

Frisco Highline/Young Lilley Park

Western Frisco Plateau

Neighborhood Assessment Report

Neighborhood Workshop Date: September 21, 2004

Accepted by City Council Date: March 7, 2005



Sponsored by:

City of Springfield
Department of Planning and Development
Neighborhood Conservation Office

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VISION 20/20 AND NEIGHBORHOOD ASSESSMENTS

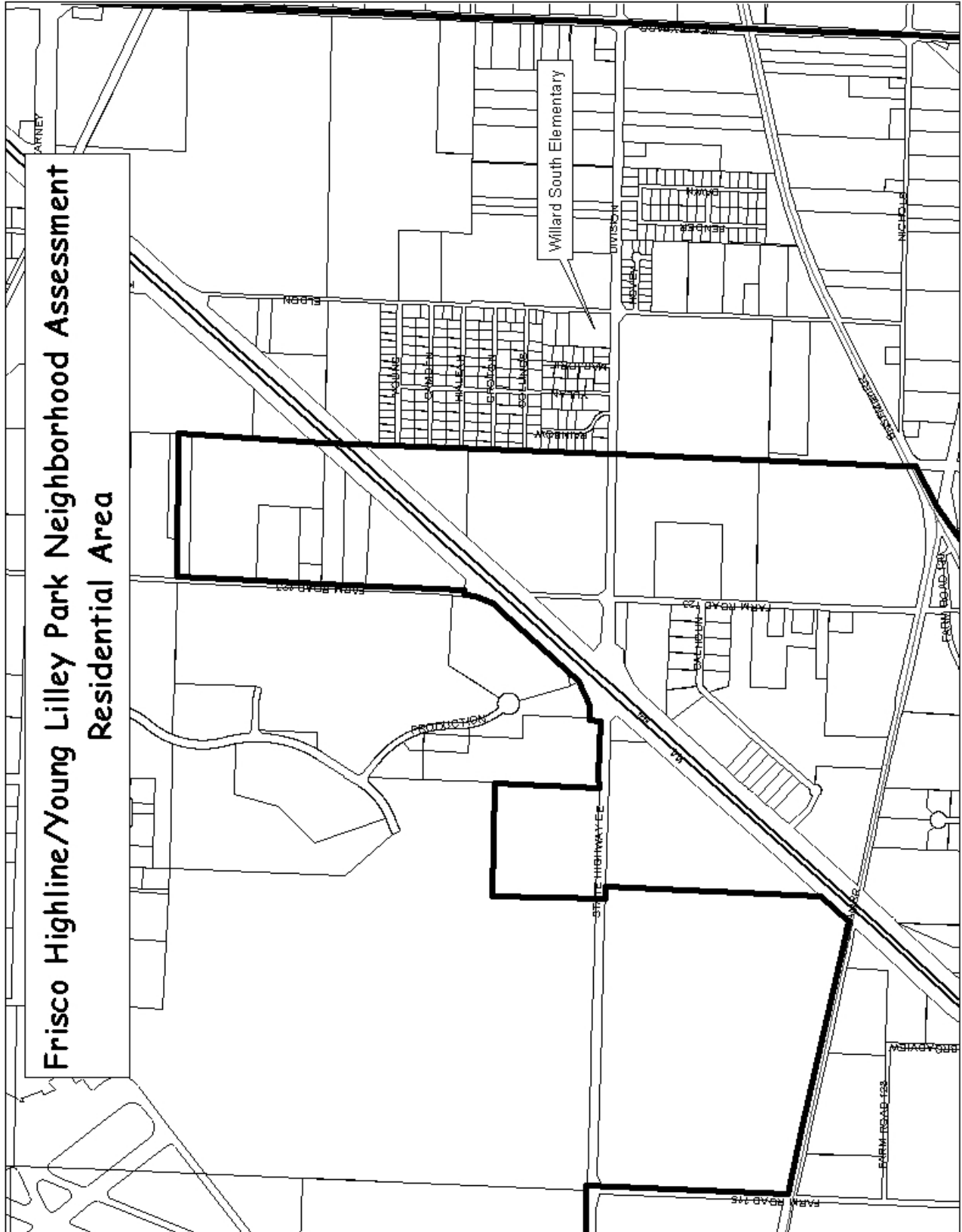


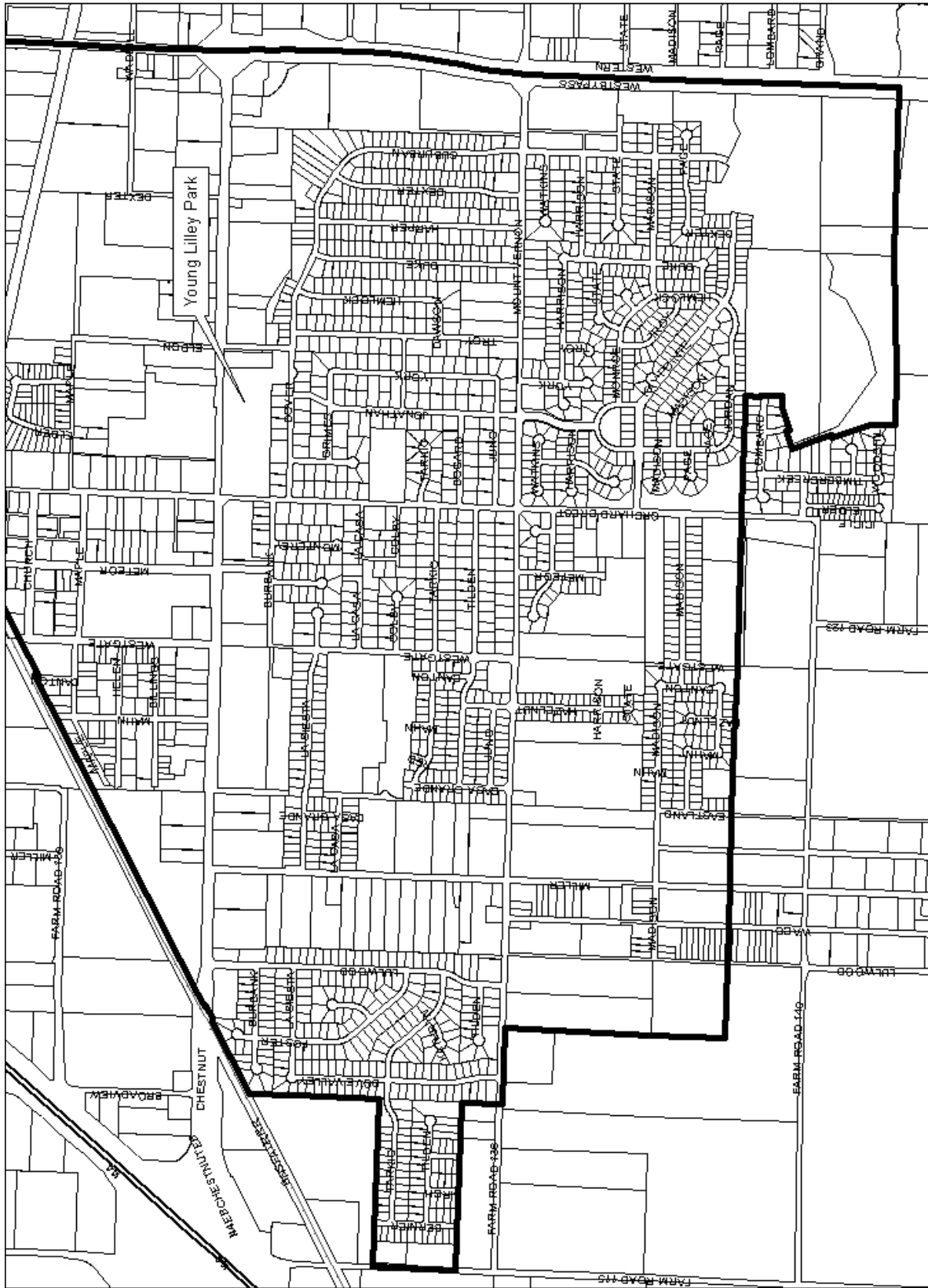
The Vision 20/20 *Neighborhoods Plan*, a portion of the Springfield/Greene County Comprehensive Plan, was adopted on July 10, 2000. The *Neighborhoods Plan* outlines objectives and actions that Springfield and Greene County will pursue to stabilize or improve existing neighborhoods and to create sustainable attractive new neighborhoods. The *Neighborhood Assessment* process was adopted by City Council in order to implement a portion of the *Neighborhoods Plan*. Specifically, the *Assessment* process implements the *Plan* by:

- Allowing local residents to create an "*Assessment of neighborhood condition*".
- Helping local residents to identify where "*Targeted neighborhood improvements*" are needed.
- Identifying where "*Housing services*" and "*Housing assistance*" programs are desired.

