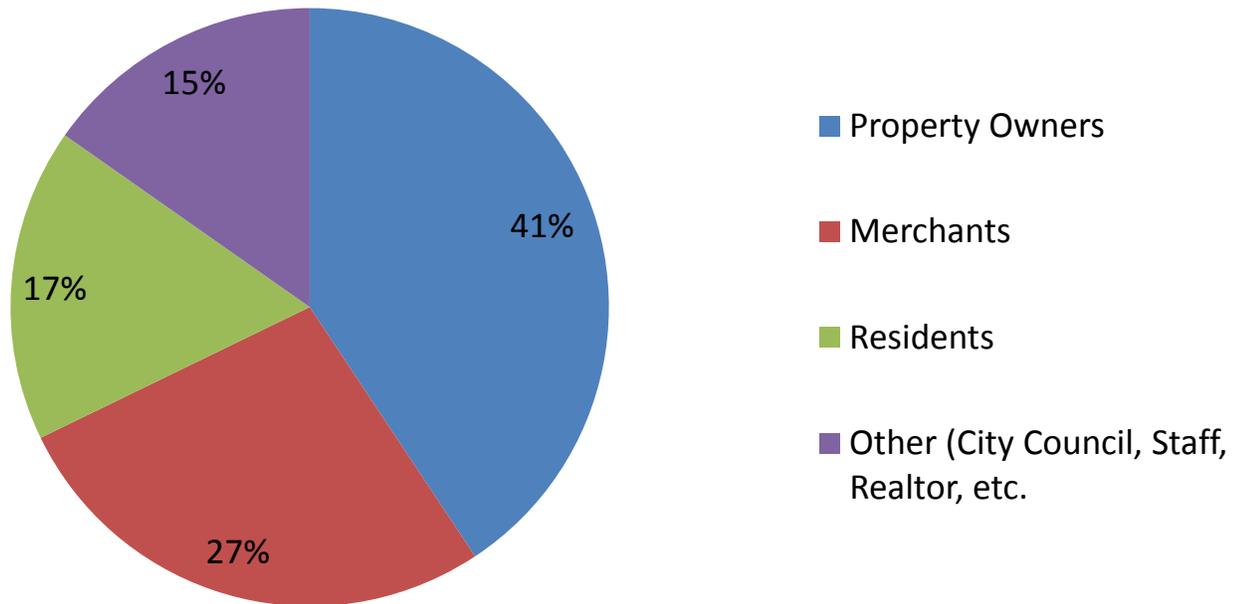
A public meeting was held on Thursday August 11, 2016, from 5:30 to 7:00 PM, at White River Brewing Co, 505 West Commercial Street, to provide information and receive input on the TIF Special Allocation Fund and proposed projects for the Commercial Street TIF District. Approximately 50 people attended the meeting based on an informal head count and 42 people signed the attendance sheet. A Meeting Notice was mailed to property owners, merchants, and residents within the TIF District and the Public Information Office issued a press release the week prior to the meeting resulting in ample media coverage leading up to and during the input session. The Meeting Notice was also posted with the City Clerk and sent to City Council members.

### Meeting Format

The Meeting format consisted of a welcome by Zone 1 Councilwoman Phyllis Ferguson followed by a City Staff presentation that included an overview of the TIF Redevelopment Plan and status of the Special Allocation Fund. Revenues collect to date total \$564,072.53. The list of projects and options for use of funds were presented with an update on the Frisco Lane project and cost estimates. The second portion of the meeting was to gauge the current priorities for stakeholders in the district. Comment Cards were provided to all participants and a question and answer period allowed for discussion of alternatives and verbal input. A summary of the discussion is included in a following section along with results from the Comment Cards. The Comment Card was also posted on the City website and Staff allowed until August 25<sup>th</sup> to complete and return the cards. 24 Comment Cards were completed at the meeting and one property owner provided comments via phone call and another interested party mailed in written notes attached to the August 6<sup>th</sup> newspaper article. **1 card** was submitted following the meeting. Public Works also provided a two page Project Update publication about the Streetscape and Roundabout construction including the historic brick discovery, Jefferson Avenue Footbridge rehabilitation, and the Reverse-angle Parking Pilot. An aerial photo showing the TIF boundary was on display and a power point was used for the staff presentation.



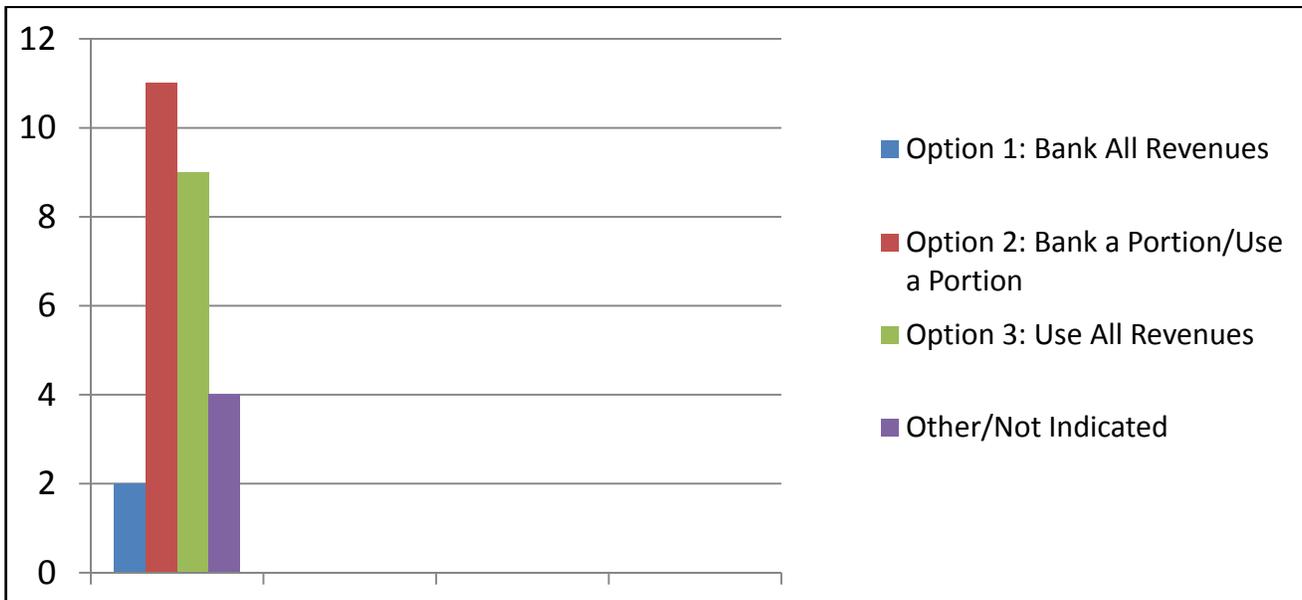
## Meeting Attendance



### Results of Public Comment

Participants were asked to choose which of the following options for expending revenue that they were most likely to support:

