



CHAPTER 12

SUBAREA PLANS

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Chestnut Expressway Subarea

Lake Springfield Subarea

Boonville Avenue Corridor Subarea

Building on the core elements of Forward SGF, the following Subarea Frameworks have been developed for distinct areas in the community that exhibit significant potential for change. The Subarea Frameworks highlight key concepts and strategies for land use and development, multimodal connectivity and circulation, streetscaping, and placemaking. They provide insight on how city-wide policies can be applied to specific areas and sites throughout the community. Both public and private investment will be essential in achieving the recommendations of these Subarea Frameworks.

SUBAREA CONTEXT

The subareas were chosen based on unique opportunities to accommodate future development that would foster impactful and positive change in the community. Each subarea addresses a different redevelopment context, including the enhancements of gateways into the City, rethinking commercial corridors, establishing an urban-innovation hub, and transforming the area around a key natural asset, Lake Springfield.

The selected areas include the following:

- Glenstone Avenue Subarea
- Trafficway Street Subarea
- Chestnut Expressway Subarea
- Lake Springfield Subarea
- Boonville Avenue Corridor Subarea



GLENSTONE AVENUE SUBAREA



TRAFFICWAY STREET SUBAREA



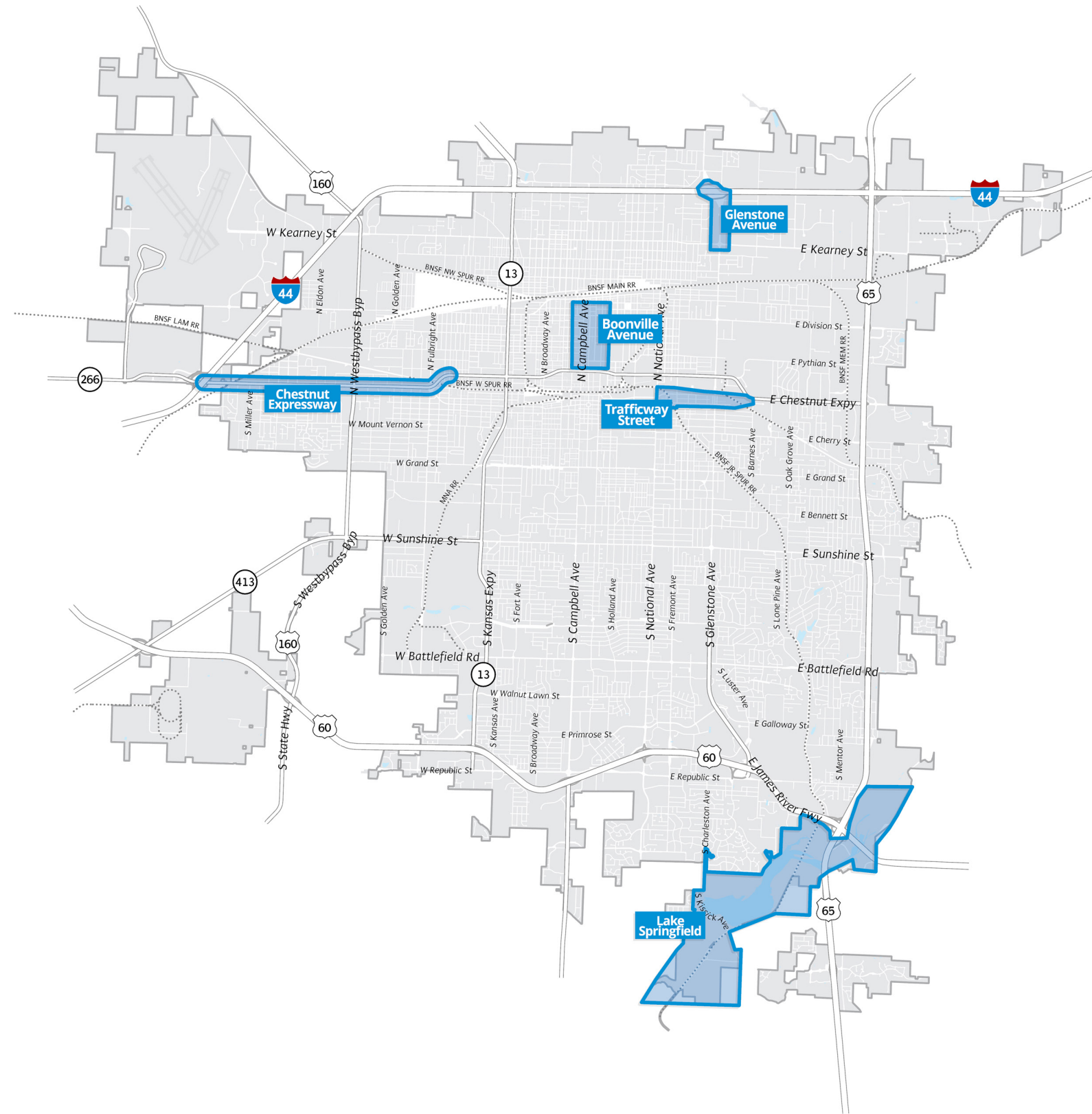
CHESTNUT EXPRESSWAY SUBAREA



LAKE SPRINGFIELD SUBAREA














BOONVILLE AVENUE CORRIDOR



GLENSTONE AVENUE SUBAREA FRAMEWORK

As a primary travel route from Interstate 44 and the location of many of Springfield's hotels, the Glenstone Avenue corridor near I-44 is a key entry point into the City for residents, visitors, and businesses. The quality of the visitor and pedestrian experience, and aesthetic along the corridor contribute significantly to Springfield's community image. Glenstone Avenue is an auto-oriented corridor with limited pedestrian infrastructure and minimal streetscaping. Infill opportunities exist to expand on the subarea's hotel and commercial development and encourage high-quality entertainment and dining. This subarea identifies strategies for transforming Glenstone Avenue into an inviting, active, and functional area, creating a good first and last impression of Springfield.

-  Sidewalk Configuration
-  Sidewalk Extension
-  Curb Cut Consolidation
-  Cross Access
-  Perimeter Landscaping
-  Midblock Crossing
-  Gateway Enhancement
-  Riparian Buffer Requirements
-  Bury Utility Lines
-  Roadway Extension
-  Development Opportunities

Sign Standards. Improve the appearance of commercial signs by updating sign regulations within the City's Zoning Ordinance to require the base/foundation of signs to be covered and landscaped, followed by strict enforcement. Pole signs should also be restricted to only locations clearly visible from I-44 while encouraging monument signs further south along Glenstone Avenue. This will effectively improve the aesthetic of the corridor and help remove unattractive visual clutter, while still allowing establishments to advertise their location from the interstate.

Existing Mid-Block Crossing. In accordance with MoDOT's Glenstone Avenue Safety, Operational, Pedestrian, and Pavement Project, upgrade the pavement marking and signing at the existing mid-block crossing.

Sewer Capacity. As development occurs, carefully monitor capacity levels of the existing sewer trunkline, ensuring sufficient capacity is available prior to the approval of new development. If capacity is met, apply a cost-share strategy to distribute the trunkline expansion cost between the City and private developers.

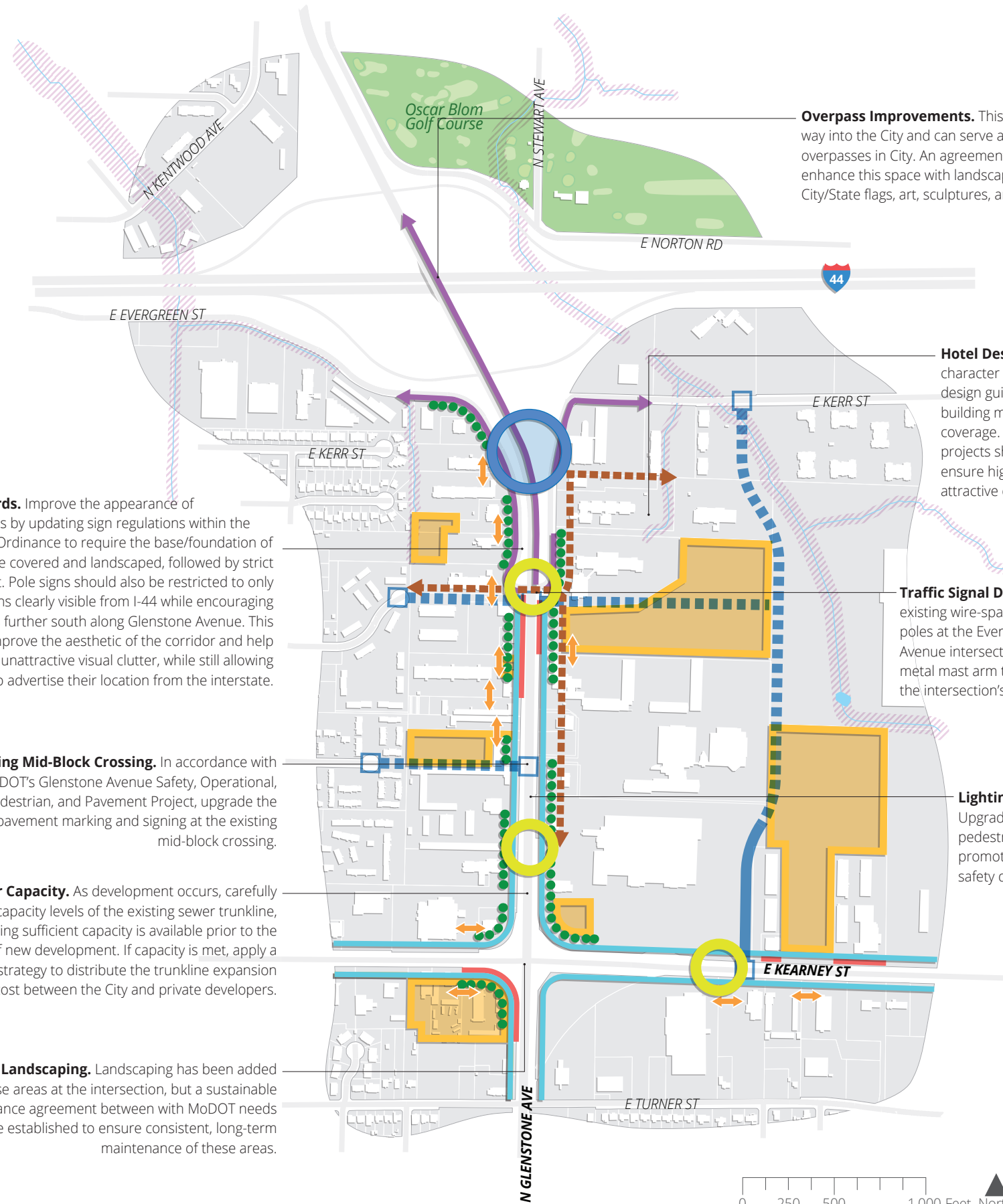
Corner Landscaping. Landscaping has been added to these areas at the intersection, but a sustainable maintenance agreement between with MoDOT needs to be established to ensure consistent, long-term maintenance of these areas.

Overpass Improvements. This is a major entrance/gateway way into the City and can serve as a pattern for all other overpasses in City. An agreement with MODOT is needed to enhance this space with landscaping, signage/branding, City/State flags, art, sculptures, and trees.

Hotel Design Guidelines. Improve the character of hotel establishments by forming design guidelines with consistent standards for building materials, articulation, and window coverage. As redevelopment occurs, new projects should be held to these standards to ensure high quality development and an attractive corridor image.

Traffic Signal Design. Convert the existing wire-spanned signal with wood poles at the Evergreen Street/Stewart Avenue intersection to a green or black metal mast arm traffic signal to improve the intersection's appearance.

Lighting for Pedestrians. Upgrade light posts to include pedestrian-scale lighting to promote pedestrian use and safety during the night.





FRAMEWORK DESCRIPTIONS

Pedestrian Realm

Improve aesthetics, walkability, and sense of safety for pedestrians by constructing wider sidewalks on both sides that are separated from the street with a landscaped buffer with trees. The sidewalk currently runs directly adjacent to the street in most segments, such as along the Culver's property (2520 Glenstone Avenue), creating an uncomfortable pedestrian experience. As sidewalks are reconfigured, ADA compliance should be met to ensure the corridor can be easily accessible by people of all abilities.

Sidewalk Extension

Provide access to the northern hotel and restaurant properties as well as Fremont Elementary School to the west by extending sidewalk connectivity along Evergreen Street and Stewart Avenue. Pedestrian connectivity should be implemented across the I-44 interchange to improve access to the north side of the interstate. A new sidewalk should also be constructed in front of the two gas station properties to fully connect the sidewalk system.

Curb Cut Consolidation

Remove excess curb cuts to reduce potential traffic conflict points and disruptions in sidewalk connectivity. This may be completed during roadway improvements or through the site plan approval process for future redevelopment. Consider modifying site design regulations to require future curb cuts to meet ADA standards and be enhanced with crosswalks, either with striping or pavement enhancements, to signify a continuation of the sidewalk for improved pedestrian comfort and safety.

Cross Access

Working with property owners, create cross access between adjacent parking lots to reduce the need for drivers to use Glenstone Avenue. This will help mitigate traffic and reduce the risk for accidents along Glenstone Avenue while allowing convenient access between establishments.

Perimeter Landscaping

Work with property owners and private developers to encourage the installation of perimeter landscaping along the frontage to improve the image of the corridor and screen views of parking lots. Perimeter landscaping should be required for all properties fronting Glenstone Avenue and designed to maximize stormwater management and improve water quality through BMPs, such as bioretention areas. Landscaping that requires limited maintenance should be encouraged and landscaping at intersections must not obstruct line of sight for vehicles. See the Chestnut Expressway O'Hara to College Subarea Toolbox for more information and photo examples.

Midblock Crossing

Construct additional midblock crossings, like the existing crossing at the Oasis Hotel and Convention Center property, to reduce the distance between crossing opportunities for pedestrians and bikers. A study should first be conducted to assess the need, feasibility, and most appropriate location. Midblock crossings would significantly improve the walkability and safety of the corridor, as well as increase access to commercial uses for visitors staying in the hotels. As result, the overall functionality of the avenue as a travel corridor and lodging area would be enhanced.

Gateway Enhancement

In coordination with MoDOT, formalize a gateway onto Glenstone Avenue from I-44 by incorporating landscaping, an attractive gateway sign, and landscaped medians. Improvement of this gateway will help create a lasting positive impression for those traveling into or out of Springfield.

Riparian Buffer Requirements

Ensure new development or the redevelopment of existing sites along streams adhere to the buffer requirements set forth in Chapter 8 of the Flood Control and Water Quality Protection Manual.