Springfield's *Neighborhood Assessment* process mirrors a public input process developed and utilized by the City of Kansas City, Missouri.

With assistance from City staff, residents, business representatives and people who work in local institutions provided input at the Frisco Highline/Young Lilley Park Neighborhood Assessment workshop. Participants mapped their community, and identified assets and priority issues in their neighborhood.





Department of Planning and Development
City of Springfield, Missouri



Neighborhood Assessment Boundary

CHART NOTES



Neighborhood Slogans

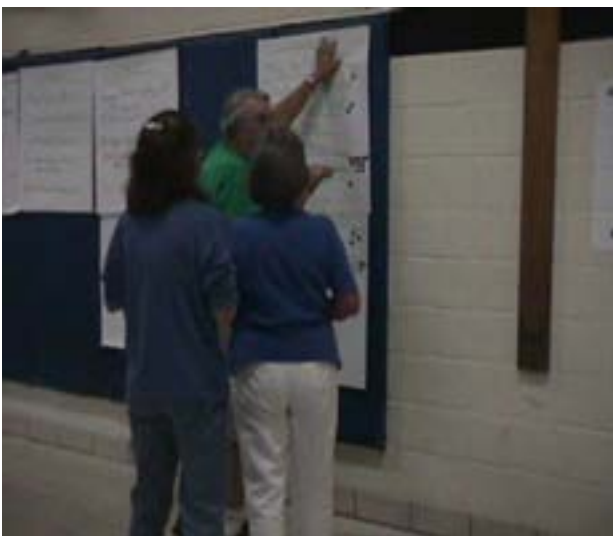
The attendees listed several slogans to describe their neighborhood. The slogans helped the participants to identify how they viewed their community.

The selected slogan:

Western Frisco Plateau

Other suggested slogans:

- The Northwest is Best
- The New Northwest
- From Apples to Houses



Participants are voting on the slogan which best describes their neighborhood.

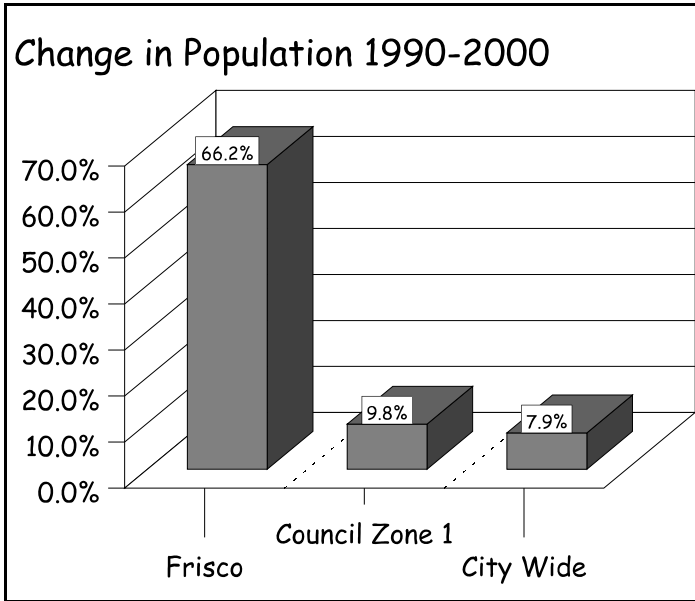
STEP 1: Facts About My Neighborhood

The data presented at the Assessment workshop was from the 2000 Census, the Police Department, Building Development Services and the Planning & Development Department's Grants and Program Implementation Division. Below are the facts the participants said were surprising or noteworthy.



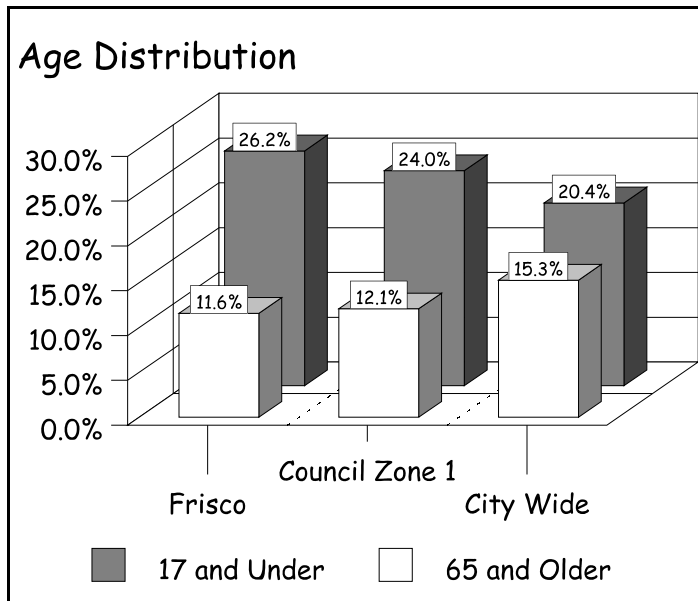
Participants of the assessment workshop are shown demographic data about their neighborhood in relation to their Council Zone and the city as a whole.

POPULATION



In 2000, there were 6,032 persons living in the Frisco neighborhood. Between 1990 and 2000, the population in the Frisco neighborhood increased by 66.2%. By comparison, the population increased in Council Zone 1 by 9.8% and in the City by 7.9%.

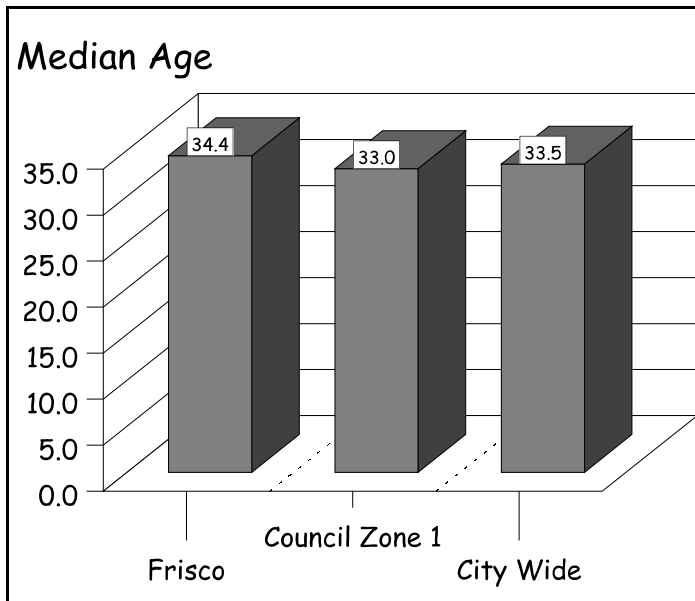
2000 Census



The percentage of people under age 17 in the Frisco neighborhood is 26.2% and 11.6% are over the age of 64. By comparison, Council Zone 1 has 24.0% under age 17 and 12.1% over age 65. City wide 20.4% are under age 17 and 15.3% are over age 65.