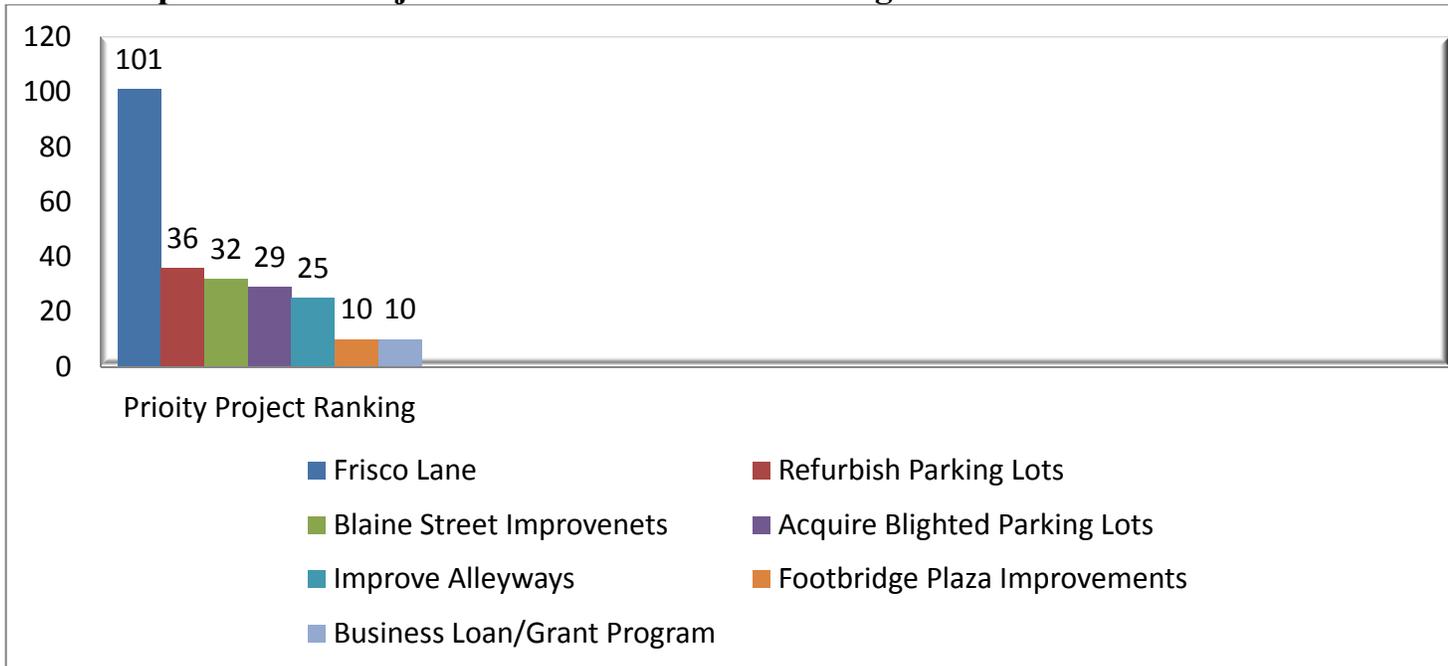
- Option 1: Bank all of the revenues for a project(s) to be completed in the future
- Option 2: Bank a portion of the revenues for future project(s) and use a portion of revenue to complete one or more project(s)
- Option 3: Use all of the revenues collected to-date on project(s)



Option 2 was the most popular, followed by Option 3, indicating the popular choice is to spend revenues rather than banking them for the future. The chart above shows the breakdown of results. Several people did not indicate their preference, while a few wrote in their own option, left this question blank, or added notes about using Bond Financing or other financing with TIF as the repayment method to accomplish projects faster.

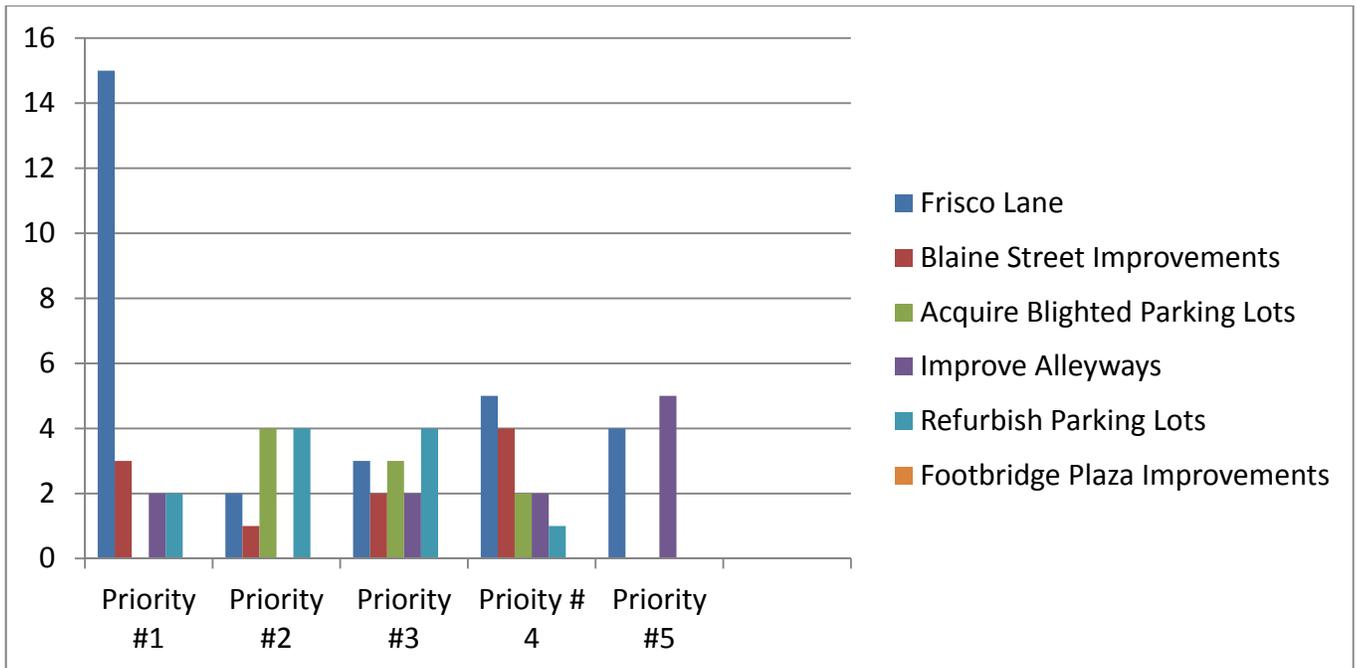
Next stakeholders were asked to rank their Top 5 projects from the TIF Redevelopment Plan they support in priority order. The following chart shows the results, with the Frisco Lane project continuing to be the highest priority project for the district. Parking is the greatest concern overall as the second highest priority was to refurbish existing parking lots and the fourth highest was to acquire blighted parking lots for public parking. Blaine Street improvements and alleyway improvements received similarly high rankings.

**Public Improvement Projects: Comment Card Ranking\***



\*Participants ranked projects with a #1 indicating their highest priority followed by #2 for second highest and so on. Projects receiving a #1 were allocated five points, number 2 were given a four point value, three received three points, four rankings received two points and a fifth priority received one point, thus the values were determined for the above chart.