Bury Utility Lines

Work with local utility providers, such as City Utilities, to prioritize Glenstone Avenue for the removal of abandoned utility infrastructure and to bury overhead utility lines. While a costly endeavor, this will reduce visual clutter and potential limitations to desirable sidewalk configurations, significantly improving the aesthetic and walkability of the corridor. If burial is deemed unfeasible, utility lines should be relocated behind properties away from street view.

Roadway Extension

Through coordination with property owners, extend Talmage Court and North St eastward to connect with Glenstone Avenue and create a new access road between Kerr Street and Kearney Street. Both roadway extensions would create alternative travel routes, improve circulation, provide direct connections to and from adjacent neighborhoods, and alleviate congestion along Glenstone Avenue, Stewart Avenue, and Evergreen Street. See the following Glenstone Avenue Subarea Toolbox for more information.

Implement Trash and Maintenance Program

Priority should be given to cleaning up trash and maintaining key corridors to improve Springfield's first impression for visitors and create a sense of pride for residents. To keep this corridor looking it's best and focusing on presenting Springfield's best, a campaign to implement a standardized and aggressive program for the sustained clean up of key corridors should be considered. The program should not exclusively rely on the Missouri Highway Department to implement and the City will need to take a leadership role in this effort and utilize recent efforts such as the Clean Green efforts.

Development Opportunities

Refer to the Development Opportunities graphic for recommendations pertaining to each opportunity site.

GLENSTONE AVENUE REDEVELOPMENT OPPORTUNITIES

Future Placetypes

- Center City Neighborhood
- Traditional Neighborhood
- Mixed Residential

Redevelopment Opportunity Sites

These sites identify vacant or underutilized lots that present development or redevelopment opportunities to expand uses supportive of the City's vision for the Glenstone Avenue subarea.

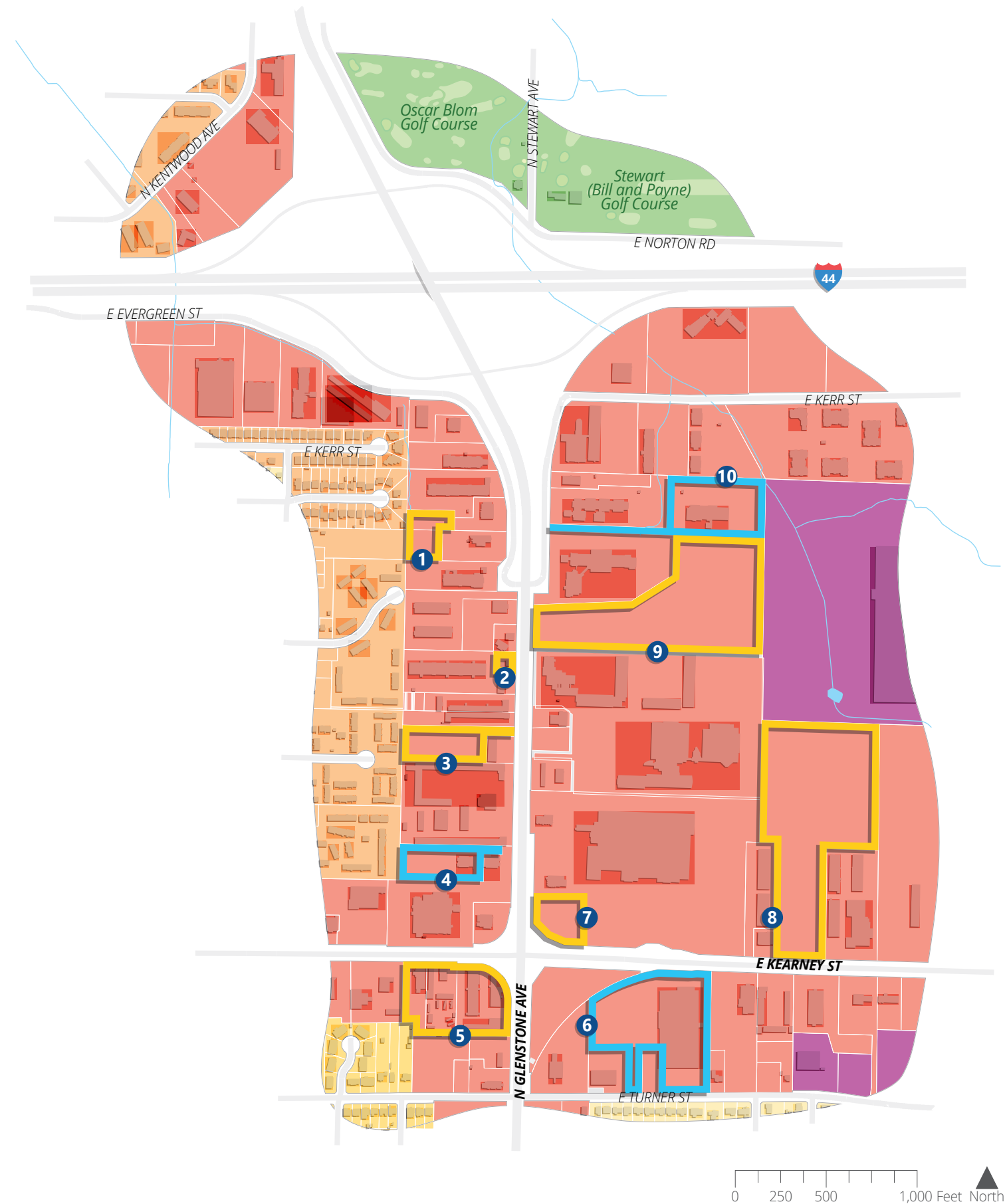
- 1 Behind Ruby Tuesday
- 2 2623 N Glenstone Ave
- 3 Behind Tire Express
- 5 Springfield Inn and Adjacent Properties
- 7 SW Corner Outlot of Walmart
- 8 Undeveloped Parcel South of Loren Cook Company
- 9 Large Parcel North of the Oasis

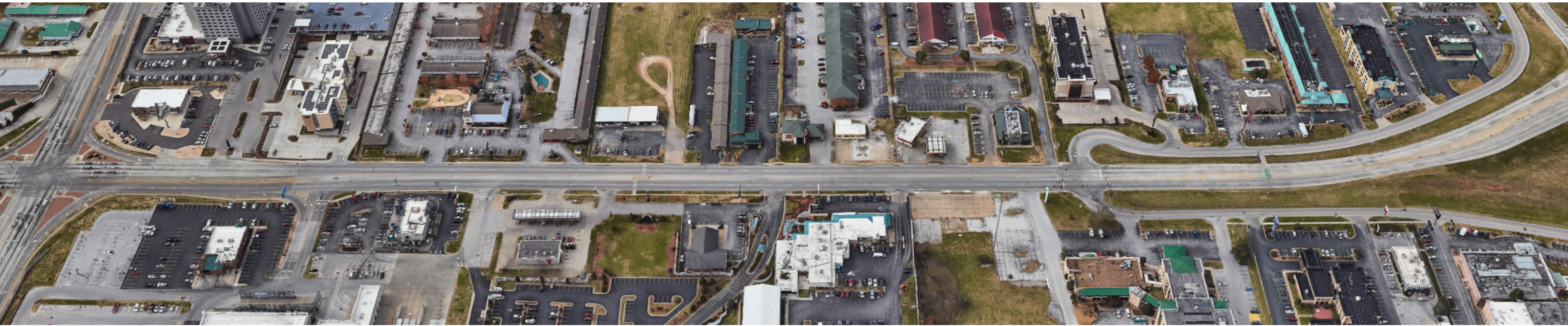
- City Corridor
- Industrial & Logistics
- Urban Green Space & Recreation

Recent Developments

These sites identify recent development with desirable uses that should be replicated within the subarea as it continues to develop.

- 4 Fairfield Inn and Suites by Marriott
- 10 Home2 Suites by Hilton
- 6 BIG Shots





REDEVELOPMENT OPPORTUNITIES

REDEVELOPMENT SITE

These sites identify vacant or underutilized lots that present development or redevelopment opportunities to expand uses supportive of the City's vision for the Glenstone Avenue subarea.

Behind Ruby Tuesday

There is opportunity to develop this vacant parcel into a bar or restaurant establishment to provide hotel guests and adjacent residents with more dining options.

2623 N Glenstone Ave

This site currently contains a vacant gas station, which should be redeveloped into a retail or drive-through food/drink establishment that can serve travelers off I-44, hotel guests, and local residents.

Behind Tire Express

This vacant site presents an opportunity for a new entertainment establishment with complementary restaurant and bar uses. This development would provide activities primarily geared towards travelers staying in adjacent hotels, but could also serve surrounding neighborhoods.

Springfield Inn and Adjacent Properties

Considering their prominent location at this key intersection, these three properties present a great opportunity to develop an entertainment or mixed commercial strip center. The properties could be consolidated to facilitate comprehensive redevelopment and provide sufficient space for pedestrian amenities and streetscaping.

SW Corner Outlot of Walmart

Opportunity exists to develop the corner parking lot area into a small-scale commercial retail or service outlot. The use of 360-degree architecture should be encouraged to ensure the development is attractive on all sides given the site's high visibility at the key intersection.

Undeveloped Parcel South of Loren Cook Company

This sizable undeveloped parcel creates a significant opportunity for a large-scale entertainment center right outside the subarea. Examples of potential uses include a movie theater, e-sports center, or flex space for creative exhibits.

Large Parcel North of the Oasis

This large vacant parcel creates an opportunity to develop another large-scale hotel in line with surrounding uses to support growth and increased visitor activity. An outlot commercial development should front Glenstone Avenue to maintain the street wall, while locating a hotel to the rear and oriented toward the proposed east-west roadway extension. Pedestrian movement should be prioritized by incorporating internal pathways within the site and views of parking should be minimized through perimeter landscaping and screening.

RECENT DEVELOPMENTS

These sites identify recent development with desirable uses that should be replicated within the subarea as it continues to develop.

Hotels

Two recent hotel developments, Fairfield Inn and Suites by Marriott and Home2 Suites by Hilton, showcase existing demand for hotel uses. While near term opportunities for hotel development may be limited, the development of additional high-quality hotels and entertainment uses should be encouraged within the subarea. Future hotel developments should work towards providing a diverse mix of lodging choices to accommodate a wide range of overnight guests.

BIG Shots

This new indoor golf course is a good example of a recent entertainment business that should be expanded upon within the subarea to serve travelers as well as local residents.



FAIRFIELD INN AND SUITES BY MARRIOTT



BIG SHOTS

GLENSTONE AVENUE SUBAREA TOOLBOX



GATEWAY ENHANCEMENT

The intersection of Glenstone Avenue and I-44 is an important gateway into Springfield for those traveling along the interstate. Currently, there are no improvements or features clearly announcing entry into the City. In coordination with MoDOT, the City should implement gateway enhancements within the open space along the interstate off and on ramps and on Glenstone Avenue. This can include arch or stone monument signage, landscaping such as landscaped medians, and public art to make a positive first impression upon visitors. Wayfinding could also be installed at this intersection, as at key points along Glenstone Avenue, to direct visitors to destinations such as Downtown, local universities, and Cooper Park and Sports Complex.

MIDBLOCK CROSSING

While the subarea is frequently traveled by foot, it is currently unfriendly to pedestrians with poor sidewalk conditions in certain segments and a lack of safe crossing opportunities. To improve the walkability of the corridor, the City should implement midblock crossings at key points along Glenstone Avenue to reduce the distance a pedestrian would have to travel to reach the other side of the busy avenue and increase accessibility to businesses on either side. This includes installing features such as highly visible “zebra crossings” and Rectangular Rapid-Flashing Beacons (RRFB), if feasible, that utilize pedestrian-activated flashing crossing lights to provide a visual cue to drivers that pedestrians may be present. A pedestrian refugee island sized for groups could also be incorporated as completed at the existing midblock crossing in front of the Oasis Hotel to increase safety and reduce initial crossing distance.



ROADWAY EXTENSION

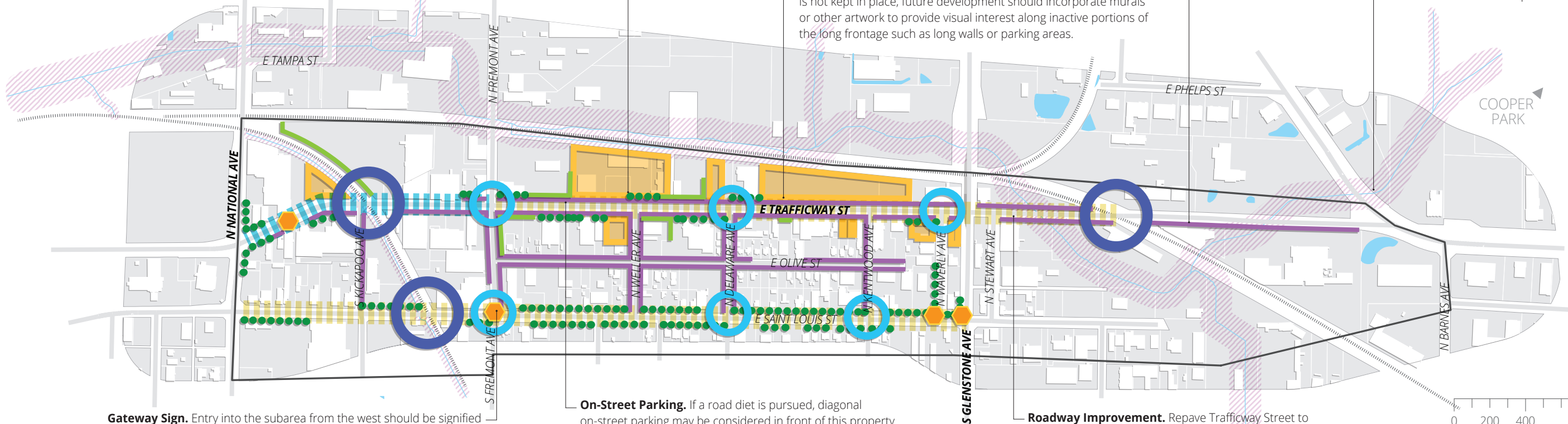
As development has occurred in areas north of I-44, congestion along Glenstone Avenue has grown. The extension of local roadways and creation of a new north-south route to the east will provide alternative travel routes and improve circulation to mitigate traffic along Glenstone Avenue. This includes extending North Street and Talmage Court eastward to connect with Glenstone Avenue, which would help improve access to the residential neighborhood west of the subarea. This North Street extension should be configured to merge with Evergreen Street to avoid traffic conflicts at the intersection. In addition, construct a new access road connecting Kerr Street to Kearney Street along the rear of properties, connecting to the existing service road to the east of Walmart. Such roadway extensions will require coordination with property owners and MoDOT to secure needed public right-of-way. They will also need to be coordinated with existing signalized intersections and should be designed to integrate pedestrian and bicycle connectivity.