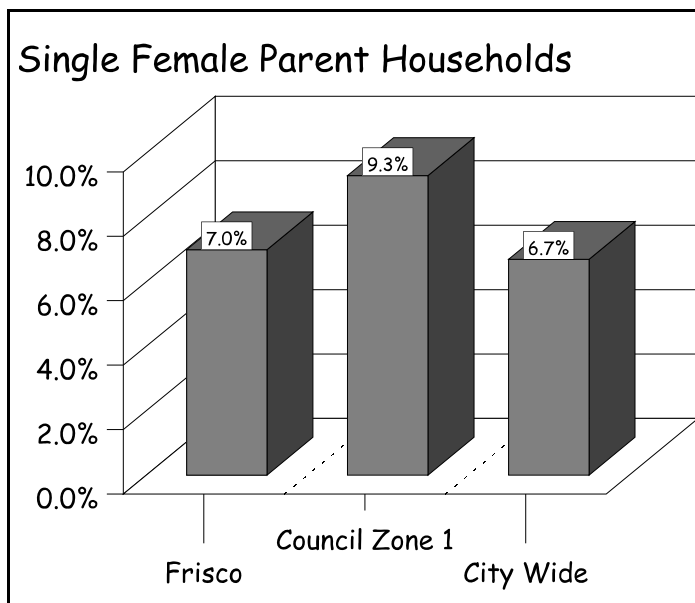
2000 Census

POPULATION



2000 Census

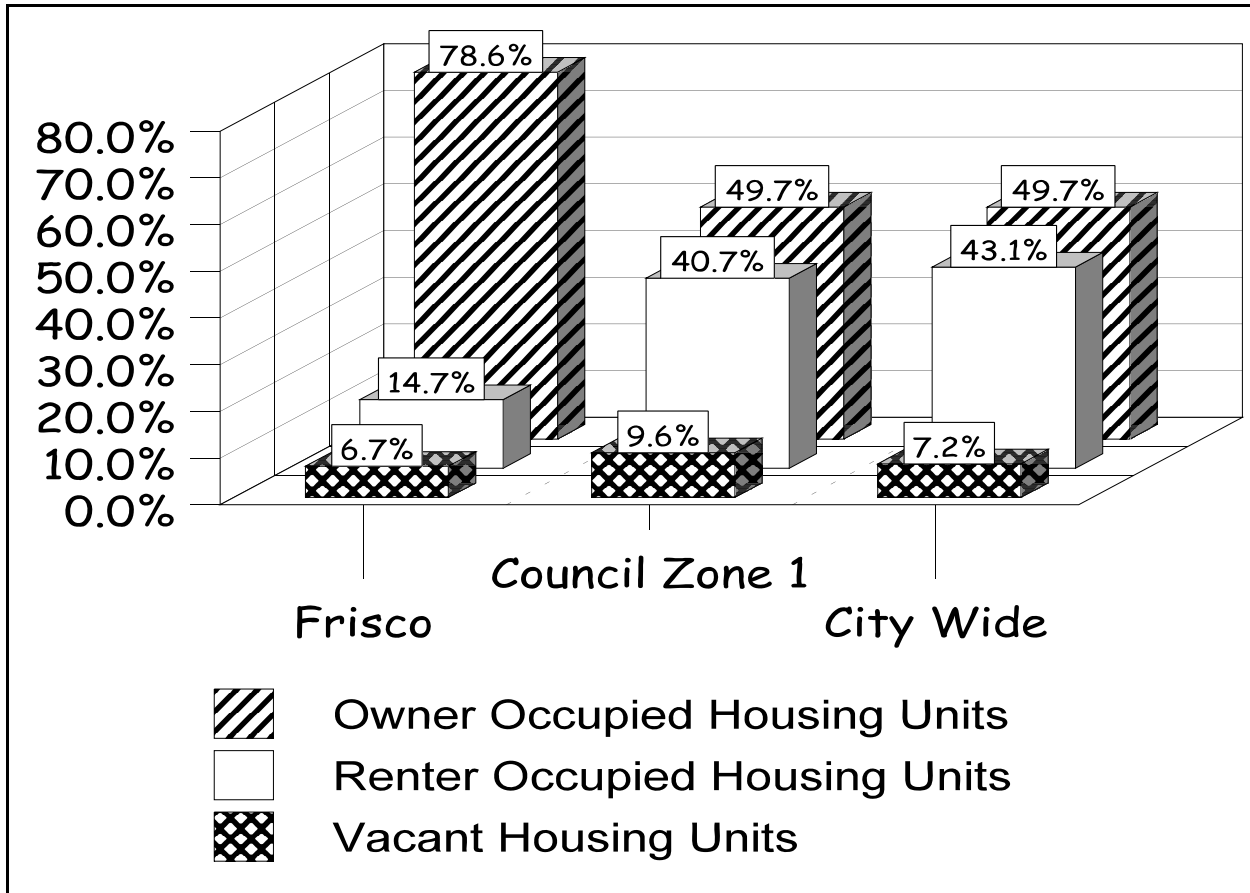
In the Frisco neighborhood, the median age is 34.4, which means that half of the people in your neighborhood are younger than 34.4, and half are older than 34.4. In Council Zone 1, the median age is 33, and city wide it is 33.5.



2000 Census

The percentage of single female parent households (with children under 18 years of age) in the Frisco neighborhood is 7.0%. This compares with 9.3% in Council Zone 1 and 6.7% city wide.

HOUSING OCCUPANCY

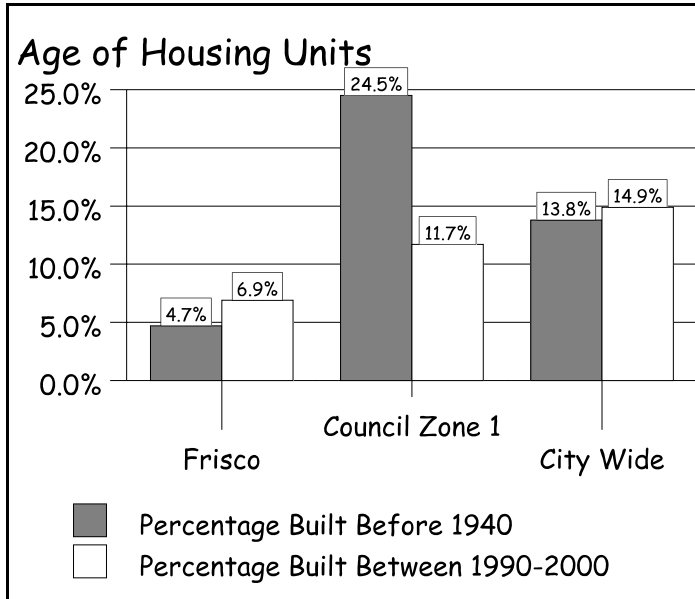


2000 Census

The housing in the Frisco neighborhood is composed of 78.6% owner occupied, 14.7% renter occupied, and 6.7% vacant housing. The percentage of owner occupied housing in your neighborhood is considerably higher than that of Council Zone 1 and the city as a whole. The rental housing in the Frisco neighborhood is quite lower than that of Council Zone 1 and the city as a whole. The percentage of vacant housing in your neighborhood is lower than that of Council Zone 1 and the city as a whole.

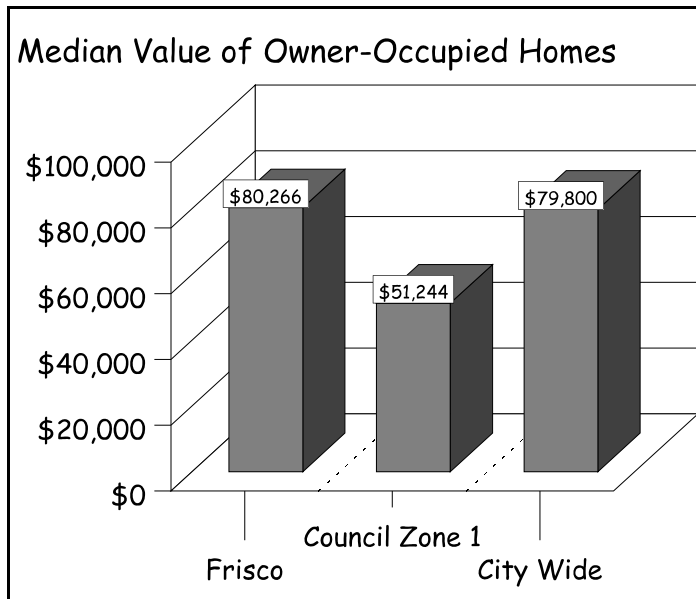
HOUSING

A housing unit is a house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or, if vacant, is intended for occupancy as separate living quarters.