The following table shows the breakdown of how many #1 rankings each project received, #2 rankings, and so on through the 5<sup>th</sup> priority. As the chart below illustrates, the Frisco Lane project received the most #1 priority rankings as well as the most priority #4 rankings, and also received several priority 2, 3, and 5 rankings. Blaine Street Improvements received the second most #1 priority #1 rankings followed by Improve Alleyways and Refurbish Parking Lots.



The following projects are eligible for funding with TIF revenues:

<b><u>Public Improvement Projects</u></b>	<b><u>2007 Estimated Cost</u></b>
Frisco Lane (pave, add 60 parking spaces, landscaping and fencing)	\$1,200,000
Streetscapes	\$1,350,000
Refurbish Parking Lots	\$200,000
Business Loan Grant Program	\$250,000
Public Restrooms	\$30,000
Acquire Blighted parking Lots (willing seller)	\$150,000
Renovate Commercial Club Building	\$250,000
Blaine Street Improvements	\$470,000
Public Art	\$30,000
Acquire Blighted Buildings (willing seller)	\$600,000
Footbridge Plaza Improvements (stage, lighting, landscaping, sound system, etc.)	\$150,000
Public Radio Station	\$30,000
Improve Alleyways	\$500,000
Planters	\$10,000
Gateways/Entryways (3)	\$220,000
Directional Signage	\$7,000

Park Benches (10)	\$5,000
Cab Stands (4)	\$4,000
Total Estimated Project Costs	\$5,456,000

## **Summary of Written Comments from Comment Cards**

Below is a summary of the main points from the comment cards collected. Comment Cards will be attached to the City Council report. The overall consensus appears to be that Frisco Lane should be purchased and the rail lines relocated, but additional improvements should either be funded under another source or completed in the future. Remaining TIF funds should be used to improve existing parking lots and/or Blaine Street and the adjoining alleyways.

1. Regarding Frisco Lane – Purchase and acquire land along with relocation of the rail lines, but no development at this time.
2. I like the option of purchasing the railroad property but leaving a portion of the TIF for other C-Street projects.
3. What benefits the north side of Commercial Street will benefit the south side of the street. Frisco Lane is a priority as long as it goes forward and doesn't get delayed in negotiations with the railroad for many more years. However, I wouldn't want to see funds held for Frisco Lane for years and other items on the list waiting for more TIF to accrue. Can we get the land deal done asap?
4. Creating more parking for public use is very important, and to develop existing and to make sure these are plenty of signs to inform the public they can park in the back space.
5. It's about time that we finished paving the alleys to make the parking behind the south buildings more attractive.
6. Parking and alleys should be prioritized because parking and c-street has been hard to find especially on Saturday mornings with the Market. At night the alleyway improvements would make me, as a resident, feel safer about parking further from my home. Better lighting on Blaine and in alleyways. I believe that it would be extremely beneficial to local businesses to have Frisco Lane. It would also solve some parking issues on the street as well.
7. I am strongly in favor of purchasing Frisco Lane and developing it to the point that it is usable by workers and residents. It really doesn't need to be pretty, so I'd rather not see all of the TIF money spent on the project.
8. Need a MIC for speakers in the future – could not hear public improvement projects.
9. From hearing all the comments, we should acquire Frisco Lane and relocate the rail. Additional funds should be used to improve the image of the south parking lots and Blaine St. this is the most visible entrance to the street.
10. Blaine is the “Front” of Commercial Street and looks run down. Aesthetically it is preferential to give the street a new face to south Springfield.
11. Perhaps our fair city council could pony up some matching funds to help make Frisco Lane happen.
12. Acquire blighted buildings – solar power! Increase property value, 30% tax in MO, local solar power installation business “Missouri Sun Solar”, provide electricity to Jefferson Ave Footbridge and Stage. Looks good for businesses to be more progressive. Push forward green living. Can be rooftop or ground. Rooftop agriculture. Community co-op gardens can be lit with solar power. Recirculation rain water.
13. How much parking becomes available if we refurbish existing lots? Enough for local businesses? Would this give time to decide on Frisco Lane? Could we rent parking lots?

14. Should acquire Frisco Lane and make businesses eligible for opening, but should not put all our eggs in one basket – hold off on construction.
15. With removal of the center turn lane, consideration needs to be made for how property owners/businesses/residents/visitors circulate through the district. Though parking at the front of businesses is efficient, with more people visiting the district focus should be made on existing city-owned lots to the south. Improvements to Blaine and alleyway pass-through to C-Street. This is the “Front Door” to C-Street. For people traveling from the South it looks shabby and not the image we want to portray. This would also incentivize people to walk the streets for exercise and enjoyment rather than parking at the front door. We are installing art in one alleyway so there is obvious benefit to their redevelopment.
16. Frisco Lane is a huge benefit to the north side of the street. I am curious about banking a portion of the funds and then seeking further funding elsewhere. Would this qualify for grants?

## **TIF Schedule and Next Steps**

Meeting participants were informed of the following next steps in the process during the staff presentation:

1. **A follow-up public meeting will be held in one month** to present the results of this public input and to solicit feedback on staff recommendations for use of TIF revenues. This will be another opportunity for input planned for early September.
2. **Staff will make a formal recommendation to City Council** following stakeholder input at an open public hearing. Stakeholders are invited to speak at the public hearing tentatively planned for early October.
3. **City Council Votes** on the allocation of funds.
4. **Staff implements projects** as directed by Council.

## **Summary of Q&A at the Public Meeting**

The following are some of the questions and comments raised at the public meeting along with responses. These do not necessarily include all of the questions raised at the meeting due to space.

**Question: How likely is it that BNSF will agree to sell the property to the City?**

**Question: Could we consider Bond Financing to allow projects to be completed faster?**

**Question: What other funding is available to meet the financing gap for Frisco Lane?**

**Question: Who makes the decision on which TIF projects to fund?**

**Question: Parking is a huge need and there are plenty of parking lots south of Commercial Street, so why can't we acquire and renovate some of those lots. What would the cost comparison be on doing that versus Frisco Lane which requires the rail relocation?**

**Question: When was the Frisco Lane Plan created/where did this recommendation come from?**

**Question: Does Staff have a recommendation on how to proceed with allocating funds?**

**Question: How long do we have to complete the TIF Projects?**

**Question: How accurate are the 2007 project cost estimates?**

**Question: Can Frisco Lane be purchased without relocating the rail lines?**

**Question: Does Frisco Lane qualify for Brownfields Grants?**

**Comment: I don't believe Frisco Lane benefits properties on the south side of the street. Could property owners on the north help finance the Frisco Lane project?**

**Comment: We need Frisco Lane so that the buildings on the north side can get building permits and be compatible with City code for emergency exits and have parking and access from the rear.**

**Question: Shouldn't we consider purchasing blighted building for environmentally sustainable rehabilitation with the TIF?**