TRAFFICWAY STREET SUBAREA FRAMEWORK

Located adjacent to the eastern limits of Downtown, the Trafficway Street subarea is a key gateway into the City's center. Currently, the subarea contains a mix of land uses with various outdoor storage areas and several properties falling into disrepair. The subarea also lacks quality pedestrian routes and adjacent streets suffer from poor streetscaping. As a preferred route into Downtown taken by many, there is significant opportunity to enhance the corridor as a primary connection into the Downtown and provide a direction for future land uses.

The subarea plan sets guidelines for transforming the Trafficway Street corridor into an active urban-innovation hub with a flexible mix of uses that generate street activity. This includes entertainment, art, design studio, makerspace, office, and co-working uses. Future outdoor storage, heavy manufacturing, and self storage uses should be discouraged. This urban-innovation hub should act as a center for entrepreneurship, business startups, and job growth, working in synergy with other entrepreneurial districts in Downtown. Despite its issues, the Trafficway Street corridor is also home to dozens of valued businesses and employers and their continued operation should be encouraged as redevelopment occurs. Given the existing industrial nature of development, public art that reflects local identity should be integrated throughout the district, enhancing corridor aesthetics and sense of place. Two blocks south, St. Louis Street should be celebrated and enhanced as an attractive, multimodal gateway for historic Route 66.

-  Safe Pedestrian Crossings
-  Railroad Crossings
-  Wayfinding
-  Development Opportunities
-  Sidewalk Gaps
-  Pedestrian Realm Expansion
-  Road Diet
-  Perimeter Landscaping
-  Screening
-  Riparian Buffer Requirements (applies only in areas that are a natural channel)



Perimeter Landscaping. This is particularly important at this key intersection due to its high visibility and traffic volume.

Graffiti Wall. Enhance the prominent abandoned masonry wall that currently contains graffiti with an attractive mural. If maintained through redevelopment of the site, the wall could be used to screen parking while adding an artistic character along corridor. If the wall is not kept in place, future development should incorporate murals or other artwork to provide visual interest along inactive portions of the long frontage such as long walls or parking areas.

Bury Utility Lines. Work with local utility providers, such as City Utilities, to prioritize Trafficway Street for the burial of overhead utility lines. While a costly endeavor, this will reduce visual clutter and potential limitations to desirable sidewalk configurations, significantly improving the aesthetic and walkability of the corridor.

Enhance Jordan Creek. Enhance Jordan Creek for improved stormwater management and as an outdoor amenity, connecting to Cooper Park to the northeast and the Renew Jordan Creek project within Downtown. The channeled portion of the creek currently exhibits graffitied concrete walls and could be enhanced by replacing the channel with widened sloped banks.

Gateway Sign. Entry into the subarea from the west should be signified by a unique and eye-catching gateway sign. The placement of the sign mid-block would highlight the starting point of Trafficway Arts District, while allowing for visibility from National Avenue to draw patrons into the area who are passing by. Consideration should be given to a sign that spans the width of the street with support pillars on either side.

On-Street Parking. If a road diet is pursued, diagonal on-street parking may be considered in front of this property due to wide right-of-way. To avoid potential conflicts with reversing vehicles, any bike lane would then be shifted from on-street to a designated bike lane that is at-grade with the adjacent parkway and sidewalk.

Roadway Improvement. Repave Trafficway Street to upgrade roadway conditions and improve the image of the key corridor leading to and from Downtown. Currently, the roadway has numerous cracks, potholes, and signs of wear which diminish the appearance of the corridor. During the roadway improvement, maintain and formalize the existing bike lane, including the addition of bike lane markings.





FRAMEWORK DESCRIPTIONS

Safe Pedestrian Crossings

Increase the walkability of the corridor by constructing safe crossings at the identified key intersections. Crosswalks should be highly visible using a continental pattern with ADA accessible sidewalk ramps, pedestrian flashing crossing signs, and bulb outs to the extent allowable. To complement the innovative spirit being encouraged within the district, as an alternative to continental stripes, these key intersections could be improved with decorative patterns such as colored striping or 3D artwork.

Railroad Crossings

Enhance railroad crossings by upgrading roadway conditions, street markings, and constructing a defined pedestrian crossing area. The area surrounding the railroad crossing should be well maintained and paved.

Wayfinding

Install wayfinding and gateway features at St. Louis Street's intersections with Glenstone Avenue, Waverly Avenue, and Fremont Avenue that provides direction to Downtown and the Trafficway Arts District. Work with property owners along St. Louis to install wayfinding and gateway features that promote the historic Route 66.

Development Opportunities

Refer to the Development Opportunities graphic for recommendations pertaining to each opportunity site.

Sidewalk Gaps

Construct a continuous sidewalk network on both sides of the street to enable pedestrians and bicyclists to safely travel along the corridor. Sidewalks should be at least five feet wide and should be protected from street traffic by a landscaped buffer to increase sense of comfort. Utility lines should be moved outside of the pedestrian realm as sidewalks are built.

Pedestrian Realm Expansion

Remove the central turn lane, at the National Avenue intersection to expand the pedestrian realm and create a walkable district accessible by foot, bike, and vehicle. With the turn lane removed, sidewalks could be expanded while accommodating separated bike lanes. This will help create a pedestrian-oriented focal point along Trafficway Street in the Trafficway Arts District and provide sufficient room for amenities, such as outdoor seating and dining areas, landscaping, pedestrian-scale lighting, bike parking, and public art installations.

Road Diet

Rebuild Trafficway Street and St. Louis Street to implement a road diet and traffic calming measures. This will require the central turn lane on Trafficway Street to be removed other than at intersections and for travel lanes to be reduced along St. Louis Street to create room within the right-of-way for wide sidewalks, bike paths, and streetscaping elements, including trees. See the following Subarea Toolbox for more information.

Perimeter Landscaping

Work with property owners to install perimeter landscaping to screen views of parking lots and improve the image of the corridor. Perimeter landscaping should be incorporated where frontage width allows and designed to maximize stormwater management and improve water quality through BMPs, such as bioretention areas. See the Chestnut Expressway O'Hara to College Subarea Toolbox for more information and photo examples.

Screening

Improve the image of the corridor by requiring properties to screen outdoor storage, salvage yards, and unattractive industrial uses with landscaping or fencing at least six feet in height. Desirable screening materials include wood, brick, stone, stucco, and evergreen shrubs, bushes, and trees. Chain link fences and barbed wire should not be permitted. The use of artwork such as murals or sculptures should also be encouraged at the front of screened areas along primary routes to add visual interest.

Riparian Buffer Requirements

Ensure new development or the redevelopment of existing sites along streams adhere to the buffer requirements set forth in Chapter 8 of the Flood Control and Water Quality Protection Manual.

TRAFFICWAY STREET REDEVELOPMENT OPPORTUNITIES

Future Placetypes

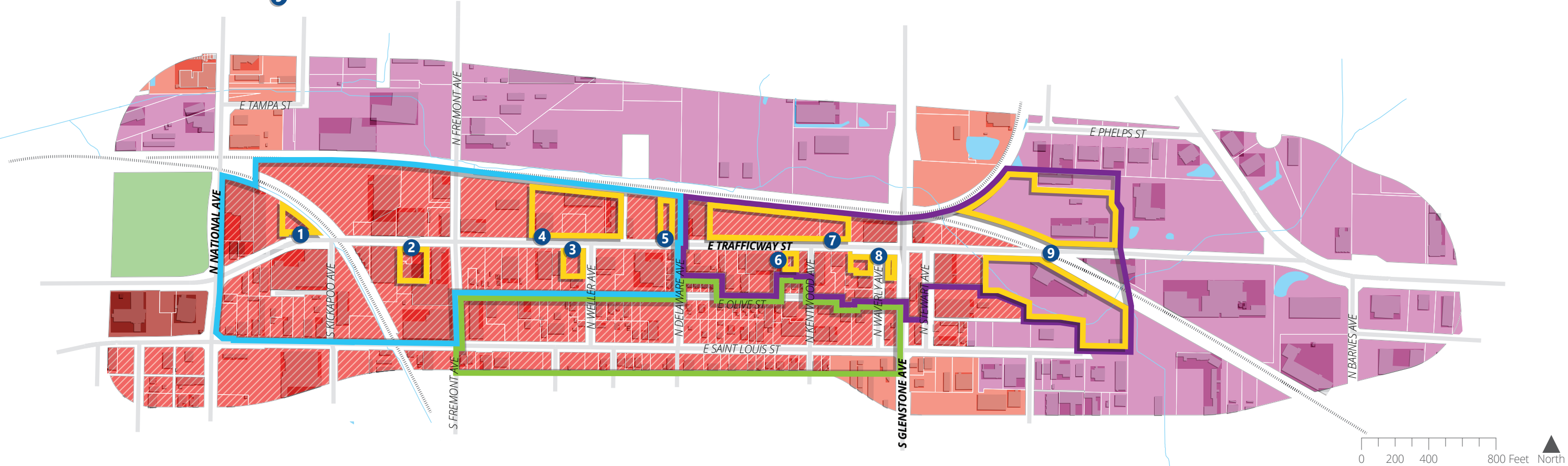
- Downtown
- Mixed-Use
- City Corridor
- Business Flex
- Urban Green Space & Recreation

Redevelopment Opportunity Sites

- 1** Corner of Trafficway Street and Railroad Tracks
- 2** 1352 Trafficway Street
- 3** Vacant or Partially Vacant Properties
- 4** 1445 Trafficway Street
- 5** Vacant Lot
- 6** Vacant Lot
- 7** Large Brownfield Site
- 8** Waverly Avenue and Trafficway Street
- 9** Large Eastern Industrial Sites

Subarea Districts

- Trafficway Arts District
- Flex District
- St. Louis District



SUBAREA DISTRICTS

Trafficway Arts District

As redevelopment occurs, retail, office, art studios, makerspace, incubator, and flex spaces should be encouraged to create an entrepreneurial hub supported by dining, bars, cafés, and art/entertainment venues. The proximity to Downtown, Missouri State University (MSU), and Ozarks Technical Community College (OTC) sets the area up to become a center for innovation and creativity. This District should not detract from Downtown's tech-oriented IDEA Commons, however, rather complementing it through a creative, art industry focus. It should grow as a community where residents, businesses, artists, and entrepreneurs can come to network, collaborate, and generate business growth, while also attracting locals and visitors to its social scene.

Flex District

Existing businesses should continue to be supported in the short term, while encouraging new office, retail, restaurant, makerspace, and incubator spaces through future redevelopment/ reuse of industrial buildings. Such uses should be prioritized on the western end of this district to create a seamless transition into the Trafficway Arts District. Properties along Waverly and Stewart Avenues may be considered for commercial corridor uses that front the sidewalk. Parking should be situated towards the rear and façades should be designed to appear welcoming to pedestrians.

This includes avoiding large blank walls; adding windows for clear views into and out of buildings; incorporating attractive and unique signage, art, and murals; and providing pedestrian pathways to the entrance. Cross access opportunities should be maximized to avoid traffic conflicts along Trafficway Street and similar building heights and form should be encouraged to maintain a consistent street wall. Transition between this district and the residential uses to the south should be enhanced by providing sufficient screening and buffering.

St. Louis District

While existing single-family homes, such as along Olive Street, should be maintained in the short term, new commercial uses should be encouraged through the redevelopment or repurposing of residential structures over time. Significant architecture related to the historic Route 66 should be preserved and highlighted. Strictly requiring perimeter landscaping for properties along St. Louis Street will be critical for screening parking lots from view and significantly improving the aesthetic of the corridor. If feasible, utility lines should also be buried to remove visual clutter. Sidewalk gaps should be closed along all streets to improve pedestrian connectivity, particularly to surrounding residential neighborhoods.

Landscaped buffers should be provided between St. Louis Street's southern commercial properties and the adjacent residential neighborhood to mitigate land use incompatibilities. Like the Flex District, future redevelopments should locate parking to the rear and buildings near the property line to create a consistent street wall and support a more pedestrian-friendly environment.

Buildings should incorporate large windows, which contribute to safer environments with "eyes on the street," as well as attractive signage and pedestrian pathways to entrances. Cross access opportunities should be maximized to avoid traffic conflicts along St. Louis Street.

REDEVELOPMENT OPPORTUNITY

Corner of Trafficway Street and Railroad Tracks

This site presents a great opportunity for a microbrewery with outdoor seating or a similar use that would activate the western gateway into the subarea. Particularly if paired with a road diet, such a use would help foster a pedestrian-friendly, vibrant environment that would offer the Trafficway Arts District community, locals, and visitors opportunities to socialize and network.

1352 Trafficway Street

The central location of this property within the Trafficway Arts District and its large setback presents a unique opportunity to rehabilitate this building into an event venue or creative coworking/makerspace/incubator space. The front yard could be enhanced to create an attractive hardscaped outdoor seating area with public art, murals, lighting, and Wi-Fi connection to allow people to work outside or host outdoor events.

Vacant or Partially Vacant Properties

These underutilized sites should be developed into makerspace, office, or flex uses to fill existing gaps in development. Such infill development will further activate the corridor and create a desirable sense of continuity in development along the streetscape.

1445 Trafficway Street

While redevelopment would be desirable over the long term, these two large, green vacant lots represent near term opportunities to be activated as open space amenities for local workers. As redevelopment occurs elsewhere in the corridor the central location of these open space areas creates the potential to serve the district as a whole.

Incompatible Single-Family Property

If the opportunity arises, this single-family detached property could be redeveloped into a makerspace, office, or flex space to better match surrounding uses and conform to the character of the corridor. The property could be assembled with vacant parcels to the east to facilitate comprehensive redevelopment.

Large Brownfield Site

These two vacant lots present a significant development opportunity for a large-scale creative industry use, such as hemp production, or an indoor entertainment facility, such as a gym, mini golf, skydiving, or shuffleboard. This site should be considered a catalyst for future development along the corridor, setting an example for quality façade design, building orientation, and site layout. The City should remain open to different uses as long as it is appropriate to surrounding businesses, supports the desirable character of the corridor, and is mindful of the brownfield nature of the site.