The percentage of housing units in the Frisco neighborhood built before 1940 is 4.7%. This compares with 24.5% in Council Zone 1 and 13.8% city wide. In addition, the percentage of housing units built in the Frisco neighborhood between 1990 and 2000 is 6.9%. This compares with 11.7% in Council Zone 1 and 14.9% city wide.

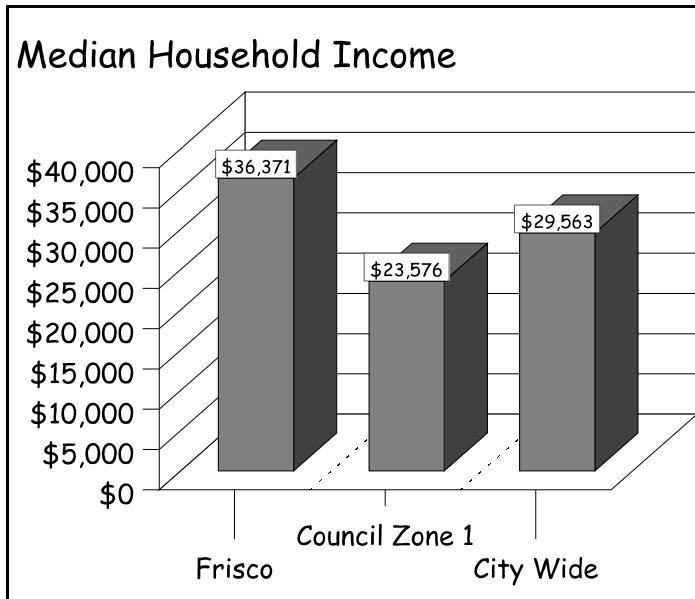
2000 Census



In the Frisco neighborhood, the median value of an owner-occupied home is \$80,266. This means that half of the owner-occupied homes in the neighborhood are valued at more than \$80,266 and half have values below \$80,266. The median value of owner-occupied homes in Council Zone 1 is \$51,244 and city wide it is \$79,800.

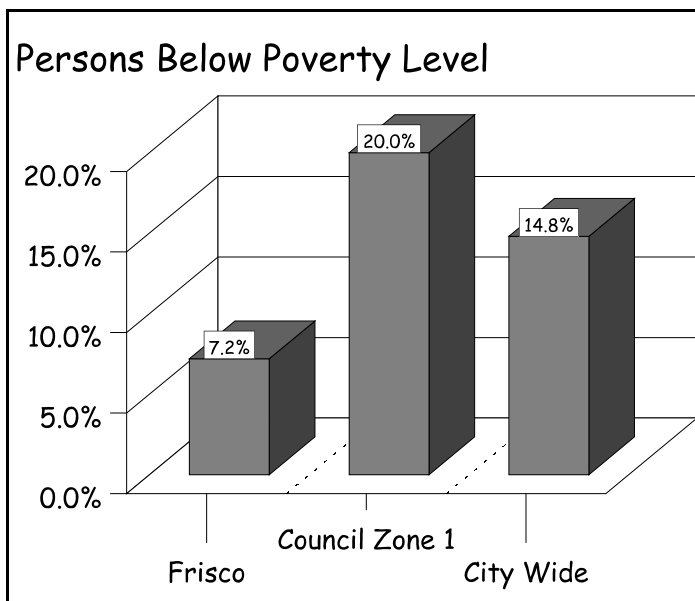
2000 Census

INCOME AND EMPLOYMENT



The median household income in the Frisco neighborhood is \$36,371, which means that half of the households in the neighborhood have incomes of more than \$36,371 and half have less. This compares with median household incomes of \$23,576 in Council Zone 1 and \$29,563 city wide.

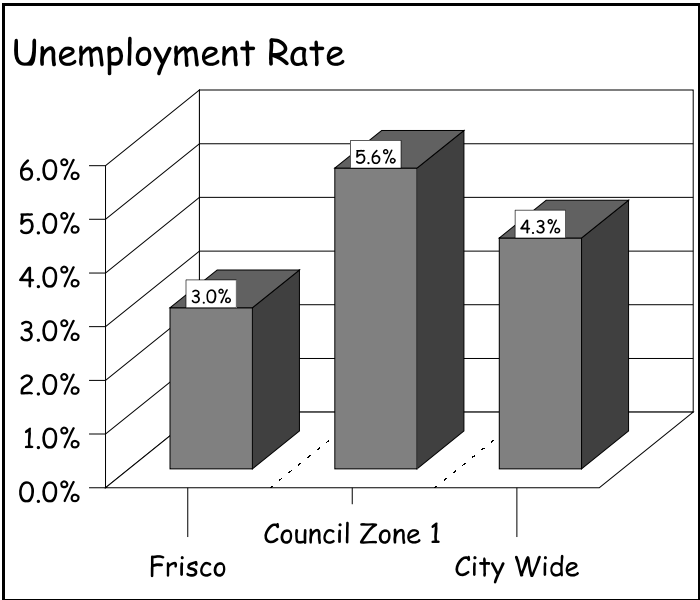
2000 Census



Poverty level is based on the income, age and number of people in the household. The percentage of persons living below the poverty level in the Frisco neighborhood is 7.2%. This compares to 20.0% in Council Zone 1 and 14.8% city wide.

2000 Census

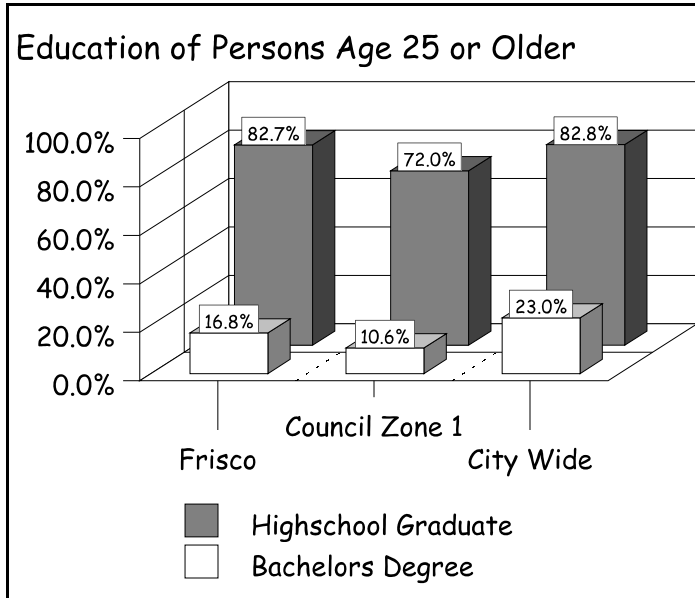
INCOME AND EMPLOYMENT



In the Frisco neighborhood, 3.0% of persons are unemployed. In Council Zone 1, the percentage is 5.6% and city wide the percentage is 4.3%.