**Question: What planning has taken place for Commercial Street?**

**Question: What public input was there to create the TIF District?**

**Question: Where is Blaine Street located?**



# PUBLIC MEETING NOTICE

## THURSDAY, AUG. 11

### Commercial Street Tax Increment Financing Plan

**White River Brewing Co.**

505 W. Commercial St, Event Room

**5:30 – 7:00p.m.**

#### AGENDA

1. Gathering Time & Open House – 5:30 – 5:45 p.m.
  - a. Maps and other information about the TIF will be available for review
2. Welcome from Zone 1 City Council Member, Phyllis Ferguson – 5:45 p.m.
3. Presentation - 6:00 - 6:30 p.m.
  - a. Overview of TIF
  - b. Overview of Commercial Street TIF
  - c. Update on Balance of C-Street TIF Special Allocation Fund
  - d. Proposed Use for C-Street TIF Special Allocation Fund
4. Public Comment Period & Collection of Comment Cards 6:30 – 7:00 p.m.
  - a. All interested parties will be given an opportunity to provide verbal or written comments on the proposed use of TIF revenues collected to date

**For questions please contact** Sarah Kerner at (417) 864-1035 or [skerner@springfieldmo.gov](mailto:skerner@springfieldmo.gov)

*In accordance with ADA guidelines, if you need special accommodations when attending any City meeting, please notify the City Clerk's Office at 864-1443 at least 3 days prior to the scheduled meeting.*



## COMMERCIAL STREET TIF



# Commercial Street TIF Public Meeting August 11, 2016

## Participant Comment Card

Name: \_\_\_\_\_  Business Owner  Property Owner  Resident  Other

**Note: Only Public Improvement Projects identified within the adopted Redevelopment Plan may be implemented with TIF Revenues**

Instructions: Please mark the box next to the option you are most likely to support.

- Option 1:** Bank all of the revenues for a project(s) to be completed in the future.
- Option 2:** Bank a portion of the revenues for future project(s) and use a portion of revenue to complete one or more project(s).
- Option 3:** Use all of the revenues collected to-date on project(s).

Instructions: Please rank the **TOP 5 Projects** you support in priority order, using "1" for your first priority, "2" for your second priority, and so on.

Public Improvement Projects	Priority Ranking
Frisco Lane	
Streetscapes	
Refurbish Parking Lots	
Business Loan Grant Program	
Public Restrooms	
Acquire Blighted Parking Lots	
Renovate Commercial Club Building	
Blaine Street Improvements	
Public Art	
Acquire Blighted Buildings	
Footbridge Plaza Improvements	
Public Radio Station	
Improve Alleyways	
Planters	
Gateways/Entryways (3)	
Directional Signage	
Park Benches (10)	
Cab Stands (4)	

**Comment Cards need to be submitted  
to the City at the address below by  
Thursday, August 25, 2016**



Planning and Development Department  
840 Boonville Avenue, Springfield, MO 65802  
(417) 864-1037 Fax: (417)864-1030 [www.springfieldmo.gov](http://www.springfieldmo.gov)



# Commercial Street TIF District

Summary of 2<sup>nd</sup> Public Meeting  
September 8, 2016



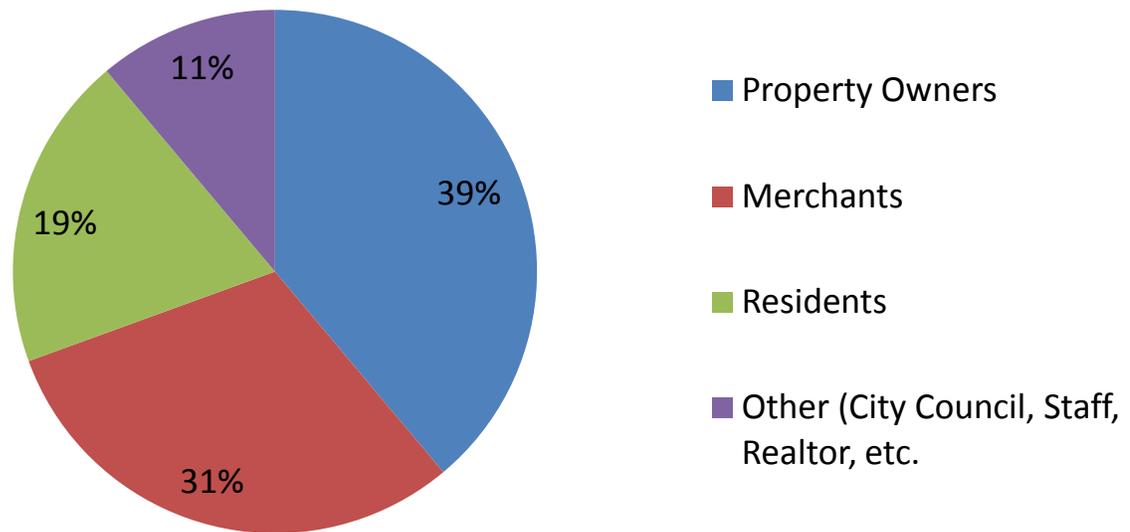
A public meeting was held on Thursday September 8, 2016, from 5:30 to 7:30 PM, at White River Brewing Co, 505 West Commercial Street, to provide information and receive input on the TIF Special Allocation Fund and proposed projects for the Commercial Street TIF District. Approximately 30 people attended the meeting based on an informal head count and 23 people signed the attendance sheet. A Meeting Notice was mailed to property owners, merchants, and residents within the TIF District along with a summary of the input results from the first meeting on August 11<sup>th</sup>. The Public Information Office issued a press release the week of the meeting. News outlets posted the meeting information and KY3 attended the event and interviewed staff and stakeholders. The Meeting Notice was also posted with the City Clerk and sent to City Council members.

## **Meeting Format**

The meeting format consisted of Welcome Remarks by Zone 1 Councilwoman Phyllis Ferguson, followed by a City Staff presentation that included the results of the public input received via comment cards and statements resulting from the August 11<sup>th</sup> meeting. Staff presented three options for use of TIF funds and distributed comment cards to determine preferences. The list of projects for use of funds was posted on a board, along with a map showing the proposed Frisco Lane acquisition, which was the highest priority identified by the public. The second portion of the meeting Public Works Staff discussed reverse angle parking and provided an update on the footbridge conditions. Comment cards were provided to all participants and a question and answer period allowed for discussion of alternatives and verbal input. A summary of the discussion is included in a following section along with results from the comment cards. Participants were given until September 15 to complete and return the comment cards to the city. 11 Comment Cards were completed at the meeting and one pre-written statement was provided from the Commercial Club and two comment cards were received on the 15th.