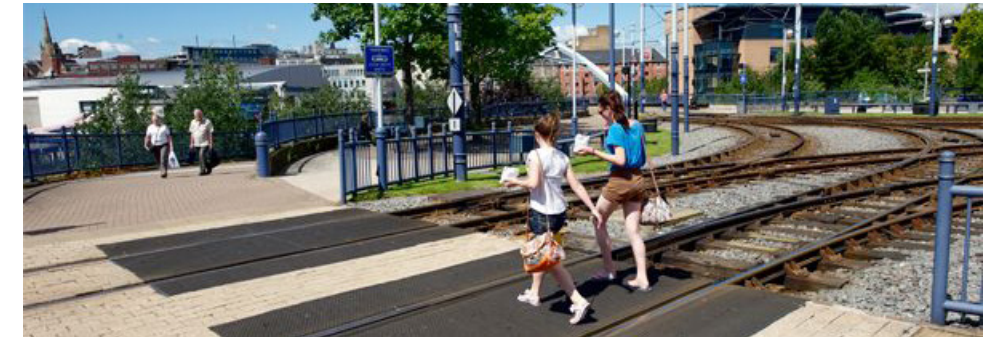
Waverly Avenue and Trafficway Street

Due to their prominent location on Trafficway Street and Waverly Avenue, these sites should be redeveloped into attractive light industrial or commercial uses that situate the building to the front and parking to the rear. To facilitate reinvestment in the near term, adaptive reuse of the current service station property would provide an opportunity for a unique restaurant and outdoor dining experience to complement redevelopment to the north. Frontage along Trafficway Street should be enhanced with landscaping and be oriented to the pedestrian, with clearly marked entrances, windows, and unique signage.

Large Eastern Industrial Sites

Work with the property owners of these two large-scale industrial sites to clean up and improve the appearance of their properties from right-of-way view. This could include upgrading the existing chain-link barbed-wire fence, providing perimeter landscaping or hardscaping, and/or installing public art that celebrates the industrial character. In the long-term, these properties should be redeveloped for commercial or office uses to match the desired character along the corridor.

TRAFFICWAY STREET SUBAREA TOOLBOX



TRAFFICWAY ARTS DISTRICT CASE STUDY

With its proximity to Downtown, MSU, OTC, the Walnut Street Historic District, and Rountree Neighborhood, the western portion of this subarea presents a unique opportunity to establish a Trafficway Arts District through the revitalization of existing industrial properties. While maintaining the industrial character, the encouragement of new uses, such as office, art studios, makerspace, incubator, and flex spaces, integrated with dining, bars, cafés, and entertainment venues, would direct the growth of this district into a creative and activated “innovation” hub. The following are successful examples of similar districts in other cities across the nation:

Crossroads in Kansas City, MO. This trendy neighborhood is filled with art galleries in restored warehouses, showrooms, coffee shops, brewpubs, and retro-style bars that make it popular destination and the heart of the City’s art community.

River North Art District in Denver, CO. Nicknamed “RiNo,” this neighborhood is a center for Denver’s creatives, with historic warehouses and factories now hosting jazz bars, restaurants, working studios, brew pubs, and galleries. A range of innovative business have also set up shop, including furniture makers, winemakers, visual artists, and outdoor gear creators.

Warehouse Arts District in St. Petersburg, FL. Once a light manufacturing and warehouse center, this neighborhood has since transformed into an arts district for artists needing larger spaces for heavy equipment and studio work. The area is highly walkable, covered in murals, and spotted with breweries, becoming especially lively the second Saturday of each month where studios and galleries open to the public for tours.

ROAD DIET

A road diet should be considered for the full extent of Trafficway Street and St. Louis Street, with an emphasis on expanding the pedestrian realm between National Avenue and Fremont Avenue to support the Trafficway Arts District vision. Improvements would include reallocating the right-of-way to increase pedestrian and bicycle safety and provide opportunities for increased pedestrian activity. The road diet would create additional opportunities for streetscaping, including trees, benches, and planters, as well as pedestrian-scaled lighting that can improve nighttime safety. Landscaped areas will also help improve water quality, provide stormwater management benefits, and create a stronger connection between people and the natural environment. For more information on landscaping improvements for private properties, see the Chestnut Expressway O’Hara to College Subarea Toolbox.

To implement a road diet along Trafficway Street, travel lanes should be narrowed, and the center turn lane removed, other than at key intersections like National Avenue. Along St. Louis Street, the number of lanes should be reduced, potentially to two travel lanes and a central turn lane. These reconfigurations will provide room for wider sidewalks with landscaped buffer zones and formalized bike lanes with bike lane markings on both sides of the street. Other traffic calming strategies should be explored for both streets, such as pinch points and chicanes, to help reduce traffic speeds and establish a pedestrian-friendly corridor. The quantity, width, and alignment of driveways along the corridor should be improved to enhance traffic safety through driveway management.

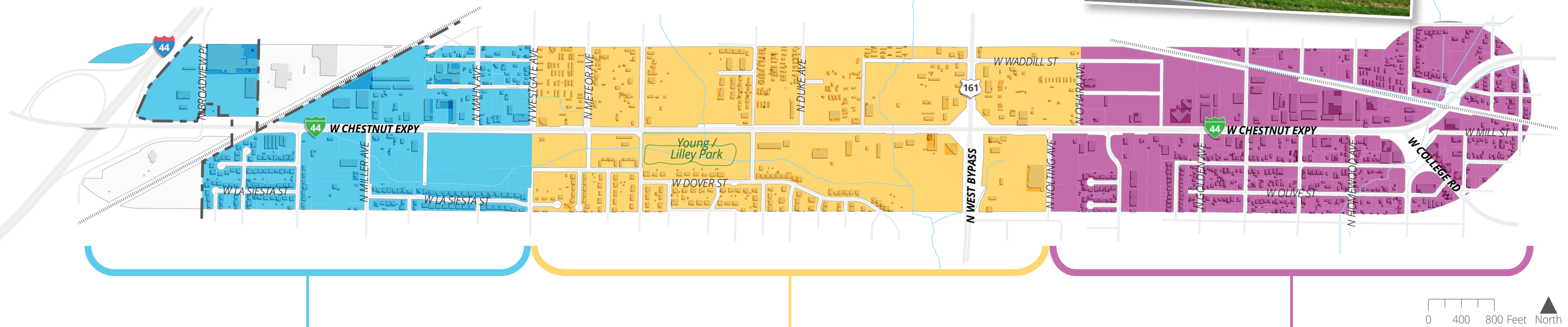
RAILROAD CROSSING

Currently, the railroad crossing appears unattractive with unmaintained and exposed dirt shoulders and deteriorated roadway conditions. There is significant opportunity to improve the appearance of this intersection by screening it from view with edge landscaping, filling in the shoulders with gravel, and repaving the roadway together with railroad crossing street markings. Pedestrian safety can also be enhanced by constructing a designating pedestrian crossing path on either side that connects to the sidewalk network.

CHESTNUT EXPRESSWAY SUBAREA OVERVIEW

Chestnut Expressway serves as a primary route from the west into Springfield and is the main point of entry for those coming from the Springfield-Branson National Airport. As an important gateway into the community for visitors traveling from across the country, it is vital that function and aesthetics of the Chestnut Expressway corridor be improved to present an attractive corridor that promotes Springfield to visitors and investors alike.

The subarea addresses various challenges including shallow lots, aging properties, and a diverse mix of uses that results in conflicts between adjacent properties. While existing businesses are an essential component of Springfield's commercial base, there is a significant opportunity to attract higher quality development and improve the image of the highly traveled corridor. This includes supporting a blend of higher density residential uses to increase housing diversity and strengthen concentrated areas of commercial development. The Chestnut Expressway's significance as a Historic Route 66 corridor also presents a unique opportunity to celebrate the community's identity and promote local tourism. As it is a MoDOT roadway, coordination with the agency will be critical for completing future improvements. The corridor has been organized into West, Central, and East functional subareas with specific recommendations for improvement and development that build on the varying characters of each subarea.



I-44 TO WESTGATE

I-44 to Westgate is more industrial in nature compared to the rest of the subarea, containing hotels and trucking/auto-service businesses that benefit from proximity to I-44. There is opportunity to enhance the image and access management of existing commercial businesses while attracting new quality commercial corridor development. A large vacant lot makes up a significant portion of the area and represents an opportunity to introduce higher density residential development and mixed commercial uses. Potential annexation of properties adjacent to the subarea should be coordinated with the growth strategy section of Forward SGF.

WESTGATE TO WEST BYPASS

This section of Chestnut Expressway contains the greatest diversity of uses of the three sections with mobile homes, hotels, a gas station, a park, a mixed-commercial strip center, and modern commercial corridor development surrounding the West Bypass intersection. Recommendations within this subarea focus on enhancing the character of existing businesses through screening and landscaping improvements as well as improving pedestrian connectivity. Opportunities also exist to transform the sizable Young/Lilley Park into an attractive, programmed park that can help meet the recreational needs of surrounding residents while also serving as an amenity to new corridor development.

O'HARA TO COLLEGE

O'Hara to College contains a mix of commercial and light industrial uses, anchored by the busy College Road intersection at the eastern end. This key intersection presents a major opportunity to be reconfigured to allow for smooth traffic flow and pedestrian safety, as well as be enhanced as a gateway point into the core of Springfield. Recommendations for this section focus on screening and landscaping improvements for existing businesses, supporting multimodal connectivity, and expanding neighborhood-serving commercial retail and services for surrounding residents. Opportunity for higher density residential development is also identified for underutilized properties in the western portion of the East Chestnut Expressway subarea.

Broadview Place Flooding. As this area is susceptible to flooding, stormwater management strategies should be explored during roadway improvements.

Annex Unincorporated Properties. The City should pursue an aggressive, proactive course to annex unincorporated properties into the city along the corridor and areas surrounding the airport and I-44.

Quality Landscaping. The Best Western Plus Springfield Airport Inn has a good example of perimeter landscaping that should be replicated along the corridor.

Westgate Avenue Extension. Extend Westgate Avenue northward to Chestnut Expressway to improve access and circulation to and from the residential neighborhood to the south.















Springfield Municipal Boundary

WEST BYPASS TO WESTGATE

0 200 400 800 Feet North

CHESTNUT EXPRESSWAY I-44 TO WESTGATE SUBAREA FRAMEWORK

The western portion of the Chestnut Expressway subarea serves as a primary entry point into Springfield from I-44. The western subarea contains essential warehousing, manufacturing, and other light industrial businesses as well as truck stops, hotels, and restaurants that cater towards interstate travelers. This subarea plan aims to leverage the highly accessible location by promoting additional growth for industrial and auto-oriented uses while improving access management and the character of the corridor. Key redevelopment and development opportunities are also identified for the growth of uses supportive of the City's vision, including the expansive vacant site at the eastern end of this section.

-  Broadview Place Gateway
-  Decorative Overpass Feature
-  Safe Pedestrian Crossings
-  Perimeter Landscaping
-  Screening
-  Development Opportunities
-  Cross Access
-  Curb Cut Consolidation
-  Sidewalk Gaps
-  Trail Opportunity
-  Unpaved Parking Lots
-  Open Space Preservation
-  Streetscaping
-  Riparian Buffer Requirements (applies only in areas that are a natural channel)



FRAMEWORK DESCRIPTIONS

Broadview Place Gateway

Prioritize this intersection, which experiences high truck volumes and shows signs of deterioration, for road and curb shoulder resurfacing with thicker pavement. Incorporate landscaping on the northern corners of the intersection to enhance its image and screen existing utility boxes. A monument or wayfinding sign should be placed at the northwestern corner to signify access to the Junction Street industrial park. Consider acquiring additional land to better accommodate these enhancements and wider radii for turning trucks.

Decorative Overpass Feature

Through coordination with BNSF, create an attractive entrance off I-44 by installing a unique decorative sign or mural onto the railroad overpass. Enhance this area further by working with MoDOT to upgrade the existing median with appealing hardscape medians or low maintenance landscaping. These improvements will help provide a warm welcome for travelers entering Springfield and a positive impression for those leaving the City.

Safe Pedestrian Crossings

Increase the walkability of the corridor by constructing safe crossings with improved pedestrian signalizations. A feasibility study should be conducted to select the most viable locations with the highest need. Crosswalks should be highly visible, with potential features like continental patterns, separated grading, ADA accessible sidewalk ramps, HAWK signals, and pedestrian refuge islands replacing the middle turning lane.

Perimeter Landscaping

Work with property owners to install perimeter landscaping to screen views of parking lots and improve the image of the corridor. Perimeter landscaping should not inhibit sight distance at intersections and should be incorporated where frontage width allows. Interior landscaped islands should also be provided within large lots. Ensure all landscaping is designed to maximize stormwater management and improve water quality through BMPs, such as bioretention areas. See the Chestnut Expressway O'Hara to College Subarea Toolbox for more information and photo examples.

Screening

Improve the image of the corridor by requiring properties to screen outdoor storage, salvage yards, and unattractive industrial uses with landscaping or fencing at least six feet in height. Desirable screening materials include wood, brick, stone, stucco, and evergreen shrubs, bushes, and trees. Chain link fences and barbed wire should not be permitted.

Redevelopment Opportunities

Refer to the Redevelopment Opportunities graphic for recommendations for each opportunity site.

Cross Access

Working with property owners, create cross access between adjacent parking lots to reduce the need for drivers to enter and exit onto Chestnut Expressway. This will help mitigate congestion while allowing convenient access between establishments.

Streetscaping

Enhance the character and sense of place of the corridor by installing trees, decorative streetlights, and banner signs. Banners could be themed to highlight the corridor as a gateway route to the airport.

Curb Cut Consolidation

Remove excess curb cuts to reduce potential traffic conflict points and disruptions in sidewalk connectivity. This may be completed during roadway improvements or through the site plan approval process for future redevelopment. Consider modifying site design regulations to require future curb cuts to meet ADA standards and be enhanced with crosswalks, either with striping or pavement enhancements, to signify a continuation of the sidewalk for improved pedestrian comfort and safety.

Sidewalk Gaps

Construct a continuous sidewalk network on both sides of the street to enable pedestrians and bicyclists to safely travel along the corridor. Sidewalks should be at least five feet wide and should be protected from street traffic by a landscaped buffer to increase sense of comfort. Utility lines should be moved outside of the pedestrian realm as sidewalks are built, while meeting the state law requirement to provide at least six feet along the outer edge of MoDOT right-of-way for utilities. An eight to 10-foot-wide multiuse path may be considered for the northern side to better accommodate bikers and other active modes of transportation.

Trail Opportunity

Develop a trail along Wilson Creek as an amenity for pedestrians and bicyclists as well as to expand the City's comprehensive trail network. The trail can connect the western railroad tracks to Young/Lilley Park's internal walking paths, continuing south along the West Bypass along the creek. Coordination with property owners will be necessary as the creek cuts through private properties.

Riparian Buffer Requirements

Ensure new development or the redevelopment of existing sites along streams adhere to the buffer requirements set forth in Chapter 8 of the Flood Control and Water Quality Protection Manual. This will help improve water quality as well as enhance sense of connection between people and the natural environment.

Implement Trash and Maintenance Program

Priority should be given to cleaning up trash and maintaining key corridors to improve Springfield's first impression for visitors and create a sense of pride for residents. To keep this corridor looking its best and focusing on presenting Springfield's best, a campaign to implement a standardized and

aggressive program for the sustained clean up of key corridors should be considered. The program should not exclusively rely on the Missouri Highway Department to implement and the City will need to take a leadership role in this effort and utilize recent efforts such as the Clean Green efforts.