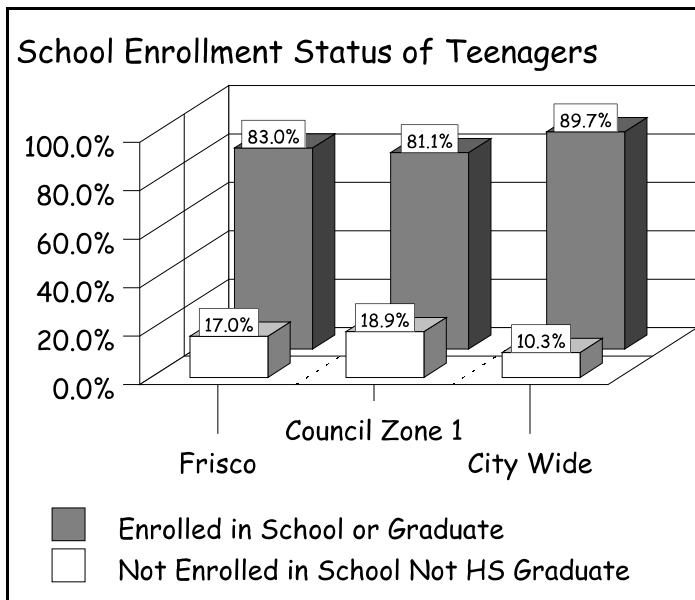
2000 Census

EDUCATIONAL ATTAINMENT AND SCHOOL ENROLLMENT



Information shows highest level of educational attainment by persons 25 years of age or older. The percentage of persons within the Frisco neighborhood who have attained a high school diploma as their highest level of education is 82.7%. In Council Zone 1, it is 72.0% and 82.8% city wide.

2000 Census

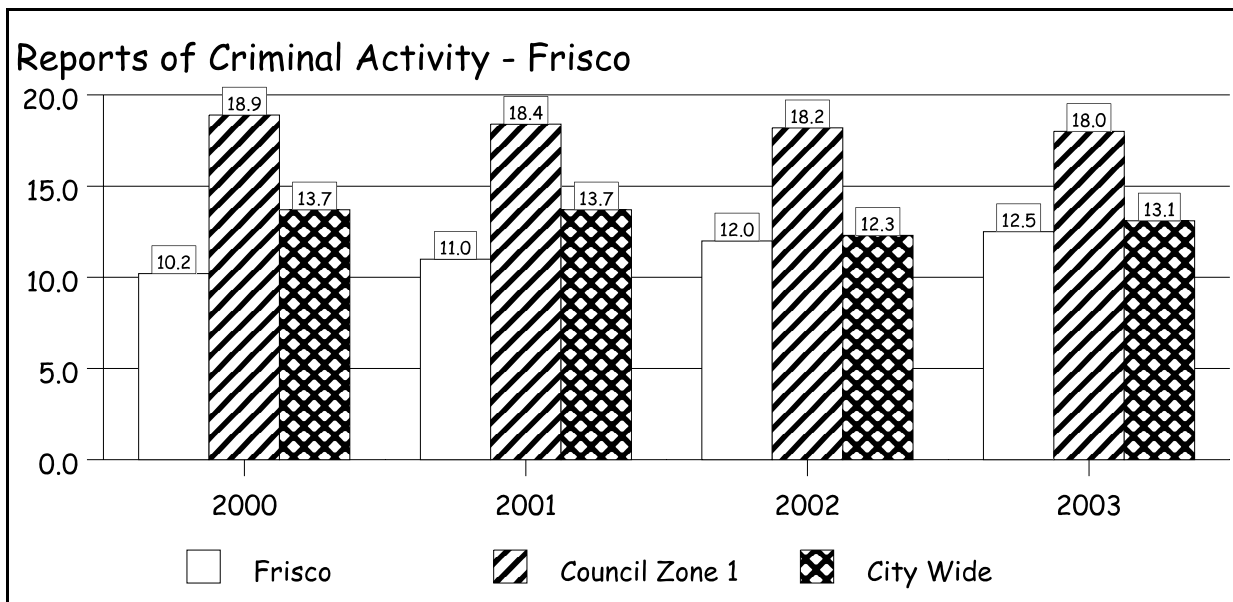


The percentage of teenagers within the Frisco neighborhood who are enrolled in school or have graduated is 83.0%. In Council Zone 1 it is 81.1% and 89.7% city wide.

2000 Census

REPORTS OF CRIMINAL ACTIVITY

Reports of criminal activity have been compiled from the years 2000 to 2003 for comparison with your neighborhood, Council Zone 1, and the city as a whole. These reports include calls for service to the Police Department for the following activities: assault, drugs, general disturbances, noise disturbance, loud parties and residential burglaries. The chart below reflects the number of calls for police service per 100 people in each area.



Types of activities are: assault, drugs, general disturbances, noise disturbance, loud parties and residential burglaries.

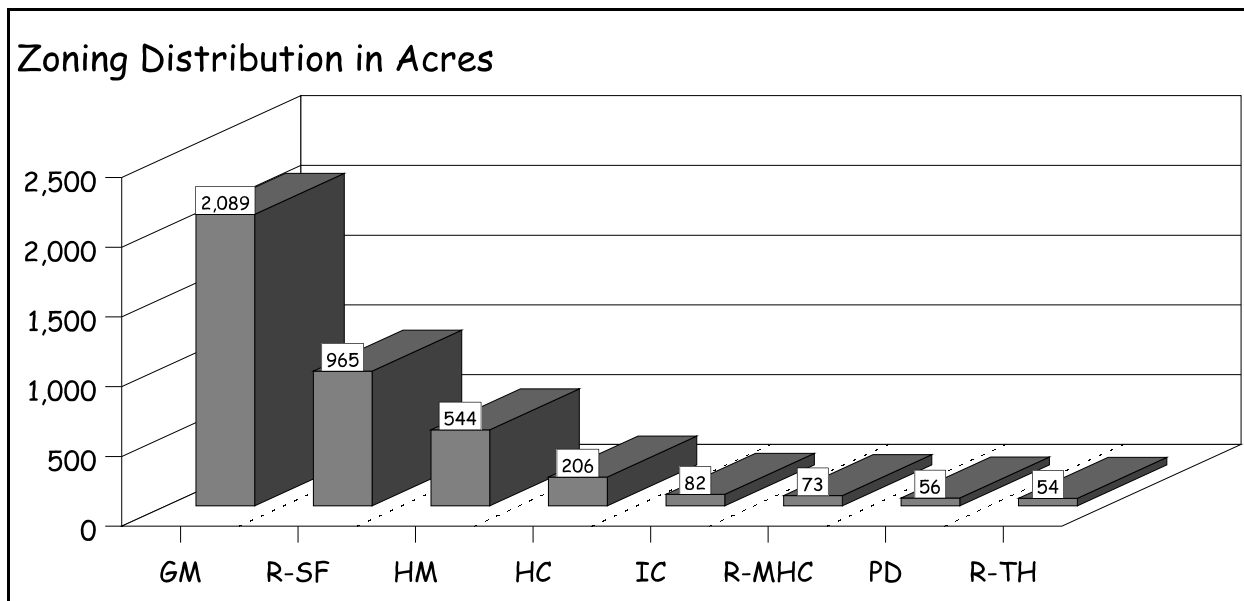
The Frisco neighborhood shows a lower concentration of police service calls than Council Zone 1 and the city as a whole over the last four years. Year 2000 marks the lowest number of reported crimes for the Frisco neighborhood followed by a very small increase in the number of calls in the years following 2000. Reports of criminal activity remain nearly the same in both Council Zone 1 and city wide but city wide has a lower rate than Council Zone 1.

LAND DEVELOPMENT

The following tables illustrate the breakdown of land in the Frisco Highline/Young Lilly Park assessment area by zoning district and by actual land use. Zoning regulates the type of uses that are permitted on each piece of property and how that property is developed. Often times a piece of property may contain a land use that is not permitted by the property's zoning. This discrepancy can occur because the existing land use predated the implementation of zoning in the area. Such uses are referred to as "nonconforming." The existence of nonconforming uses, is one of many reasons that data in the land use table is dissimilar to data in the zoning table.