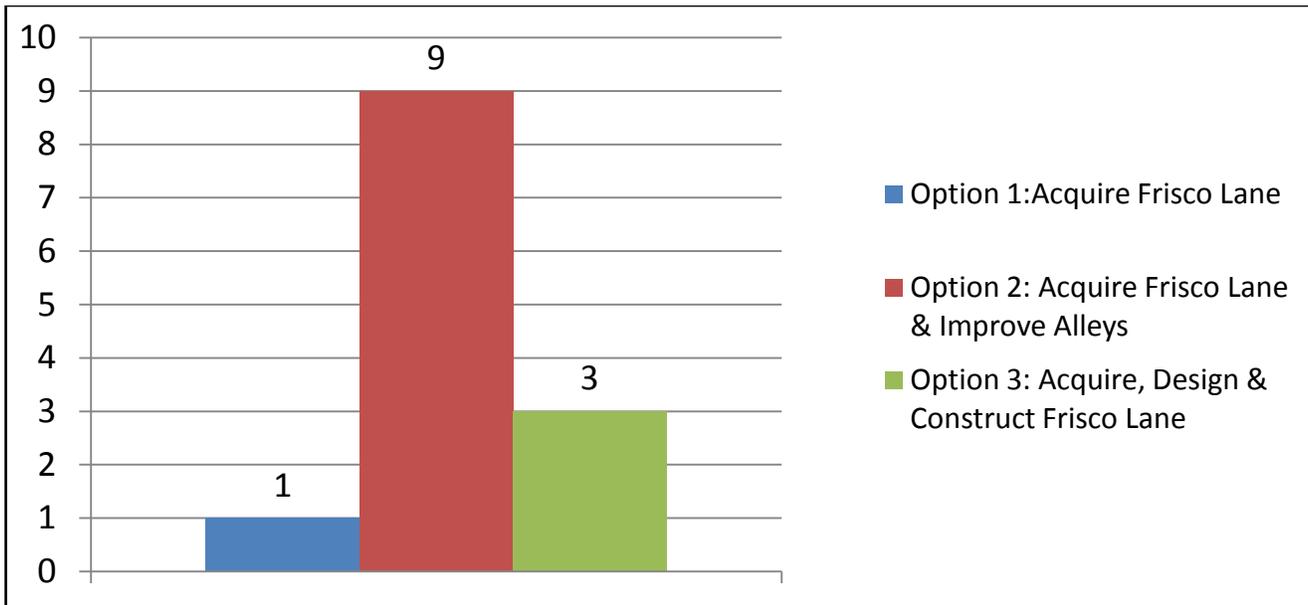
## Meeting Attendance



### **Results of Public Comment**

Participants were asked to choose which of the following options for expending revenue that they were most likely to support:

- Option 1: Acquire Frisco Lane
  - Acquire Frisco Lane and relocate rail lines
  - Bank remaining revenues
- Option 2: Acquire Frisco Lane and improve alleys
  - Acquire Frisco Lane and relocate rail lines
  - Use remaining funds to improve 2 alleyways
- Option 3: Acquire, design, and construct Frisco Lane
  - Acquire Frisco Lane and relocate rail lines
  - Use remaining TIF funds and commit future TIF funds for construction of Frisco Lane



Option 2, to Acquire Frisco Lane and relocate the rail lines and also improve alleyways was the most popular. Participants would like to see Frisco Lane improvements completed, but do not want to dedicate all of their TIF funds to the second phase of the project. Comments focused on considering alternative funding and also focusing on ways to address the stormwater issues caused by runoff from the railroad property to the rear of the building on the north side of the street. The chart above shows the breakdown of results.

### **Summary of Written Comments from Comment Cards**

Below is a summary of the written comments provided on the cards collected. Comment cards will be attached to the City Council report. The overall consensus appears to be that Frisco Lane should be purchased and the rail lines relocated, but additional improvements should either be funded under another source or completed in the future. Remaining TIF funds should be used to improve alleyways connecting existing public parking lots to Commercial Street which would also address some of the aesthetic concerns raised about Blaine and the view of the district from the south as well as encourage utilization of the parking lots to the south.

1. The alley between Jefferson and Roberson is used as a drive all the time.
2. Thanks for all you do!
3. We want to hear about all the potential funding sources.
4. The Blaine alleyway between Jefferson and Roberson is a major vehicle thoroughfare, including service by delivery vehicles to the C-Street businesses on that stretch. It should not be limited only to pedestrians in the renovation – for example by placing light poles in the center of the alley.

### **TIF Schedule and Next Steps**

Meeting participants were informed of the following next steps in the process during the staff presentation:

1. Comment Cards will be collected through Thursday, September 15, 2016
2. Staff will make a formal recommendation to City Council on **October 3rd** at an open public hearing.

- a. City Council Meeting begins at 6:30p.m.
  - b. Stakeholders are invited to speak at the public hearing
3. City Council will vote on the allocation of funds on **October 17th**.
  4. Staff implements projects as directed by City Council.
  5. Next public meeting, August 2017

## **Summary of Q&A at the Public Meeting**

The following are some of the questions and comments raised at the public meeting along with staff responses. These do not necessarily include all of the questions raised at the meeting due to space.



**Question:** What is the possibility of using bond financing and what would the cost be? *Several general statements were made in regards to the desire to consider all financing available to help achieve projects and this was the sentiment expressed in the letter provided by the Commercial Club.*

*Response: The City will continue to consider all financing that could be used to further the priority projects for the district. Staff worked with the Finance Department to determine that \$1 million in bond financing for Frisco Lane would likely require 4% interest and 14 annual payments of \$94,669 from the TIF, leaving approximately \$50,000 annually for other projects with a cost in interest of \$325,265.64. Bonding would be subject to City Council and other approvals.*

**Question:** Have all the potential projects been considered?

*Response: Only projects listed in the TIF Redevelopment Plan are eligible for funding. Top priorities were determined following public input at the August 11<sup>th</sup> meeting and staff has provided three recommendations based on stakeholder priorities.*

**Question:** Will the stormwater runoff issue be addressed as part of the first phase of Frisco Lane? This is a problem as rainwater flows from the railroad to the back of the buildings on the north side. Can BNSF fix this?

*Response: Staff will look into this issue and determine how to best address this. It could potentially be part of the work BNSF does when they relocate the rail lines, or it may need to be done by the City. This will need to be negotiated with BNSF and there will be a cost associated with it.*

**Comment:** The alley near Jefferson is used regularly for vehicle traffic. If the light poles are in the center it will cause issues for delivery truck that use it.

*Response: Staff will consider these comments before changing that alley to pedestrian only and allow for further public input on design.*

**Comment: City owned public parking lots still could use some aesthetic enhancements since not everyone feels safe parking there. Consider improved landscaping, lighting, signage and linkages to the alleys and Commercial Street which will help make it safer and more attractive for visitors.**

*Response: Staff understands your point and will look into this and improving the alley(s) may be a feasible first step toward making the parking and connection more attractive.*

**Question: How long will it take to relocate the rail lines for Frisco Lane and how long will access be limited during this process (as this is a concern)?**

*Response: BNSF will relocate the rail lines and based on their past performance on projects like this they move quickly with the actual site-work. One month is a general estimate, but staff will find out and notify folks impacted.*

# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: MAX HATZ       Business Owner     Property Owner     Resident     Other

**Note: Only Public Improvement Projects identified within the adopted Redevelopment Plan may be implemented with TIF Revenues**

Instructions: Please mark the box next to the option you are most likely to support.