Unpaved Parking Lots

Multiple properties along the corridor contain informal parking areas where vehicles are parked on grass or dirt lots, which creates an unorganized, disheveled character. Work with property owners to formalize and improve the image of these parking areas by paving them and incorporating perimeter and interior landscaping. When redevelopment occurs, ensure the City's parking lot standards are strictly enforced during the site design and review phases.

Open Space Preservation

Preserve existing open space to maintain natural forested areas along the corridor as well as provide buffers between residential neighborhoods and the corridor. Urban forests also help improve air quality, create habitats for wildlife, and enhance the character of urban areas.

CHESTNUT EXPRESSWAY I-44 TO WESTGATE SUBAREA TOOLBOX



OVERPASS GATEWAY

Located off I-44's exit 72, this western section of Chestnut Expressway should be improved to create a welcoming first and last impression for travelers entering/exiting the City. In particular, the railroad overpass should be leveraged as an opportunity to install a unique gateway sign or mural that reflects Springfield's character and culture. This gateway feature may be mounted or painted onto the overpass or painted below on its support structures as murals, creating an eye-catching and colorful entryway that will be remembered.

SCREENING

This subarea contains unattractive auto-oriented commercial and industrial uses that abut residential neighborhoods on either side of Chestnut Expressway. It is important to preserve the residential character of these neighborhoods, and protect against spill-over light, visual, and noise pollution associated with more intense uses. Landscaping and high-quality fencing should be used to screen high-intensity areas from neighborhoods, and new industrial development should be set back from the property line to ensure a reasonable buffer between operations and residential areas. Treatments such as landscaped berms may also be necessary between adjoining commercial and industrial areas such as the outdoor storage areas and adjacent hotel development to the west of Mahn Avenue.

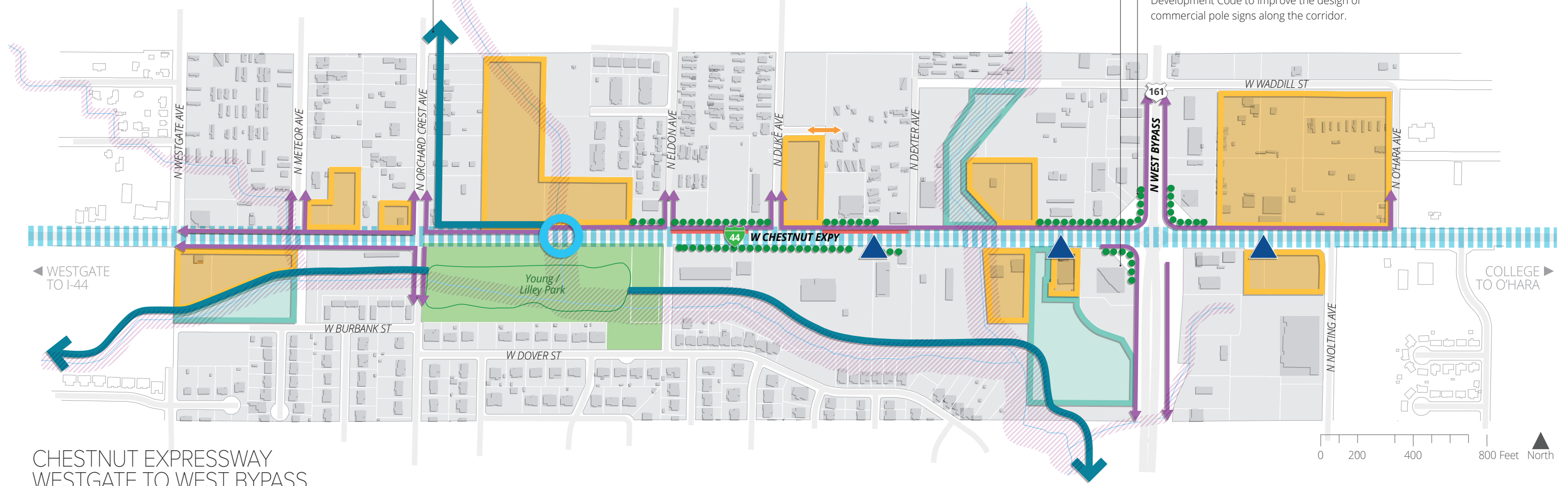
OPEN SPACE PRESERVATION

Currently, concentrations of forested open space exist east of the railroad tracks and south of the large vacant property across from Mahn Avenue. These open spaces should continue to be preserved as they enhance the image of the corridor and have numerous environmental benefits, such as improving air quality, reducing the urban heat island effect, and supporting wildlife. Density bonuses or conservation easements may be provided to ensure their preservation. The City should further leverage the natural areas by increasing public access with the installation of a trail along the Wilson Creek corridor.

Provide trail opportunity to connect north to Frisco Highline Trail system. This route would provide an alternative route east of Interstate 44 and provide a needed connection to the Frisco Trail.

Use perimeter landscaping to screen existing utility boxes from right-of-way view.

Enhance and strictly enforce sign standards within Section 36-454 of the City's Land Development Code to improve the design of commercial pole signs along the corridor.



CHESTNUT EXPRESSWAY WESTGATE TO WEST BYPASS SUBAREA FRAMEWORK

The central portion of the Chestnut Expressway subarea contains a wide range of uses including mobile homes, hotels, auto shops, a park, and a mixed-commercial strip center. There is significant opportunity to enhance the appearance of existing properties while encouraging attractive future development complemented by visually appealing landscaping and screening, well-managed access configurations, and desirable uses for both travelers and surrounding residents. Auto-oriented commercial corridor uses concentrated at the West Bypass intersection also show great potential for beautification due to their high visibility and prime location at the busy intersection. Further, there is major opportunity to improve the walkability and bikability of the corridor to support connectivity to adjacent neighborhoods for active modes of transportation.

- Safe Pedestrian Crossings
- Enhance Transit Stops
- Perimeter Landscaping
- Screening
- Cross Access
- Curb Cut Consolidation
- Sidewalk Gaps
- Trail Opportunity
- Open Space Preservation
- Development Opportunities
- Streetscaping
- Riparian Buffer Requirements (applies only in areas that are a natural channel)



FRAMEWORK DESCRIPTIONS

Safe Pedestrian Crossings

Increase the walkability of the corridor by constructing safe crossings with improved pedestrian signalizations. A feasibility study should be conducted to select the most viable locations with the highest need, such as at the center of the block between Orchard Crest Avenue and Elton Avenue to provide access to Young/Lilley Park. This would also create direct access between the park and the proposed multifamily development on the opposite side of the street. Crosswalks should be highly visible, with potential features like continental patterns, separated grading, ADA accessible sidewalk ramps, HAWK signals, and pedestrian refuge islands replacing the middle turning lane.

Enhance Transit Stops

Improve bus stops along Chestnut Expressway by ensuring each stop has a paved waiting area with seating. Where possible, install shelters with live timetables to promote transit use and rider comfort.

Perimeter Landscaping

Work with property owners to install perimeter landscaping to screen views of parking lots and improve the image of the corridor. Perimeter landscaping should be incorporated where frontage width allows as well as interior landscaped islands for large lots. Both should be designed to maximize stormwater management and improve water quality through best management practices (BMPs), such as bioretention areas. See the Chestnut Expressway O'Hara to College Subarea Toolbox for more information and photo examples.

Screening

Improve the image of the corridor by requiring properties to screen outdoor storage, salvage yards, and unattractive industrial uses with landscaping or fencing at least six feet in height. Desirable screening materials include wood, brick, stone, stucco, and evergreen shrubs, bushes, and trees. Chain link fences and barbed wire should not be permitted.

Streetscaping

Enhance the character and sense of place of the corridor by installing trees, decorative streetlights, and banner signs. Banners could be themed to highlight the corridor as a gateway route to the airport.

Cross Access

Working with property owners, create cross access between adjacent parking lots to reduce the need for drivers to enter and exit onto Chestnut Expressway. This will help mitigate congestion while allowing convenient access between establishments.

Curb Cut Consolidation

Remove excess curb cuts to reduce potential traffic conflict points and disruptions in sidewalk connectivity. This may be completed during roadway improvements or through the site plan approval process for future redevelopment. Consider modifying site design regulations to require future curb cuts to meet ADA standards and be enhanced with crosswalks, either with striping or pavement enhancements, to signify a continuation of the sidewalk for improved pedestrian comfort and safety.

Sidewalk Gaps

Construct a continuous sidewalk network on both sides of the street to enable pedestrians and bicyclists to safely travel along the corridor. Sidewalks should be at least five feet wide and should be protected from street traffic by a landscaped buffer to increase sense of comfort. Utility lines should be moved outside of the pedestrian realm as sidewalks are built. An eight to 10-foot-wide multiuse path may be considered for the northern side to better accommodate bikers and other active modes of transportation.

Trail Opportunity

Develop a trail along Wilson Creek as an amenity for pedestrians and bicyclists as well as to expand the City's comprehensive trail network. The trail can connect the western railroad tracks to Young/Lilley Park's internal walking paths, continuing south along the West Bypass along the creek. Coordination with property owners will be necessary as the creek cuts through private properties.

Riparian Buffer Requirements

Ensure new development or the redevelopment of existing sites along streams adhere to the buffer requirements set forth in Chapter 8 of the Flood Control and Water Quality Protection Manual. This will help improve water quality as well as enhance sense of connection between people and the natural environment.

Open Space Preservation

Multiple properties along the corridor contain informal parking areas where vehicles are parked on grass or dirt lots, which creates an unorganized, disheveled character. Formalize these parking areas by paving them with perimeter and interior landscaping to improve their image.

Implement Trash and Maintenance Program

Priority should be given to cleaning up trash and maintaining key corridors to improve Springfield's first impression for visitors and create a sense of pride for residents. To keep this corridor looking it's best and focusing on presenting Springfield's best, a campaign to implement a standardized and aggressive program for the sustained clean up of key corridors should be considered. The program should not exclusively rely on the Missouri Highway Department to implement and the City will need to take a leadership role in this effort and utilize recent efforts such as the Clean Green efforts.

Redevelopment Opportunities

Refer to the Redevelopment Opportunities graphic for recommendations for each opportunity site.

CHESTNUT EXPRESSWAY WESTGATE TO WEST BYPASS SUBAREA TOOLBOX



ENHANCE TRANSIT STOPS

Currently, City Utilities' 6-College-Black bus route runs along the corridor. Most transit stops consist only of a small sign posted on a pole. There is a lack of seating and in some cases visibility, such as at Chestnut Expressway and Eldon Avenue where the sign is set back from the sidewalk. To promote transit ridership and increase the comfort of transit users, the City should work with City Utilities to enhance each bus stop with seating, a paved waiting area with access to adjoining sidewalks, and a bus schedule. If possible, bus shelters with live timetables should be constructed to protect riders from poor weather. Designated bus turnout areas should be incorporated into the street design to ensure buses can pull off the street to maintain traffic flow.

COMMERCIAL INFILL
















West Bypass anchors the healthiest commercial area along the West Chestnut Expressway corridor. Multiple vacant or underutilized lots along this portion of the corridor present the opportunity for new commercial infill development and the expansion of the City's retail base. Such development should provide architectural detailing on all sides and include parking lot interior and perimeter landscaping to improve appearance and sense of place along the corridor. Attention should be given to the types of commercial retail or service uses, encouraging businesses that may be desirable for residents living in adjacent residential neighborhoods, such as restaurants, fresh food stores, physician offices, and salons. Pedestrian connectivity to surrounding neighborhoods as well as internally on site will be key to ensure residents can walk comfortably to nearby businesses.

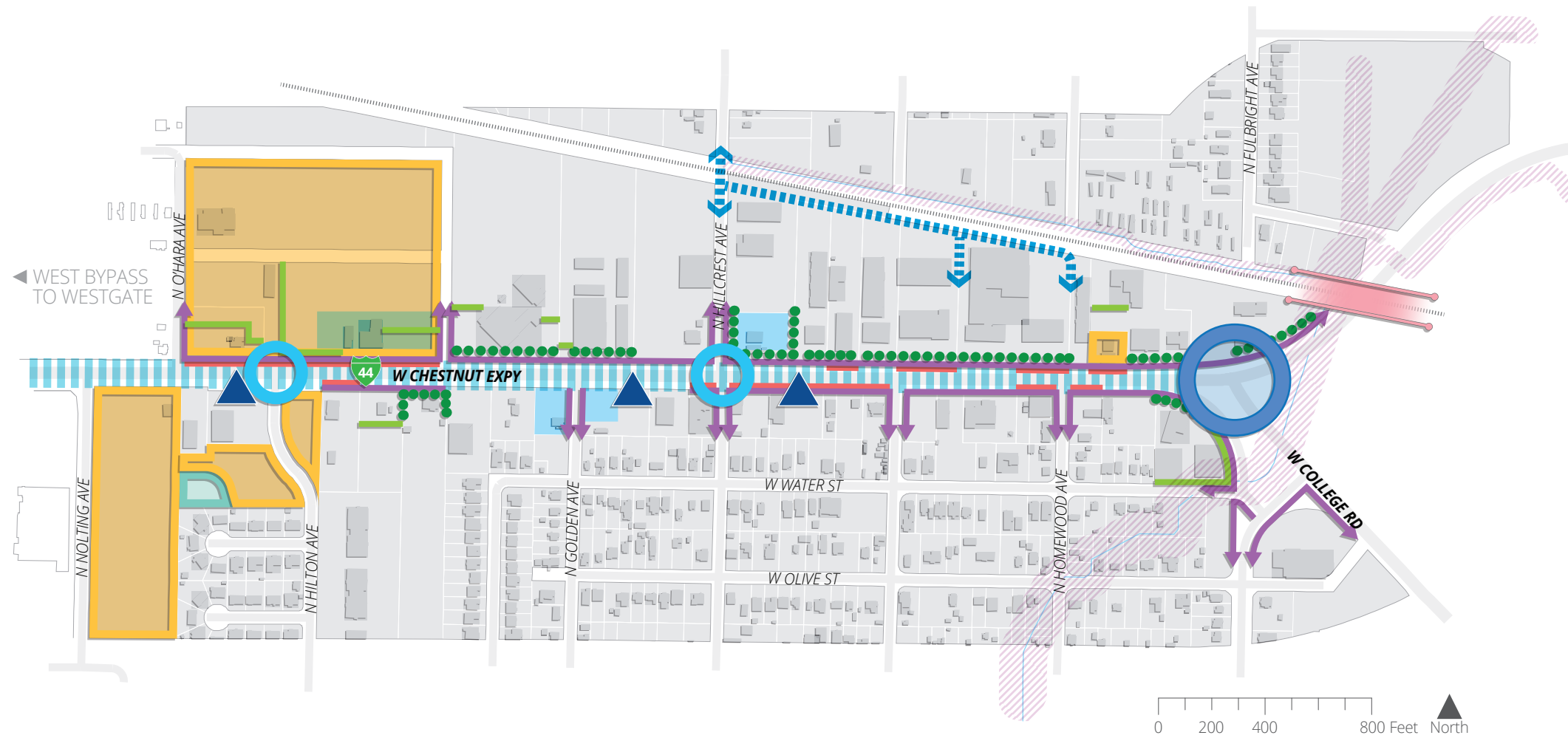
YOUNG/LILLEY PARK IMPROVEMENTS

Transform the existing park into an activated park facility that offers a variety of passive and active recreation opportunities for residents and nearby employees, such as fitness stations, a playground, picnic area, smaller-scale sports facilities, and an upgraded pathway. Pathways should be well lit with pedestrian-scaled lighting to improve safety. Improve the aesthetic of the creek and support natural habitats by allowing vegetation to grow within 20 feet from the bank. Consideration should also be given to providing additional parking at side streets near the intersection with Chestnut Expressway and activating the northwest and northeast corners of the park with small pedestrian plazas or similar amenities to complement commercial development to the east and west.