ZONING DISTRIBUTION

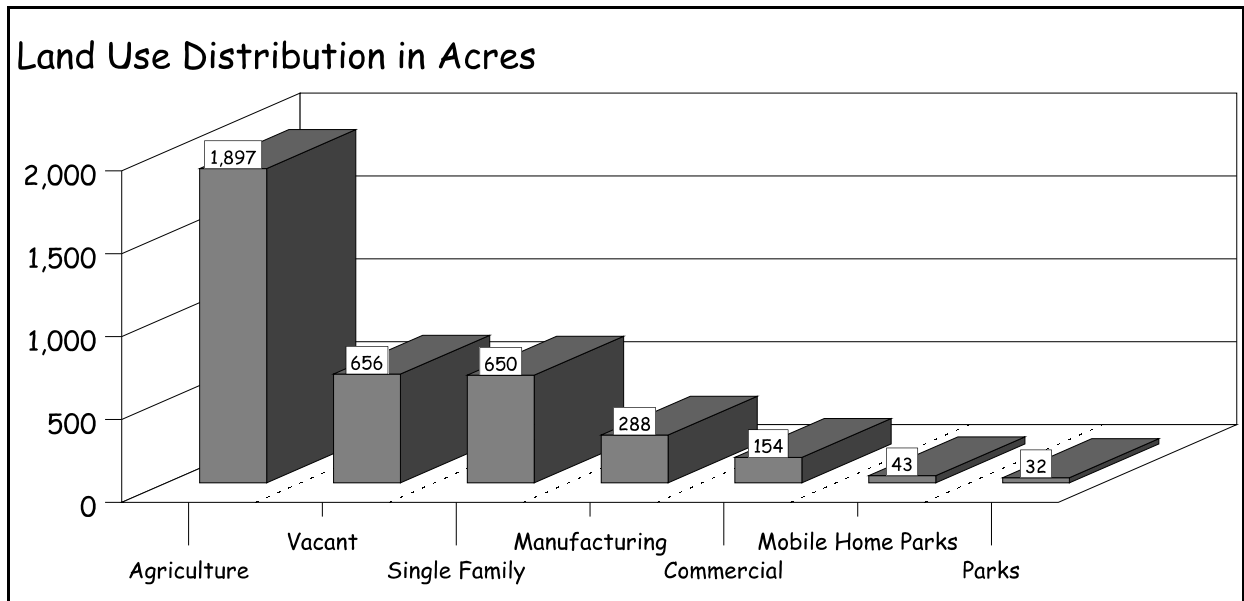
The majority of land in the Frisco Neighborhood Assessment is zoned general manufacturing. The 2,089 acres zoned general manufacturing are located around and near the airport. Much of this land is currently vacant or agricultural use. Single-family residential zoning is also predominant and is concentrated in the southern part of the area. The zoning dictates the type of development permitted in specific areas. Some land use categories have been omitted from this chart due to insignificant acreage or relevance.



GM=General Manufacturing; R-SF=Residential, Single-Family; HM=Heavy Manufacturing; HC=Highway Commercial; IC=Industrial Commercial; R-MHC=Residential, Mobile Home Community; PD=Planned Development; R-TH=Residential, Townhouse

LAND USE DISTRIBUTION

This chart represents the land use data obtained from the 2001 aerial survey. Agricultural land use makes up the majority of the Frisco Neighborhood Assessment area. This agriculture land surrounds the airport, and the area directly south of Kearney Street. Agriculture land in the southern portion of the area has experienced a surge of residential development since the survey was conducted. Vacant and single family land use also cover large portions of the area. Some land use categories have been omitted due to insignificant acreage or relevance.



2001 City of Springfield, Department of Planning & Development

STEP 2: My Neighborhood Is

Workshop participants identified how they experience their neighborhood, and considered those things they want to protect, preserve or enhance. They thought about the landmarks, paths, activity centers, districts, edges or barriers, and features. These were noted on a wall map.

- △ *Landmarks* — significant physical objects, like buildings or signs
- +++ *Paths* — routes people use to get places
- *Activity centers* — gathering places to do some activity
- *Districts* — areas of recognizable character
- \\ \\ *Edges or barriers* — a limit or boundary that prevents people from enjoying the neighborhood or something in it
- ✕ *Features* — things people like and would like to preserve or enhance

Landmarks:

- Schools (Willard South Elementary)
- Original Well for Orchard Crest
- Rountree Historic Park
- Nichols Community Church
- Youngs Massacre Site
- Nichols Junction

Paths:

- Frisco Highline Railroad
- Burlington Northern Tracks
- Route 66

Activity Centers:

- Schools (Willard South Elementary)
- Nichols Community Church
- Lilley Park

Edges or Barriers:

- I-44

Features:

- Ritz Club Sign (across from 84 Lumber)
- Lilley Park
- Cannery on Haseltine Road

Neighborhood Images



Path:

Pictured to the left are the Burlington Northern Railroad Tracks.

Activity Centers:

Seen here is one of many churches that can be found in the Frisco Highline Young Lilley Park area.



Path:

Pictured here is the welcome sign for the Frisco Highline Trail.



Activity Centers:

Here is a picture of Willard South Elementary School, one of the many activity centers located within the Frisco Highline Young Lilley Park area.

Activity Centers and Features:

Pictured here is part of Lilley Park.



Pictured to the left is the Springfield Branson Regional Airport.

STEP 3: My Neighborhood's Assets

Workshop participants identified assets that add value to their neighborhood. The assets include places, groups, organizations, equipment, skills, abilities and any other asset that adds value to the neighborhood. These assets are listed in random order.

- Caring Communities
- Missionary Training Center on Chestnut
- Youngs Orchard
- Homeowners Associations
- Church at Miller and Mt. Vernon
- Nichols School
- Willard South School
- Original Well for Orchard Crest
- Rountree Historic Park
- Nichols Community Church
- Youngs Massacre Site
- Nichols Junction
- Frisco Highline Railroad
- Burlington Northern Tracks
- Route 66
- Schools
- Lilley Park
- I-44
- Ritz Club Sign (across from 84 Lumber)
- Cannery on Haseltine Road



Pictured above is the Missionary Training Center on Chestnut.



Featured above is Kay Pointe, one of the many subdivisions located within the Frisco Highline Young Lilley Park area.

STEP 4: If I Could Fix One Thing

In every neighborhood there are some things that need to be changed. These issues can prevent residents from enjoying their neighborhood and from doing the things they like to do. Below is the list of “fixes” that workshop participants said they would like to see in the Frisco Highline/Young Lilley Park neighborhood.

- Improve Mt. Vernon west of West Bypass by adding curb and gutter and sidewalks.
- Add curbs and sidewalks on North Dawn and North Fender south of Division.
- Add sidewalks on Orchard Crest south of Chestnut.
- Enforce speeding on Orchard Crest south of Chestnut Expressway.
- Improve stormwater flow on West Division.
- Encourage the rezoning of some GM land (eg. Residential).
- Promote better pet clean-up in Lilley Park.
- Extend Westgate to Chestnut Expressway.
- Acquire more park land north of Division.
- Quicker removal of temporary signs.
- Noise and speed concerns on West Mt. Vernon.
- Work with County to abate noise from race track on Farm Road 123.
- Install additional turn lane on West Bypass and Mt. Vernon.
- Require property owners to clean up properties because trash dumped on vacant property at the northwest corner of Nichols and West Bypass; 3900 block of West Nichols and 2049 North Eldon.
- Widen Miller from Chestnut to Mt. Vernon with curb and gutter and sidewalks.
- Suspicious activity at the end of North Eldon.
- Add left turn lanes on West Bypass to Division.

STEP 5: Describing My Neighborhood

The *Neighborhoods Plan* recognizes that not all neighborhoods in Springfield are the same. The character and condition of where we live varies according to age, history, type of housing and other factors. Each community has different strengths and opportunities. Each has different assets and priorities that drive unique strategies for improvement. The *Neighborhoods Plan* developed four unique Neighborhood Types that generally describe Springfield neighborhoods. Each Neighborhood Type suggests what actions are required for an area to become or stay healthy. These four types (assigned the colors Blue, Orange, Purple and Green in the Neighborhood Assessment workshop) are:

Developing Conservation Stabilization Redeveloping

The Assessment is a beginning point from which the community can move forward and achieve quality living environments through a commitment to continuous improvement. The descriptions for these four Neighborhood Types are contained in the Frisco Highline/Young Lilley Park Assessment Workbook.