- Option 1:** Acquire Frisco Lane
  - Acquire Frisco Lane and relocate rail lines
  - Bank remaining revenues
  
- Option 2:** Acquire Frisco Lane and Improve Alleys
  - Acquire Frisco Lane and relocate rail lines
  - Use remaining funds to improve 2 alleyways
  
- Option 3:** Acquire, Design and Construct Frisco Lane
  - Acquire Frisco Lane and relocate rail lines
  - Use remaining TIF funds and commit future TIF funds for construction of Frisco Lane

**Comment Cards need to be submitted to the City at the address below by  
THURSDAY, SEPTEMBER 15, 2016**

Additional Comments:

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Planning and Development Department  
840 Boonville Avenue, Springfield, MO 65802  
(417) 864-1037 Fax: (417)864-1030 [www.springfieldmo.gov](http://www.springfieldmo.gov)

Commercial Street TIF Public Meeting September 8, 2016

Participant Comment Card

Name: Martha A. Cray  Business Owner  Property Owner  Resident  Other

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➤ Acquire Frisco Lane and relocate rail lines  
➤ Bank remaining revenues

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➤ Acquire Frisco Lane and relocate rail lines  
➤ Use remaining funds to improve 2 alleyways

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➤ Acquire Frisco Lane and relocate rail lines  
➤ Use remaining TIF funds and commit future TIF funds for construction of Frisco Lane

**Comment Cards need to be submitted to the City at the address below by  
THURSDAY, SEPTEMBER 15, 2016**

Additional Comments:

The alley between Jefferson & Roberson is used  
as a drive all the time  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: Paul Parker     Business Owner     Property Owner     Resident     Other

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THURSDAY, SEPTEMBER 15, 2016**

Additional Comments:

Thanks for all you do.

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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: Gina  Business Owner  Property Owner  Resident  Other

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**Comment Cards need to be submitted to the City at the address below by  
THURSDAY, SEPTEMBER 15, 2016**

### Additional Comments:

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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: PIZZA HOUSE     Business Owner     Property Owner     Resident     Other

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**Comment Cards need to be submitted to the City at the address below by  
*THURSDAY, SEPTEMBER 15, 2016***

Additional Comments:

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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: ELLEN MCLEAN    Business Owner    Property Owner    Resident    Other

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**Comment Cards need to be submitted to the City at the address below by  
*THURSDAY, SEPTEMBER 15, 2016***

Additional Comments:

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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: JOHN HOSFIELD     Business Owner     Property Owner     Resident     Other

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**Comment Cards need to be submitted to the City at the address below by  
*THURSDAY, SEPTEMBER 15, 2016***

Additional Comments:

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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: MARY COLLETTE  Business Owner  Property Owner  Resident  Other

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  - Use remaining TIF funds and commit future TIF funds for construction of Frisco Lane

**Comment Cards need to be submitted to the City at the address below by  
*THURSDAY, SEPTEMBER 15, 2016***

### Additional Comments:

WE WANT TO HEAR ABOUT ADDITIONAL POTENTIAL  
FUNDING SOURCES

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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: Ryan Villgraw     Business Owner     Property Owner     Resident     Other

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THURSDAY, SEPTEMBER 15, 2016**

Additional Comments:

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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: Ramona Pieron  Business Owner  Property Owner  Resident  Other

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**Option 2:** Acquire Frisco Lane and Improve Alleys  
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➤ Use remaining funds to improve 2 alleyways — *Amend to include improving the existing parking lots (lighting, signage etc.)*

**Option 3:** Acquire, Design and Construct Frisco Lane  
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**Comment Cards need to be submitted to the City at the address below by  
THURSDAY, SEPTEMBER 15, 2016**

Additional Comments:

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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: Robin Calmore  Business Owner  Property Owner  Resident  Other

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**Comment Cards need to be submitted to the City at the address below by**  
**THURSDAY, SEPTEMBER 15, 2016**

Additional Comments:

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# Commercial Street TIF Public Meeting September 8, 2016

## Participant Comment Card

Name: Rick Gilmore  Business Owner  Property Owner  Resident  Other

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THURSDAY, SEPTEMBER 15, 2016**

Additional Comments:

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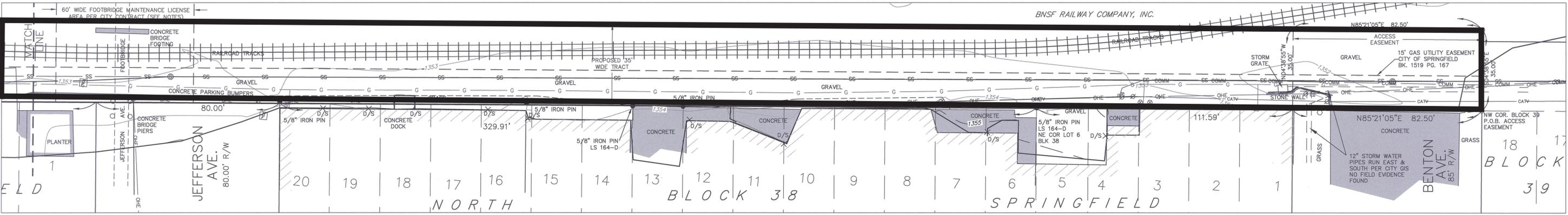
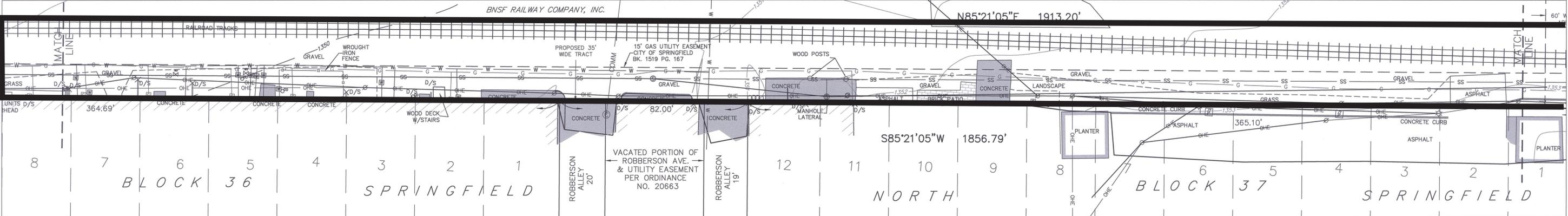
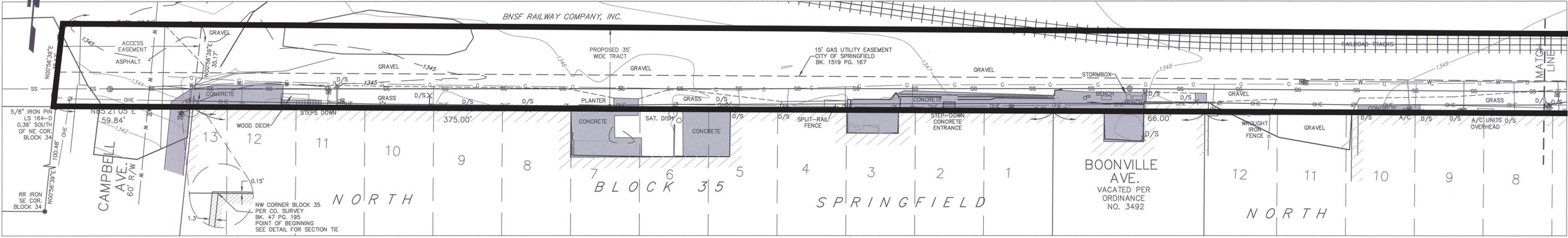
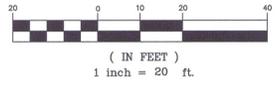
Planning and Development Department  
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ALTA/NSPS LAND TITLE SURVEY  
FOR  
**BNSF RAILWAY COMPANY, INC.**  
NORTH YARD, CUBA SUBDIVISION, PART OF SECTIONS  
11 & 12, TWP. 29 N. RNG. 22 W., SPRINGFIELD, GREENE COUNTY, MISSOURI