CHESTNUT EXPRESSWAY O'HARA TO COLLEGE SUBAREA FRAMEWORK

The eastern portion of the Chestnut Expressway subarea acts a gateway point that contains a mix of auto-oriented commercial and light industrial uses, including auto service shops, used car dealers, a gas station, warehousing facilities, and manufacturers. While these uses serve an important purpose and add to the City's commercial base, the lack of proper screening and site maintenance has diminished the appearance of this key entryway into the City. This subarea sets the guidelines for improving the character and multimodal connectivity of the gateway corridor, supporting existing auto-oriented businesses while seeking opportunities to expand neighborhood-serving commercial retail and services for surrounding residents.

- | | | | |
|---|----------------------------------|---|--|
|  | Intersection Gateway Improvement |  | Truck Access Reconfiguration |
|  | Safe Pedestrian Crossings |  | Overpass Gateway Feature |
|  | Enhance Transit Stop |  | Pave Parking Lots |
|  | Parking Lot Landscaping |  | Open Space Preservation |
|  | Screening |  | Development Opportunities |
|  | Cross Access |  | Streetscaping |
|  | Curb Cut Consolidation |  | Riparian Buffer Requirements
(applies only in areas that are a natural channel) |
|  | Sidewalk Gaps | | |





FRAMEWORK DESCRIPTIONS

Intersection Gateway Improvement

Transform this intersection into a key gateway point by installing a monument sign or public art in excess right-of-way at the southeast corner of the intersection. Historic Route 66 could be highlighted in this feature to celebrate its significance and direct people down the historic route along College Street. Incorporate improved landscaping on all sides of the intersection to enhance district character. Enhance pedestrian safety by constructing highly visible crosswalks, a pedestrian waiting area within each island, ADA accessible curb ramps, and pedestrian signals. Over the long term, as other roadway improvements are needed or existing treatments require replacement, consider reconfiguring the intersection into a gateway roundabout (see the following Subarea Toolbox for more information). Prioritize curb cut consolidation at this intersection to reduce traffic conflicts and further increase pedestrian safety.

Safe Pedestrian Crossings

Increase the walkability of the corridor by constructing safe crossings with improved pedestrian signalization. A feasibility study should be conducted to select the most viable locations with the highest need, such as at the Dexter, Hilton, and Hillcrest Avenue intersections. This would provide convenient crossing opportunities, particularly for surrounding residents who wish to reach various businesses by foot. Ensure crosswalks are highly visible, with potential features like continental patterns, separated grading, ADA accessible sidewalk ramps, HAWK signals, and pedestrian refugee islands replacing the middle turning lane.

Enhance Transit Stops

Improve bus stops along Chestnut Expressway by ensuring each stop has a paved waiting area with seating that is accessible from adjacent sidewalks. Where possible, install shelters with live timetables to promote transit use and rider comfort.

Parking Lot Landscaping

Work with property owners to install perimeter landscaping to screen views of parking lots and improve the image of the corridor. Perimeter landscaping should be incorporated where frontage width allows as well as interior landscaped islands for large lots. Ensure both are designed to maximize stormwater management and improve water quality through best management practices (BMPs) such as bioretention areas. See the following Subarea Toolbox for more information and photo examples.

Screening

Improve the image of the corridor by requiring properties to screen outdoor storage, salvage yards, and unattractive industrial uses with landscaping or fencing at least six feet in height. Desirable screening materials include wood, brick, stone, stucco, and evergreen shrubs, bushes, and trees. Chain link fences and barbed wire should not be permitted.

Cross Access

Working with property owners, create cross access between adjacent parking lots to reduce the need for drivers to enter and exit onto Chestnut Expressway. This will help mitigate congestion while allowing convenient access between establishments.

Curb Cut Consolidation

Remove excess curb cuts to reduce potential traffic conflict points and disruptions in sidewalk connectivity. This may be completed during roadway improvements or through the site plan approval process for future redevelopment. Consider modifying site design regulations to require future curb cuts to meet ADA standards and be enhanced with crosswalks, either with striping or pavement enhancements, to signify a continuation of the sidewalk for improved pedestrian comfort and safety.

Sidewalk Gaps

Construct a continuous sidewalk network on both sides of the street to enable pedestrians and bicyclists to safely travel along the corridor. Sidewalks should be at least five feet wide and should be protected from street traffic by a landscaped buffer to increase sense of comfort. Utility lines should be moved outside of the pedestrian realm as sidewalks are built. An eight to 10-foot-wide multi-use path may be considered for the northern side to better accommodate bikers and other active modes of transportation.

Truck Access Reconfiguration

Construct an access road for truck traffic along the railroad tracks at the rear of the industrial properties and direct trucks needing to use the road via the Hillcrest Avenue intersection. This would improve access management and reduce traffic congestion caused by trucks turning into the industrial properties' accessways on Chestnut Expressway.

Streetscaping

Enhance the character and sense of place of the corridor by installing trees, decorative streetlights, and banner signs. Banners could be themed to highlight the corridor as a gateway route to the airport or historic Route 66.

Riparian Buffer Requirements

Ensure new development or the redevelopment of existing sites along streams adhere to the buffer requirements set forth in Chapter 8 of the Flood Control and Water Quality Protection Manual. This will help improve water quality as well as enhance sense of connection between people and the natural environment.

Overpass Gateway Feature

Enhance the existing railroad overpass by installing or painting a unique and artistic gateway sign onto the railroad overpass. This will create an inviting image into the subarea and add a marked entry into Springfield from the west for visitors coming from the airport.

Pave Parking Lots

Multiple properties along the corridor contain informal parking areas where vehicles are parked on grass or dirt lots, which creates an unorganized, disheveled character. Parking areas should be paved and improved with perimeter and interior landscaping to improve the corridor's collective image.

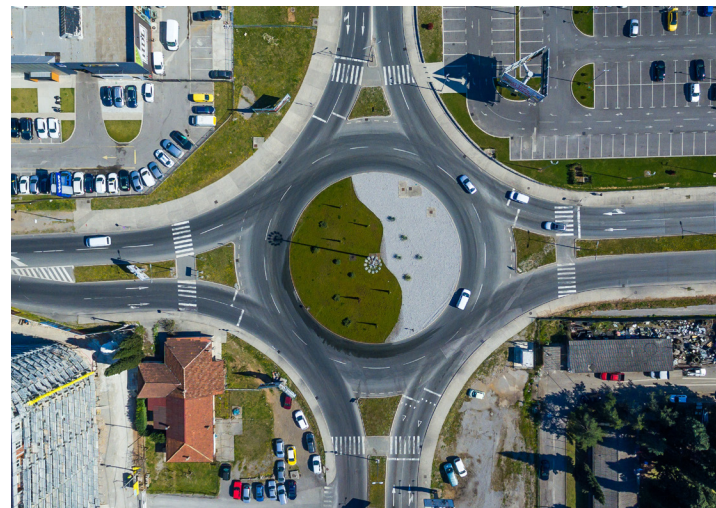
Open Space Preservation

Preserve existing open space to maintain natural forested areas along the corridor as well as provide buffers between residential neighborhoods and the corridor. Urban forests also help improve air quality, create habitats for wildlife, and enhance the character of urban areas.

Redevelopment Opportunities

Refer to the Redevelopment Opportunities graphic for recommendations for each opportunity site.

CHESTNUT EXPRESSWAY O'HARA TO COLLEGE SUBAREA TOOLBOX



ROUNDBABOUT

The intersection of Chestnut Expressway and College Road currently exhibits a complex roadway configuration and unsafe crossing conditions for pedestrians and bicyclists. There is an opportunity to transform this intersection into a safe and easy-to-navigate crossing by constructing a roundabout. A study would first need to be conducted to assess its feasibility. The roundabout could be completed with high visibility crosswalks that connect to the subarea's future sidewalk network. Attractive landscaping and a gateway feature should also be incorporated into the center to enhance this key gateway intersection, along with clear wayfinding to provide direction to major destinations like Downtown and Historic Route 66 as it shifts to follow College Road east.

PARKING LOT LANDSCAPING

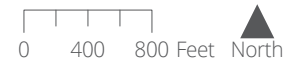
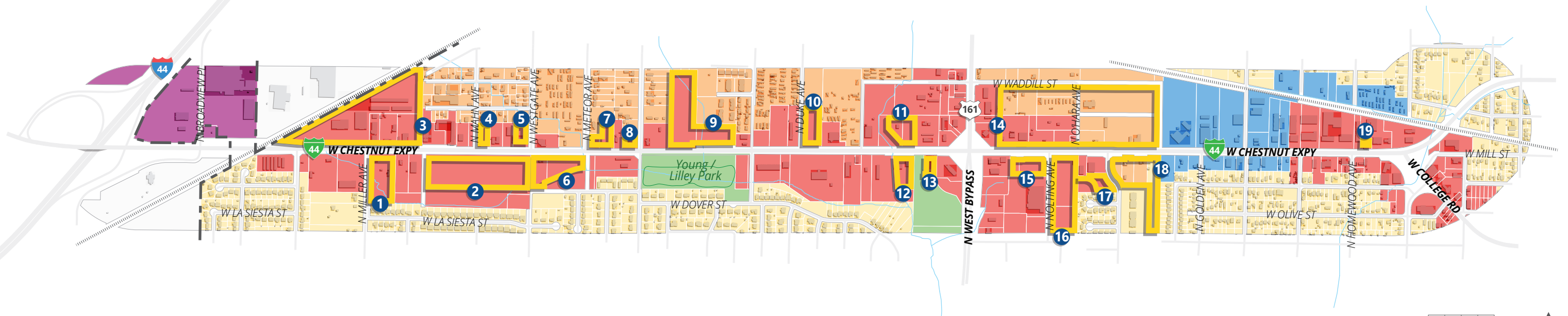
Many of the parking lots along Chestnut Expressway lack landscaping and are in poor condition. The prevalence of crumbling pavement in surface lots with no green space gives segments of the corridor a blighted and unattractive appearance. High quality, low level fencing, limited maintenance perimeter landscaping, and berms should be used to minimize views of parked cars from public rights-of-way while improving water quality. Such enhancements are also applicable in the Glenstone Avenue and Trafficway Street subareas and will help beautify each subarea while communicating a message of energy, investment, and maintenance to visitors.

SAFE PEDESTRIAN CROSSINGS & HAWK SIGNALS

Signalized intersections with marked pedestrian crossings along Chestnut Expressway are currently nonexistent except at West Bypass. This encumbrance forces pedestrians to travel across five lanes of traffic, endangering both themselves and passing motorists. The City should evaluate the installation of High-intensity Activated Crosswalk (HAWK) signals that utilize pedestrian-activated flashing crossing lights. This would significantly increase the walkability of the auto-oriented corridor, while drastically improving pedestrian crossing safety. Such investments could also be coordinated with City Utilities investments in new bus stop facilities to ensure easy mobility and access to these locations from both sides of the roadway.

TRANSITIONAL/DENSER HOUSING

Opportunity exists to further promote transitional and denser housing north of Nolting Avenue, building off the higher density residential development that has occurred south of Chestnut Expressway along Hilton Avenue. Such development would help increase housing diversity within this area of Springfield, enhance the character of the corridor, and help activate the commercial corridor development at the key intersection of Chestnut Expressway and West Bypass. The City may consider encouraging commercial development fronting Chestnut Expressway and situating residential development to the rear to create a buffer from the highly trafficked corridor.



CHESTNUT EXPRESSWAY REDEVELOPMENT OPPORTUNITY

Future Placetypes

- Traditional Neighborhood
- Mixed Residential
- City Corridor
- Industrial & Logistics
- Business Flex
- Urban Green Space & Recreation

Redevelopment Opportunity Sites

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> 1 Chestnut Expressway and Miller Avenue 2 Vacant Lot across from Mahn Avenue 3 Truck Wash and Adjacent Properties 4 Chestnut Expressway and Mahn Avenue 5 Westgate Avenue 6 Across Westgate and Meteor Avenues | <ul style="list-style-type: none"> 7 Existing Vacant Lot 8 Existing Vacant Lot 9 Vacant Sites across from Young/Lilley Park 10 Existing Vacant Lot 11 Site West of West Bypass 12 Site West of West Bypass 13 Site West of West Bypass | <ul style="list-style-type: none"> 14 Properties along O'Hara Avenue 15 Chestnut Expressway 16 Nolting Avenue 17 Vacant Lot on Hilton Avenue 18 Sites East of Hilton Avenue 19 Vacant Gas Station Next to Casey's |
|---|--|---|



REDEVELOPMENT OPPORTUNITY

Chestnut Expressway and Miller Avenue

This abandoned single-family house and vacant lot should be redeveloped into auto-oriented commercial retail or service to create more opportunities for new businesses and match surrounding uses.

Vacant Lot Across from Mahn Avenue

This 12.5-acre lot creates a significant opportunity for high-quality development with attractive streetscaping that would set an example for future growth along the corridor. With its proximity to Young/Lilley Park, adjacent residential neighborhoods, and convenient access to I-44, higher density residential should be considered to increase housing diversity within the area. Cluster type development should be pursued to preserve open space together with the forested area to the south that is under the same ownership, enhanced with a trail as an amenity for residents. A segment on the western side of the lot should be considered for a mixed-commercial center that would serve surrounding residents and seamlessly connect to the adjacent residential development. Examples of desirable uses include grocery stores, salons, dry cleaners, and restaurants.

Truck Wash and Adjacent Properties

These three properties containing a wood stove shop, restaurant, truck wash, and transportation service, currently diminish the appearance of the corridor due to their outdated structures and unmaintained parking lot. Due to their prominence along the corridor, these properties should be redeveloped with attractive building designs, repaved parking lots, and landscaping. The auto-oriented uses may remain the same due to their proximity to I-44, which provides convenient access for its customers.