In the workshop, participants defined the tools, actions and strategies for improving their community. They will use this information to strategically apply public and private resources in a way that is based on existing conditions, trends, opportunities, strengths and needs. Once other neighborhoods identify their type, then similarly "typed" Springfield communities can connect and partner around common issues and projects while assisting each other in developing their organizations.



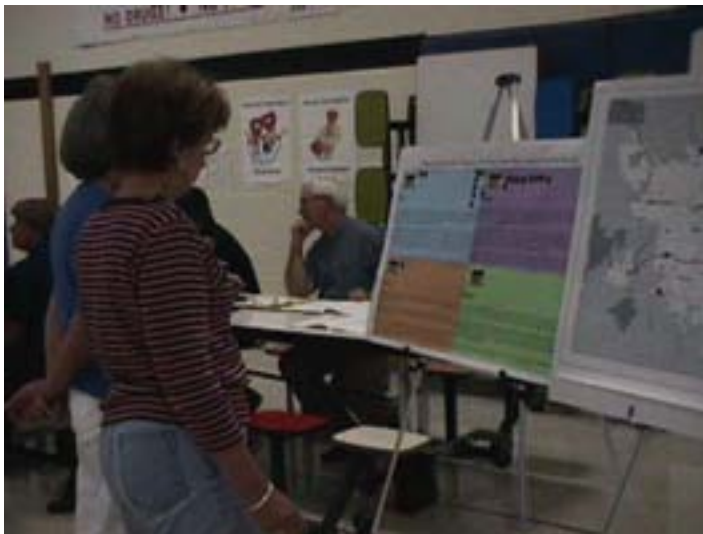
Those who attended the workshop were asked to vote on the Neighborhood Type that best described their neighborhood. Their choice was **Stabilization**.

My neighborhood has been developed for some time. Several of the businesses and institutions located in the neighborhood may be changing, either recently expanding, scaling back services, just moved into the neighborhood or considering moving to another location outside the neighborhood. Places of

worship, schools, recreational and entertainment facilities, and businesses provide opportunities near my home.

Tree-lined streets, historic structures or qualities, public art and/or other amenities characterize the neighborhood and give it a sense of place. Due to age, several of the streets and sidewalks need repair or replacement and the water and sewer services may also need to be upgraded. Many houses, businesses, and public areas appear to lack routine maintenance (painting, yard upkeep, tree trimming, awning repair, etc.) or are vacant. Such conditions are impacting the value of my property and I don't know if I want to invest more money in the property.

Problems are starting to add up and are becoming harder to fix through our neighborhood association, a call to the City, or neighbors getting together to help one another. There are good aspects to the neighborhood but there are also problems that need to be addressed if the neighborhood is going to continue to be a place I want to live.



Assessment participants are seen here voting on their neighborhood type.

STEP 6: Making My Neighborhood Better

The Frisco Highline/Young Lilley Park workshop participants talked about specific actions their community can take to address the issues and challenges identified earlier in the assessment. They brainstormed ideas, concentrating on those actions that can be performed by the community to improve the neighborhood.

Below are the lists of all the ideas mentioned by workshop participants. They voted on the ideas that they most want implemented to make their neighborhood better.

Things we can do with a **Partner**:

- Work with Greene County to provide new or additional signage/warning lights at the school zone on West Division.
- Coordinate with MoDOT to add left hand turn lanes on West Bypass for northbound traffic that is turning onto Division Street.
- Work with Johnny Morris to acquire property in the area bounded by Division Street, West By-Pass and I-44 for park land.
- Extend Westgate Avenue north to Chestnut Expressway to improve traffic circulation in the southern part of the Assessment area.

Things the **City** should do:

- Improve Mt. Vernon Street west of West Bypass by widening and adding curbs and gutters.
- Improve the Mt. Vernon Street/West By-Pass intersection by adding right hand turn lanes on Mt. Vernon.
- Create thorough screening and buffering requirements for auto repair, junk and salvage yards including uniform material requirements for fencing and significant landscaping; and, require that the regulations be applied retroactively.
- Institute more aggressive (quicker) abatement of salvage yards, junk yards and auto repair yards (higher fines, revoke licenses, etc.).
- Add curbs and sidewalks on North Dawn Avenue and North Fender Avenue south of Division Street.

- Enact a policy that would disallow the handling of City of Springfield generated waste (for actions such as City initiated demolitions) by individuals or companies who operate, or are associated with, salvage or junk yards that are not in compliance with City codes.
- Add street improvement projects for Mt. Vernon Street, Miller Avenue and Orchard Crest Avenue to the Capital Improvements Program in order to convert them to a more urban standard (including curbs, gutters and sidewalk) and identify an immediate funding source.
- Improve stormwater flow on Division Street west of West By-Pass.
- Work with Greene County to abate the noise from the race track on Farm Road 123.
- Increase speeding enforcement on Orchard Crest Avenue south of Chestnut Expressway.
- Target speed enforcement on West Mt. Vernon Street.
- Improve Miller Avenue by adding curbing, guttering and sidewalks from Chestnut Expressway south to Mt. Vernon Street.
- Add sidewalks on Orchard Crest Avenue south of Chestnut Expressway.
- Post speed limit signs and consider traffic calming measures on Orchard Crest Avenue south of Chestnut Expressway to decrease excessive speeds.
- Enforce property ordinances in the same manner in north and south Springfield.
- Revise City land development regulations to require the improvement of existing streets when adjacent land being served by such streets is developed.
- Increase the Police presence where North Eldon Avenue terminates at I -44 to discourage suspicious behavior in the area.
- Encourage or initiate the rezoning of manufacturing properties that are adjacent to residential neighborhoods in the Assessment area to a more compatible zoning district.
- Promote better pet clean-up in Lilley Park.
- Aggressively enforce City sign ordinance standards regarding temporary signs.



Assessment participants are seen here voting on the top priorities they would like to see changed in their neighborhood to make it a better place to live.

CITY ACTION PLAN

Priorities

During the Neighborhood Assessment workshop, Frisco residents identified 24 actions that they could do “themselves”, “with a partner”, or actions the “city” could take. Following the workshop, attendees voted for the actions that they felt were the most necessary to improve their neighborhoods. Frisco area residents chose the following actions as their top priorities:

1. The **City** should improve Mt. Vernon Street west of West By-pass by widening and adding curbs and gutters.
2. The **City** should improve the Mt. Vernon Street/West By-Pass intersection by adding right hand turn lanes on Mt. Vernon.
3. The **City** should create thorough screening and buffering requirements for uses that permit the outside storage of materials such as auto repair, junk yards, salvage yards, etc. including uniform material requirements for fencing and significant landscaping; and, require that the regulations be applied retroactively.
4. The **City** should institute more aggressive (quicker) abatement of uses that permit the outside storage of materials such as salvage yards, junk yards and auto repair yards (higher fines, revoke licenses, etc.)
5. The **City** should add curbs and sidewalks on North Dawn Avenue and North Fender Avenue south of Division Street.
6. The **City** should enact a policy that would disallow the handling of City of Springfield generated waste (for actions such as City initiated demolitions) by individuals or companies who operate, or are associated with, salvage or junk yards that are not in compliance with City codes.
7. The **City** should add street improvement projects for Mt. Vernon Street, Miller Avenue and Orchard Crest Avenue to the Capital Improvements Program in order to convert them to a more urban standard (including curbs, gutters and sidewalk) and identify an immediate funding source.
8. The **City** should **partner** with Greene County and MoDOT to provide new or additional signage/warning lights at the school zone on West Division.

CITY ACTION ON PRIORITIES

Frisco area participants were told throughout the Neighborhood Assessment workshop that the city could only focus on a few activities in the short term. Based on the input and review of the priorities identified by Frisco residents, various City departments and other organizations have committed to taking the following three (3) actions in the Frisco Neighborhood Assessment Area:

Issue: The City should improve the Mt. Vernon Street/West By-Pass intersection by adding right hand turn lanes on Mt. Vernon.