**Exhibit C**

**VERTICAL DATUM:**  
NORTH AMERICAN VERTICAL DATUM 1988  
PER CITY OF SPRINGFIELD VERTICAL CONTROL NETWORK  
CITY BENCHMARK: REED (AT CAMPBELL & ATLANTIC)  
ELEVATION = 1357.79'  
CONTOUR INTERVAL = 1'

GRID NORTH  
MISSOURI COORDINATE  
SYSTEM 1983  
CENTRAL ZONE



**LEGEND**

●	EXISTING IRON PIN	⊕	TELEPHONE PEDESTAL
○	SET IRON PIN CAPPED LC-238	⊙	COMMUNICATION MANHOLE
—	WROUGHT IRON FENCE	—	SANITARY SEWER LINE
—	CHAINLINK FENCE	⊙	SANITARY SEWER MANHOLE
☆	LIGHT POLE	⊙	CLEAN OUT
—	OVERHEAD ELECTRIC LINE	○	EXISTING POST
—	ELECTRIC METER	⊕	AIR CONDITIONER
—	ELECTRIC RISER	⊕	DOWNSPOUT
—	ELECTRIC MANHOLE	⊗	EXISTING BOLLARD
—	POWER POLE		
—	GUY ANCHOR		
—	ELECTRIC PULLBOX		
—	SECONDARY PEDESTAL		
—	OVERHEAD CABLE TV LINE		
—	UNDERGROUND WATER LINE		
—	FIRE HYDRANT		
—	WATER VALVE		
—	WATER METER		
—	UNDERGROUND GAS LINE		
—	GAS VALVE		
—	GAS METER		
—	BUILDING LIMITS		
—	EXISTING CONCRETE		

5/8" IRON PIN  
NW COR. SEC. 12-29-22  
PER CO. SURVEY  
#600-92336

NW CORNER BLOCK 35  
PER CO. SURVEY  
BK. 47 PG. 195  
POINT OF BEGINNING

SECTION TIE DETAIL  
(N.T.S.)

**PROPERTY BOUNDARY DESCRIPTION**

A PART OF SECTIONS 11 AND 12, IN TOWNSHIP 29 NORTH, RANGE 22 WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 12; THENCE SOUTH 02 DEGREES 39 MINUTES TO SECONDS WEST, A DISTANCE OF 3943.97 FEET TO THE NORTHWEST CORNER OF BLOCK 35 OF NORTH SPRINGFIELD, A SUBDIVISION IN GREENE COUNTY, (AS SHOWN ON A COUNTY SURVEY RECORDED IN SURVEY RECORD BOOK 47, PAGE 195), FOR A POINT OF BEGINNING; THENCE SOUTH 85 DEGREES 21 MINUTES 05 SECONDS WEST, A DISTANCE OF 59.84 FEET TO THE NORTHEAST CORNER OF BLOCK 34 OF SAID NORTH SPRINGFIELD SUBDIVISION; THENCE NORTH 00 DEGREES 56 MINUTES 39 SECONDS EAST, A DISTANCE OF 35.17 FEET; THENCE NORTH 85 DEGREES 21 MINUTES 05 SECONDS EAST, A DISTANCE OF 1913.20 FEET; THENCE SOUTH 04 DEGREES 38 MINUTES 55 SECONDS EAST, A DISTANCE OF 35.00 FEET TO THE NORTHWEST CORNER OF BLOCK 39 OF SAID NORTH SPRINGFIELD; THENCE SOUTH 89 DEGREES 21 MINUTES 05 SECONDS WEST, A DISTANCE OF 1856.78 FEET TO THE POINT OF BEGINNING. BEARINGS ARE BASED ON GRID NORTH, MISSOURI COORDINATE SYSTEM OF 1983, CENTRAL ZONE.

**ACCESS EASEMENT DESCRIPTION**

A PERPETUAL ACCESS EASEMENT, BEING A PART OF SECTIONS 11 AND 12, IN TOWNSHIP 29 NORTH, RANGE 22 WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 12; THENCE SOUTH 02 DEGREES 38 MINUTES 10 SECONDS WEST, A DISTANCE OF 3943.97 FEET TO THE NORTHWEST CORNER OF BLOCK 35 OF NORTH SPRINGFIELD, A SUBDIVISION IN GREENE COUNTY, (AS SHOWN ON A COUNTY SURVEY RECORDED IN SURVEY RECORD BOOK 47, PAGE 195), FOR A POINT OF BEGINNING; THENCE SOUTH 85 DEGREES 21 MINUTES 05 SECONDS WEST, A DISTANCE OF 59.84 FEET TO THE NORTHEAST CORNER OF BLOCK 34 OF SAID NORTH SPRINGFIELD; THENCE NORTH 00 DEGREES 56 MINUTES 39 SECONDS EAST, A DISTANCE OF 35.17 FEET; THENCE NORTH 85 DEGREES 21 MINUTES 05 SECONDS EAST, A DISTANCE OF 1913.20 FEET; THENCE SOUTH 04 DEGREES 38 MINUTES 55 SECONDS EAST, A DISTANCE OF 35.00 FEET TO THE POINT OF BEGINNING. BEARINGS ARE BASED ON GRID NORTH, MISSOURI COORDINATE SYSTEM OF 1983, CENTRAL ZONE.

ALSO, BEGINNING AT THE NORTHWEST CORNER OF BLOCK 39 OF SAID NORTH SPRINGFIELD; THENCE SOUTH 85 DEGREES 21 MINUTES 05 SECONDS WEST, A DISTANCE OF 82.50 FEET TO THE NORTHEAST CORNER OF BLOCK 38 OF SAID NORTH SPRINGFIELD; THENCE NORTH 04 DEGREES 38 MINUTES 55 SECONDS WEST, A DISTANCE OF 35.00 FEET; THENCE NORTH 85 DEGREES 21 MINUTES 05 SECONDS EAST, A DISTANCE OF 82.50 FEET; THENCE SOUTH 04 DEGREES 38 MINUTES 55 SECONDS EAST, A DISTANCE OF 35.00 FEET TO THE POINT OF BEGINNING. BEARINGS ARE BASED ON GRID NORTH, MISSOURI COORDINATE SYSTEM OF 1983, CENTRAL ZONE.

CONTAINING A TOTAL OF 0.11 ACRES (4982 SQ. FT.) OF PERPETUAL ACCESS EASEMENT.

**NOTES**

THIS SURVEY IS FOR THE PURPOSE OF CREATING A NEW TRACT OF LAND THAT WILL BE SPLIT FROM THE BNSF RAILWAY COMPANY'S "CUBA SUBDIVISION, NORTH YARD" PROPERTY (PARENT TRACT), AND CONVEYED TO THE CITY OF SPRINGFIELD, MISSOURI. CITY OF SPRINGFIELD PLANNING DEPARTMENT STATED THAT BECAUSE THE PROPERTY IS CURRENTLY OWNED BY THE RAILROAD, NO ADMINISTRATIVE SUBDIVISION PROCESS WAS REQUIRED FOR THIS NEW TRACT TO BE CONSIDERED A LEGAL TRACT OF RECORD.