Sites between Mahn Avenue and Westgate Avenue

This vacant church property and partially vacant auto dealer property presents the opportunity to initiate the long term redevelopment of this block to complement the character of the proposed development on the opposite side of the street. A new hotel to accommodate additional travelers from I-44 or mixed commercial retail or service uses that serve surrounding residents, employees, and hotel guests should be considered, such as with a restaurant, bar, or convenience store.

Sites Between Westgate and Meteor Avenues

The northern half of the existing forested property could be redeveloped for higher density residential development through conservation design with selective clearing towards the rear. This should be done in conjunction with the redevelopment of the light industrial property directly to the west to increase the developable area for new housing. A trail should be incorporated into the southern portion of the site along the creek as an amenity for residents.

Existing Vacant Lots

The vacant lots at Meteor and Duke Avenues, as well as the vacant structure at Orchard Crest Avenue, each present the opportunity to expand on the corridor's commercial retail and service base. Future commercial establishments should prioritize serving surrounding residents by increasing day-to-day shopping, dining, and service options.

Vacant Sites Across from Young/Lilley Park

These two large vacant lots create a great opportunity for single-family attached and multifamily development that would diversify the housing stock and leverage Young/Lilley Park across the street. Attention should be given to the riparian buffer zone that cuts through the eastern property, which could be enhanced into a communal outdoor area for residents. Ample screening should be provided around the property to mitigate visual and noise impacts from the corridor's traffic. If possible, access should be prioritized from side roads rather than Chestnut Expressway to reduce traffic impacts into and out of the property.

Sites West of West Bypass

These vacant or disinvested properties present the opportunity to build on the auto-oriented corridor commercial development at the West Bypass, further increasing dining, hospitality, and large-scale retail options around this key intersection. This includes sit-down restaurants, drive-thru food and drink establishments, grocery stores, drug stores, and hotels. Due to their high visibility, attention should be given to quality building design, access management, pedestrian connectivity, and parking lot landscaping.

Properties along O'Hara Avenue

These underutilized lots present an opportunity to develop single-family attached units towards the rear with commercial retail and service uses fronting Chestnut Expressway. This would allow for a continuation of commercial development existing along the corridor while providing higher density residential options buffered from traffic. As a large portion of this area is not currently serviced by City sewer, the feasibility of infrastructure expansions must first be assessed to support the proposed redevelopment.

Chestnut Expressway and Nolting Avenue

The large vacant lot fronting Nolting Avenue creates an opportunity to develop multifamily units similar to Westport Park Apartments on Hilton Avenue. Such development would increase housing options within the area while providing a desirable transition from higher intensity commercial corridor to the nearby single-family detached residential neighborhood.

Vacant Lots on Hilton Avenue

These small vacant lots should be considered for small-scale commercial retail and service options that serve the residential neighborhood to the south, which currently lacks close access to such amenities. The western properties present an opportunity to develop a sit-down restaurant or café with an outdoor seating area that leverages the adjacent open space.

Sites East of Hilton Avenue

These properties should be redeveloped into single-family attached or multifamily units to diversify housing options along the corridor and connect with the higher density residential development proposed on the northern side of Chestnut Expressway.

Vacant Gas Station Next to Casey's

This vacant gas station should be redeveloped into a higher quality corridor commercial retail or service to build on the commercial uses to the west. The excessive number of curb cuts should be reduced by providing cross access to adjacent properties instead.

LAKE SPRINGFIELD SUBAREA OVERVIEW



HISTORY

Lake Springfield was originally designed in 1957 by City Utilities to support the James River Power Plant. The lake was created by damming the James River to serve the Power Plant cooling needs. In the early 1990s, the Missouri Department of Conservation partnered with City Utilities to construct a boat ramp, fishing dock, and several fishing platforms at Clay Henshaw Memorial and Southwood Accesses. Lake Springfield Park and Boathouse are part of the Springfield-Greene County Park System due to a long-term lease with City Utilities. Access to water-based activities predominantly takes place from Lake Springfield Park. Today, the lake provides opportunities for boating, fishing, and water sports, in addition to picnicking in Lake Springfield Park, hiking along trails, and enjoying the scenic views.

VISION

The Lake Springfield subarea is a key natural asset to the Springfield community and the surrounding region. While it currently offers a variety of recreational amenities, such as trails, fishing docks, and boat access, there is significant opportunity to enhance the area into a recreational focal point of the region. This includes expanding water sports opportunities through improved water access and drop-off points, connecting the trail system to the regional network, and exploring new creative and cutting-edge recreational activities. The decommissioning of the James River Power Station also presents a unique opportunity for adaptive reuse of the facility and repurposing part of the larger site for active recreation.

ENHANCED PUBLIC SPACE

Over the last 60-years, Lake Springfield has evolved into a local landmark and convenient place to escape the busy city. The popularity of the Nature Center, Galloway Village, trails, and other amenities in the area have sparked the imagination of many who see the Lake as an opportunity to be so much more. During the community input phase of *Forward SGF*, the desire to capitalize on the beauty of the Ozarks and focus planning efforts on placemaking have risen as top initiatives to be championed in the Plan. Lake Springfield and the sizable land reserve adjoining it have become a logical place of focus.

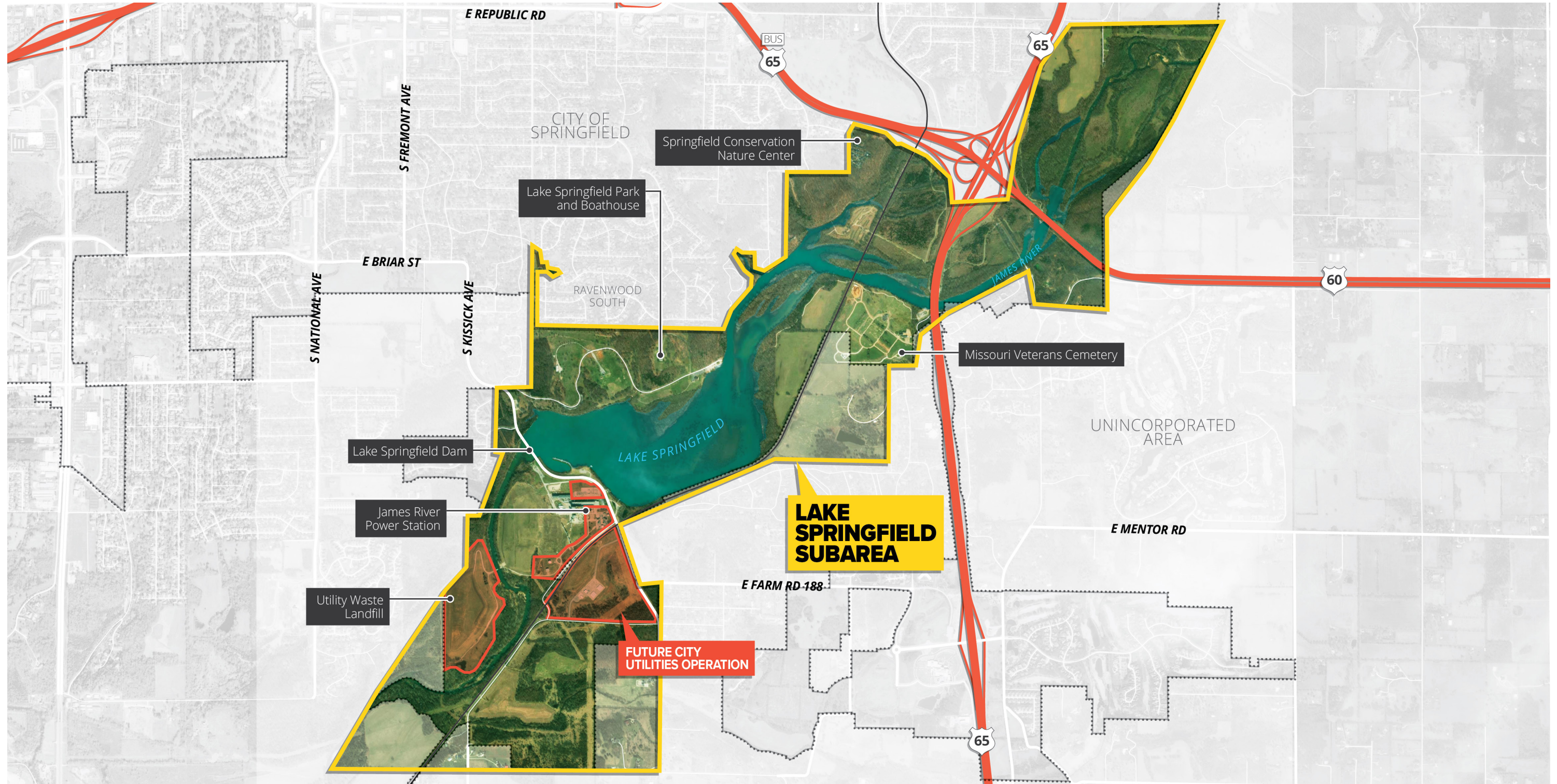
Together with improving the Lake and surrounding amenities, there are great opportunities to make a lasting impact on the overall James River basin. Future planning efforts must be done with utmost care in protecting and preserving the waterway, surrounding tributaries, and more extensive watershed. This includes considering the input of impacted property owners and organizations whose missions support the protection of the river, watershed, and restoration of the riparian zone and urban forest.

NEED FOR A MASTER PLAN

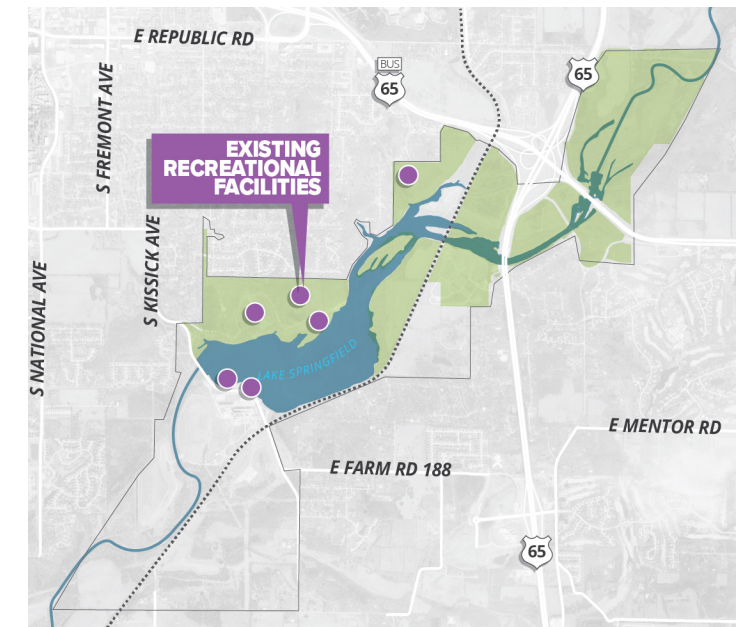
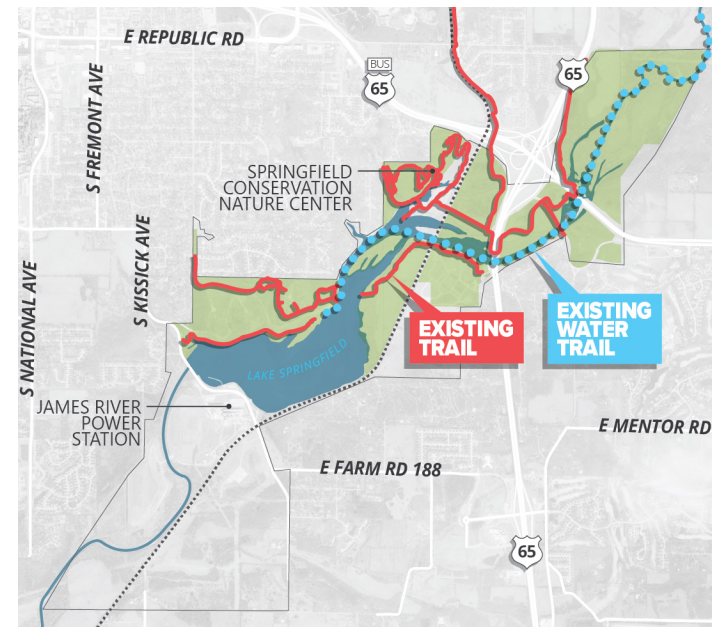
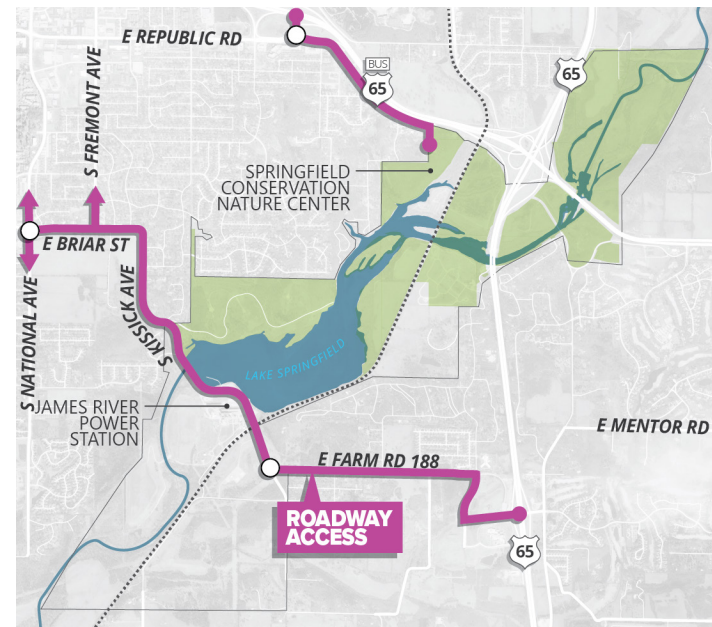
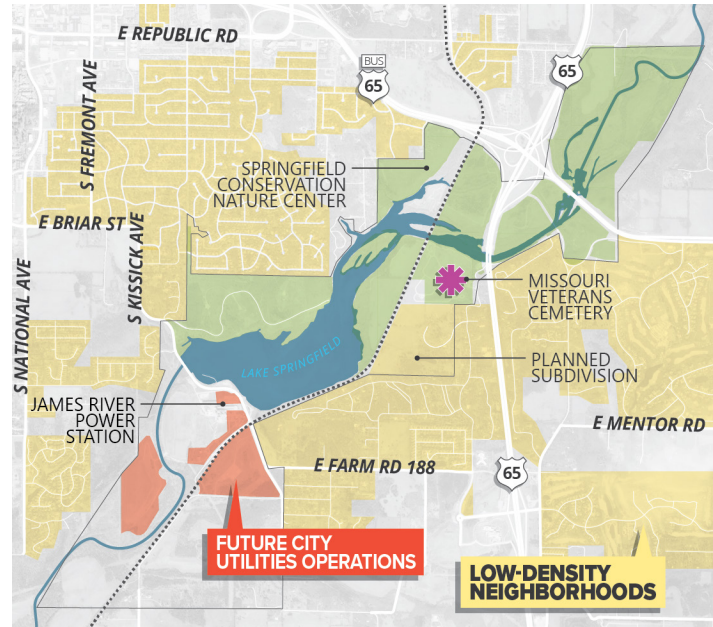
The Lake Springfield subarea covers an expansive amount of property, from north of U.S. Route 60 downstream to south of the James River Power Station. Considering this, the subarea framework provides a high-level overview of existing conditions and highlights important issues and opportunities for improvement. It sets the foundation for undertaking key improvements as well as developing a more detailed study.