Response: Mt. Vernon at West Bypass currently has a separate left-turn lane and a shared thru & right-turn lane on the east-west approaches. The radii on both of the approaches are larger than the standard radius for a local street. The traffic signal at Mt. Vernon and West Bypass is under MoDOT jurisdiction. The City of Springfield's Traffic Engineer has asked MoDOT to review the signal timing to determine whether more time could be given to the east-west traffic or whether separate right-turn lanes for east-west traffic are needed to improve the level of service. Based on turning-movement counts a separate right-turn lane may be warranted on Mt. Vernon west of the West Bypass. The estimated capital costs for a separate right-turn lane at this location is \$150K, which could be partially funded with Neighborhood Assessment Funds.

Responsible Department: Public Works, MoDOT

Issue: The City should create thorough screening and buffering requirements for uses that permit the outside storage of materials such as auto repair, junk yards, salvage yards, etc. including uniform material requirements for fencing and significant landscaping; and, require that the regulations be applied retroactively.

Response: Ordinances regulating auto repair, junk and salvage yards are found in a number of different sections of Springfield city code. Enforcement of such regulations is often the responsibility of different city departments. As a result, any revision or consolidation of these codes, including screening and buffering requirements, will require the collaborative efforts of significant staff resources. In order to utilize staff time more effectively, Neighborhood Assessment funds will be used to hire a contractor who will lead efforts to draft potential city code

revisions that could strengthen screening and buffering requirements for auto repair, junk and salvage yards.

Responsible Department: Law, Planning

Issue: The City should institute more aggressive (quicker) abatement of uses that permit the outside storage of materials such as salvage yards, junk yards and auto repair yards (higher fines, revoke licenses, etc.)

Response: See previous response.

Responsible Department: See previous response.

CITY RESPONSE ON PRIORITIES

Some of the priorities identified on page 25 can not be undertaken by the City at this time. City action is either not recommended, or can only take place with further involvement and/or information from neighborhood residents. The following list provides some suggestions which neighborhood residents can use to increase the chances that these issues can be better addressed in the future.

Issue: The City should improve Mt. Vernon Street west of West Bypass by widening and adding curbs and gutters.

Response: W. Mt Vernon Street is classified as a "secondary arterial" on the City's Major Thoroughfare Plan with an average daily traffic (ADT) of approximately 5,300 west of the West Bypass and approximately 1,800 west of Orchard Crest. The need to upgrade Mt. Vernon Street to secondary arterial standards has been identified as an unfunded capital need. This unfunded need will be assessed against other capital projects for inclusion on the City's *Capital Improvement Program (CIP)* (See page 31). The estimated capital cost for upgrading Mt. Vernon to secondary arterial standards from West Bypass to Westgate Avenue is \$3.25M - in excess of available Neighborhood Assessment funding.

Responsible Department: Planning, Public Works

Issue: The City should add curbs and sidewalks on North Dawn Avenue and North Fender Avenue south of Division Street.

Response: The City does not currently have funds available for upgrading local residential streets to curb and gutter standards. The estimated capital cost for upgrading Dawn & Fender to curb & gutter standards with sidewalks is \$800K. Staff will forward the request for sidewalks to the School Crossing Protection Committee and the principal at Willard South for review and consideration as a school sidewalk project.

Responsible Department: Planning, Public Works

Issue: The City should enact a policy that would disallow the handling of City of Springfield generated waste (for actions such as City initiated demolitions) by individuals or companies who operate, or are associated with, salvage or junk yards that are not in compliance with City codes.

Response: The City of Springfield requires by contract that any bidder to whom a city contract is awarded must be in compliance with all local, state, and federal laws. Such language is included in all City bid documents handled by the City of Springfield Purchasing Department and all City contracts. Anyone not in compliance with local, state and federal law is not considered a qualified bidder.

Responsible Department: Law

Issue: The City should add street improvement projects for Mt. Vernon Street, Miller Avenue and Orchard Crest Avenue to the *Capital Improvements Program* in order to convert them to a more urban standard (including curbs, gutters and sidewalk) and identify an immediate funding source.

Response: Mt. Vernon Street (5,300 ADT), Miller Avenue, and Orchard Crest Avenue (1,450 ADT) are on the unfunded needs list for transportation improvements on the *Major Thoroughfare System* (collectors, arterials, expressways, and freeways). Mt. Vernon Street is classified as a secondary arterial while Miller Avenue and Orchard Crest Avenue are classified as collectors. (*Note: See previous comments regarding Mt. Vernon Street*). There are approximately \$1 billion of unfunded needs on the *Major Thoroughfare System* (includes City, County, & State roads). The estimated capital cost for upgrading Orchard Crest and Miller Avenues to collector standards from Mt. Vernon to Chestnut Expressway is \$1.4M per segment - in excess of available Neighborhood Assessment funding.

Responsible Department: Planning, Public Works

Issue: The City should partner with Greene County and MoDOT to provide new or additional signage/warning lights at the school zone on West Division.

Response: Division Street in this area is under MoDOT jurisdiction and outside of Springfield's corporate limits. The City of Springfield has contacted the Willard School District and MoDOT and informed them of the request for additional school zone signage/warning lights at Willard South Elementary School.

Responsible Department: MoDOT, Greene County

CITY ACTION ON OTHER ISSUES

Other actions, while not determined by Neighborhood Assessment participants to be priorities, were proposed that might require City involvement to be undertaken. Of those actions, the City will commit to or has completed the following:

Issue: Increase speeding enforcement on Orchard Crest Avenue south of Chestnut Expressway; and, on Mt. Vernon Street, west of West By-Pass.

Response: Traffic Engineering will take a speed survey on Orchard Crest Avenue south of Chestnut Expressway; and, on Mt. Vernon Street west of West By-Pass to determine the current speed profile. The speed limit on Orchard Crest is 30 mph. The speed limit on Mt. Vernon Street is 35 mph. The City of Springfield's Traffic Engineering Division will provide a copy of the studies to the Police Department for its use in determining whether to step up enforcement. In addition, Traffic Engineering will review the speed limit signage along Orchard Crest and Mt. Vernon Street to determine whether the area is adequately covered.

Responsible Department: Police, Public Works

Issue: Encourage or initiate the rezoning of manufacturing properties that are adjacent to residential neighborhoods in the Assessment area to a more compatible zoning district.

Response: The Springfield Planning Department is conducting a study of northwest Springfield and adjacent portions of Greene County. A portion of this study is devoted to identifying appropriate future land uses and zoning districts in the area - including the potential rezoning of some manufacturing properties. Frisco

Neighborhood Assessment attendees will be informed of upcoming opportunities to provide input into the northwest study in early 2005.

Responsible Department: Planning

CITY OF SPRINGFIELD CAPITAL IMPROVEMENTS PROGRAM

Some of the issues in the “City Action Plan” portion of this document reference the City of Springfield *Capital Improvements Program (CIP)*. This section of the Neighborhood Assessment Report provides additional background information on this public infrastructure improvement program.

The *Capital Improvements Program (CIP)* provides a mechanism for scheduling public physical improvements over a number of years. It establishes the City's priorities for public projects based on available financial resources and project ranking criteria. Going beyond just a listing of priority projects, the *CIP* also:

- Provides a mechanism for estimating all of the City's capital needs; and,
- Allows public improvement proposals to be tested against a set of objective criteria (transportation projects are ranked in part based on average daily traffic (ADT), roadway classifications, and crash data); and,
- Provides an opportunity for long-range financial planning and management, which is essential for projects that take more than one year to construct; and,
- Coordinates the activities of various departments in meeting project schedules; and,
- Informs the public of projected capital improvements.

The *CIP* is reviewed and adopted annually by the City Council and includes public infrastructure projects throughout the city. Within the Frisco Neighborhood Assessment area, improvements to Chestnut Expressway and the West Bypass are examples of high-priority transportation projects that have been completed or are programmed for construction through the *CIP*. These important projects were accelerated in partnership with MoDOT.

Acknowledgements



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