TITLE COMMITMENT NO. MS150478 BY MERIDIAN TITLE COMPANY, DATED APRIL 15, 2015, WAS PROVIDED BY THE CITY OF SPRINGFIELD FOR USE ON THIS SURVEY. THE TITLE COMMITMENT SHOWS FEE SIMPLE INTEREST IN THE PARENT TRACT AS BEING HELD BY "BURLINGTON NORTHERN INC.". THE COMMITMENT DOES NOT PROVIDE A PROPERTY DESCRIPTION OF THE PARENT TRACT, BUT EXHIBITS INCLUDED IN THE COMMITMENT INDICATE THAT ALL OF THE SUBJECT PROPERTY IS COVERED BY THIS COMMITMENT.

SCHEDULE B - SECTION II OF THE COMMITMENT HAS BEEN EXAMINED, I MAKE NOTE OF THE FOLLOWING SURVEY RELATED ITEMS:

ITEM 8: A COPY OF THE DOCUMENT RECORDED IN BOOK Z AT PAGE 121 WAS PROVIDED WITH THE COMMITMENT. THE APRIL, 1871 DOCUMENT APPEARS TO CONVEY A PORTION OF THE CURRENT RIGHT-OF-WAY TO THE SOUTH PACIFIC RAILROAD. I FOUND NO OTHER EASEMENT BEING CONVEYED AS INDICATED IN THIS SCHEDULE B. THE "RIGHT-OF-WAY" CONVEYED HAS PRESUMABLY BEEN SPLIT AND TRANSFERRED TO BURLINGTON NORTHERN INC.

ITEM 9: THE GAS UTILITY EASEMENT IS SHOWN HEREON AS DESCRIBED (SEE NOTES CONCERNING ENCROACHMENTS FOR ADDITIONAL INFORMATION ABOUT THE STATUS OF THIS EASEMENT).

A COPY OF A CONTRACT GRANTING A LICENSE FROM THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY TO THE CITY OF SPRINGFIELD WAS PROVIDED BY THE CITY OF SPRINGFIELD. THIS LICENSE ALLOWS ACCESS TO A 60 FEET WIDE STRIP OF LAND ACROSS THE PARENT TRACT FOR MAINTENANCE OF THE JEFFERSON AVENUE FOOTBRIDGE. THE STRIP OF LAND IS SHOWN HEREON AS DESCRIBED IN THE LICENSE.

UTILITIES SHOWN HEREON WERE LOCATED AS OBSERVED IN THE FIELD. UNDERGROUND UTILITIES WERE LOCATED BY MARKINGS OF THE MISSOURI ONE-CALL LOCATOR SERVICE PER CALL TICKET NUMBERS: 153520720, 15352030, 153520734, 153520747, 153520735, AND 153520755. THE LOCATOR SERVICE FAILED TO MARK MANY OF THE EXISTING UNDERGROUND FACILITIES, AND THE DATA WAS SUPPLEMENTED HEREON USING UTILITY MAPPING PROVIDED BY CITY UTILITIES OF SPRINGFIELD, MISSOURI.

NUMEROUS ENCROACHMENTS WERE FOUND ALL ALONG THE SUBJECT PROPERTY. THESE ENCROACHMENTS INCLUDE BUILDINGS EXTENDING OVER THE PROPERTY LINE, LOADING DOCKS, STAIRWELLS TO BASEMENT ENTRANCES, CONCRETE PADS, WOOD DECKS, PLANTERS, BENCHES, AND FENCES. REFER TO THE GRAPHICS HEREON FOR EXTENTS OF THESE ENCROACHMENTS.

APPARENT UTILITY ENCROACHMENTS WERE ALSO FOUND:

A 15' WIDE "GAS UTILITY EASEMENT" TO THE CITY OF SPRINGFIELD IS SHOWN HEREON AS DESCRIBED IN DEED BOOK 1519 PAGE 167. THAT DEED SPECIFICALLY LIMITS THE EASEMENT TO USE FOR GAS FACILITIES. OTHER UTILITIES WERE FOUND WITHIN THE EASEMENT INCLUDING WATER LINES, OVERHEAD ELECTRIC LINES, SANITARY SEWER LINES, AND COMMUNICATION LINES. IT IS RECOMMENDED THAT THE DEED BE REVIEWED TO DETERMINE THE STATUS OF THESE UTILITIES THAT LIE WITHIN THE EASEMENT.

ALSO, NORTH-SOUTH RUNNING UTILITY LINES CROSS THE PROPERTY WITHOUT ANY BENEFIT OF AN EASEMENT, THESE INCLUDE: WATER LINES NEAR CAMPBELL AND ROBBERTSON AVENUES; A COMMUNICATION LINE NEAR ROBBERTSON AVENUE; AND AN OVERHEAD ELECTRIC LINE ABOUT 100 FEET EAST OF ROBBERTSON AVENUE.

**CERTIFICATION**

TO BNSF RAILWAY COMPANY, INC. AND MERIDIAN LAND TITLE:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES ITEMS 1, 4, 5, 8, 11 & 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 12, 2016.

*Peter W. Stevens*  
PETER W. STEVENS, MISSOURI L.S. No. 2401  
CRAWFORD, MURPHY & TILLY, INC.  
MISSOURI PROFESSIONAL LAND SURVEYING CORPORATION, LC 238

6/22/16  
DATE PREPARED

**UTILITY DISCLAIMER**

INFORMATION SHOWN ON THIS DRAWING CONCERNING TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. CONTRACTORS ARE RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. INFORMATION SHOWN IS FROM MAPS PROVIDED OR DISCOVERED FROM UTILITY PROVIDERS.

**CMT**  
Crawford, Murphy & Tilly  
Engineers and Consultants  
1631 W Elfindale, Springfield, Missouri 65807  
tel 417-869-6009 fax 417-869-8129  
06/22/2016 15352-10-00-ALTA.dwg

REV. 6/22/2016 CORRECTED DESC. AREA CITATIONS PWS

CITY OF SPRINGFIELD, MO  
BUDGET ADJUSTMENT

Exhibit D

BA Number 0011

Revenues:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
43050	17	60010	414110	000000	00000	570,035.53	Commercial Street TIF
Net Revenue Adjustment						570,035.53	

Expenditures:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
43050	17	60010	502460	000000	00000	570,035.53	Commercial Street TIF
Net Expenditure Adjustment						570,035.53	

Fund Balance Appropriation:

Fund	Title	Amount

Explanation: This budget adjustment is to establish a budget for the Commercial Street TIF.

Requested By:

Mary Lill Smith 9/27/16  
Department Head Date

Approved By:

DL Hill 9/27/16  
Interim Director of Finance Date

Authorization:

Council Bill No. 2016-226  
Ordinance No. \_\_\_\_\_  
1st Reading \_\_\_\_\_  
2nd Reading \_\_\_\_\_  
Journal Imp No. \_\_\_\_\_

\_\_\_\_\_  
City Manager Date