In 2022, the City received an \$800,000 grant from the from the U.S. Department of Commerce's Economic Development Administration (EDA) to plan for the redevelopment of the Lake Springfield area. The first to be awarded in the region, the grant will help fund a master plan and development feasibility study to determine appropriate land uses for the area. The master plan should fully assess limitations, environmental constraints, viable improvements, recreational opportunities, and funding sources necessary to implement subarea improvements.

LAKE SPRINGFIELD SUBAREA OVERVIEW



LAKE SPRINGFIELD EXISTING CONDITIONS



DEVELOPMENT TYPE

The majority of the subarea is made up of natural open space, Lake Springfield, and the James River Corridor, including floodplains and riparian areas, wooded areas, bluffs, and open parkland. The retired James River Power Station is a distinct heavy industrial use located at a focal point of the subarea. While retired, certain portions of the Station will remain active for City Utilities' operations and must be preserved, including the Utility Waste Landfill, substation, propane air peak-shaving plant, fueling infrastructure, and combustion turbines.

Adjacent to the subarea, low-density single-family development has occurred on both the western and eastern sides of the Lake. A new residential subdivision is planned for directly south of the Missouri Veterans Cemetery, which also has plans for expansion. As the subarea is transformed into a regional activity center for recreation, it is important that the natural character of the area is preserved, and to the extent possible, enhancement of water quality and ecology of river floodplains and riparian areas should be prioritized. Preservation and protection of the watershed would include the discouragement of higher-density residential development along its periphery. Acquisition of conservation easements or transferring development rights should be evaluated and pursued. Future trails and recreational uses on the eastern end of the Lake will require coordination with the Cemetery's expansion plans.

ROADWAY ACCESS

Road access to the subarea is limited. It can be primarily accessed from the south by Kissick Avenue, which connects to US-65 to the east via Farm Road 188, and National Avenue or Fremont Avenue from the northwest via Briar Street. Briar Street and Kissick Avenue should be widened and improved with new sidewalks and/or a multi-use path, that connects to trail and pathway improvements. Enhancements to these streets are also vital, as this route is the primary street connection between numerous neighborhoods, commercial areas, and other important destinations in Southern Springfield, like the Springfield Conservation Nature Center.

TRAIL SYSTEM

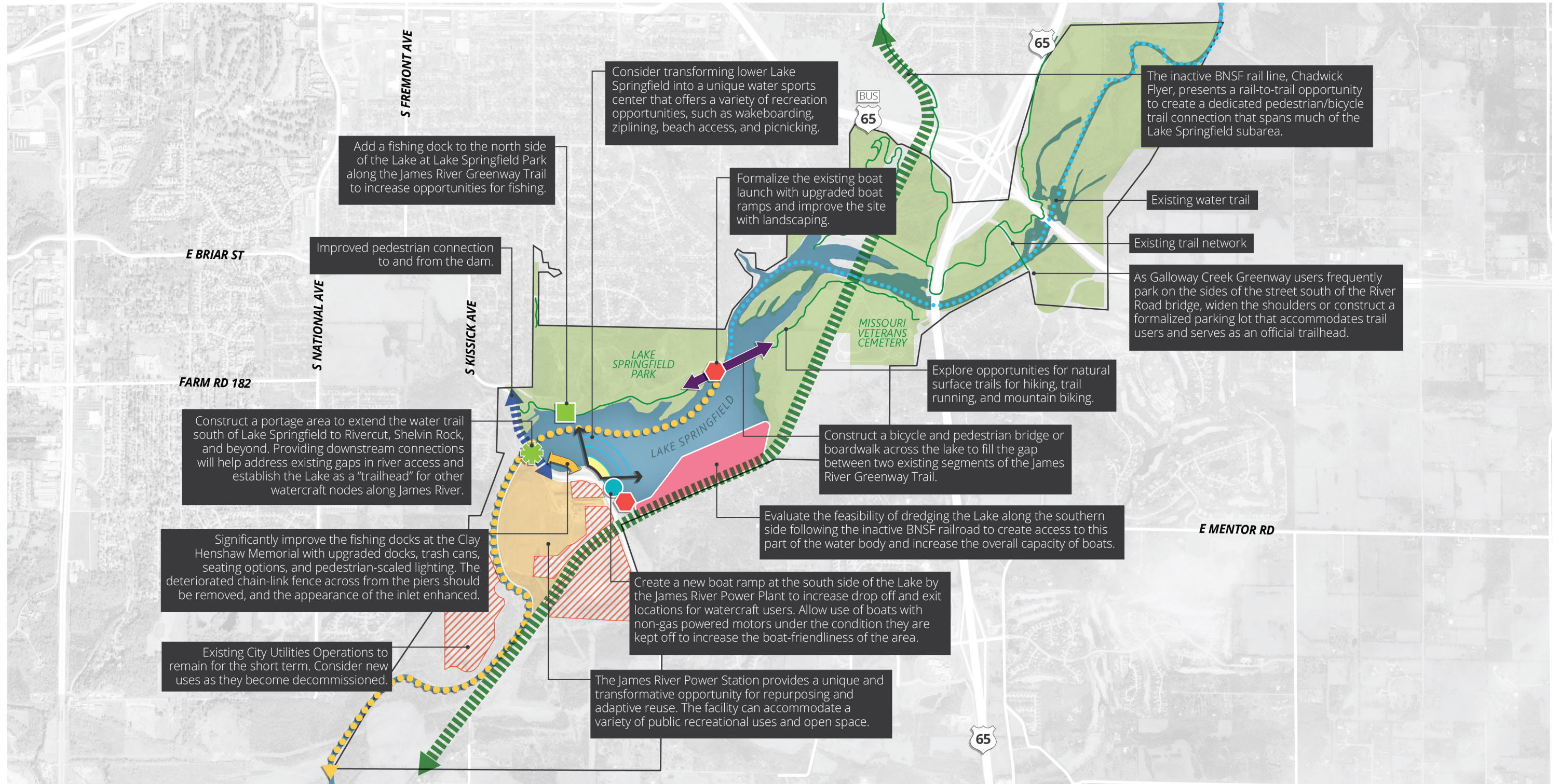
A series of trails exist within the subarea, including Lake Springfield Park Trail, James River Greenway Trail, Greater Ozarks Audubon Trail within Lake Springfield Park, Nature Center Trail within Nature Center Park, James River Greenway Trail of Honor along the eastern side of the lake near the Missouri Veterans Cemetery, and Galloway Creek Greenway Trail that connects northward past Galloway to Lone Pine Open Space and Trails to the South Creek Greenway Trail.

This subarea is missing key connectivity within the subarea and to the regional network. Existing trails should continue to be maintained while pursuing opportunities to fill the gaps and increase connections between trails on the north and south side of the river/lake and to the surrounding trail and bike route network. This should be done through close collaboration with Ozark Greenways and the Springfield-Greene County Park Board. In addition, the existing James River Water Trail could be continued to the south of Lake Springfield and the dam if a portage area were established at or near the power station access point. Collaborative partners should work together to develop an alternative route around the Nature Center that allows bicyclists and pet owners to connect to Galloway Creek Greenway Trail.

RECREATIONAL FACILITIES

The subarea contains a variety of recreational facilities, including public boat launches, fishing docks, the Lake Springfield Park boathouse and championship level disc golf course, Northwoods Pavilion, Hilltop Pavilion and Playground, and the Springfield Conservation Nature Center. Recreational equipment rentals are offered at some of these facilities, including canoe, paddleboard, and kayak rentals. These facilities should continue to be maintained while seeking opportunities to enhance them, such as improved lighting, new public restrooms, upgraded structures, exercise equipment, and additional outdoor seating options. The boathouse could also be enhanced as a "trailhead" for water-based activities. Opportunities for new, advanced recreational opportunities should also be explored, such as a competition-level white water kayaking or rafting course with engineering or re-aligning the James River to by-pass the dam.

LAKE SPRINGFIELD SUBAREA FRAMEWORK



Add a fishing dock to the north side of the Lake at Lake Springfield Park along the James River Greenway Trail to increase opportunities for fishing.

Improved pedestrian connection to and from the dam.

Construct a portage area to extend the water trail south of Lake Springfield to Rivercut, Shelvin Rock, and beyond. Providing downstream connections will help address existing gaps in river access and establish the Lake as a "trailhead" for other watercraft nodes along James River.

Significantly improve the fishing docks at the Clay Henshaw Memorial with upgraded docks, trash cans, seating options, and pedestrian-scaled lighting. The deteriorated chain-link fence across from the piers should be removed, and the appearance of the inlet enhanced.

Existing City Utilities Operations to remain for the short term. Consider new uses as they become decommissioned.

Consider transforming lower Lake Springfield into a unique water sports center that offers a variety of recreation opportunities, such as wakeboarding, ziplining, beach access, and picnicking.

Formalize the existing boat launch with upgraded boat ramps and improve the site with landscaping.

Construct a bicycle and pedestrian bridge or boardwalk across the lake to fill the gap between two existing segments of the James River Greenway Trail.

Evaluate the feasibility of dredging the Lake along the southern side following the inactive BNSF railroad to create access to this part of the water body and increase the overall capacity of boats.

Create a new boat ramp at the south side of the Lake by the James River Power Plant to increase drop off and exit locations for watercraft users. Allow use of boats with non-gas powered motors under the condition they are kept off to increase the boat-friendliness of the area.

The James River Power Station provides a unique and transformative opportunity for repurposing and adaptive reuse. The facility can accommodate a variety of public recreational uses and open space.

The inactive BNSF rail line, Chadwick Flyer, presents a rail-to-trail opportunity to create a dedicated pedestrian/bicycle trail connection that spans much of the Lake Springfield subarea.

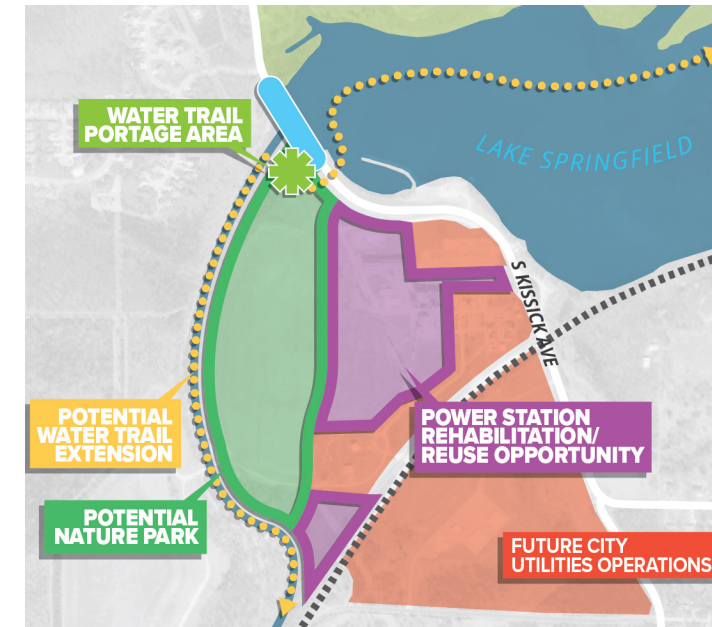
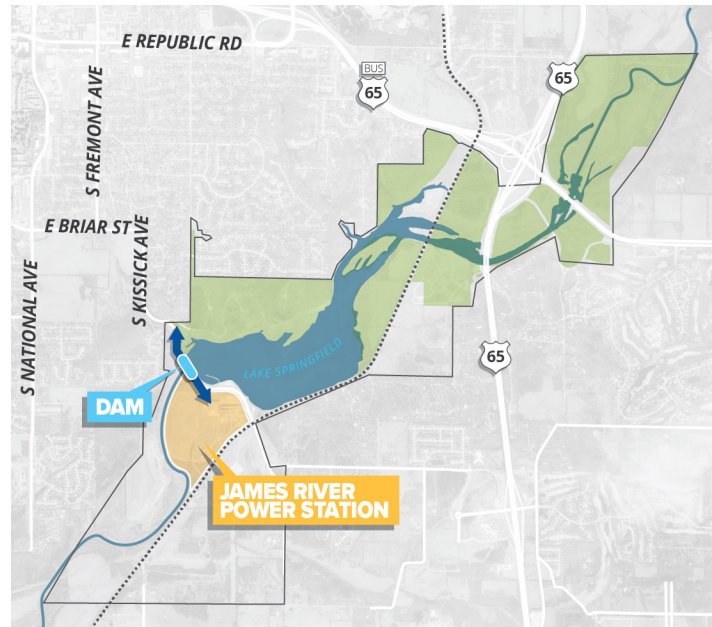
Existing water trail

Existing trail network

As Galloway Creek Greenway users frequently park on the sides of the street south of the River Road bridge, widen the shoulders or construct a formalized parking lot that accommodates trail users and serves as an official trailhead.

Explore opportunities for natural surface trails for hiking, trail running, and mountain biking.

LAKE SPRINGFIELD SUBAREA FRAMEWORK



DAM

Located at Kissick Avenue, the dam is a critical component of the subarea having formed Lake Springfield. With the retirement of the James River Power Station, there is a need for a detailed hydrological study that evaluates the dam, and all structures intersecting the waterways, to determine current conditions and recommendations for future improvements and maintenance. Meanwhile the City should work with City Utilities to make sure regular inspections and maintenance continue to be conducted. Upgrades should be made as necessary to ensure it remains safe and structurally sound for the long term.

Additionally, the dam currently includes a narrow, protected walking path along its northern side. Pedestrian connectivity across the Lake should be further improved by constructing trails leading to and from the dam that connects to the surrounding trail system. There is also opportunity to continue water access south of the preserved dam along the James River with the development of a portage area at the James River Power Station and remediation of the Lake.

DEVELOPMENT FEASIBILITY STUDY

To identify the highest and best uses for development opportunities within the subarea, a development feasibility study should be conducted. The study should determine the market potential for compatible development, including housing, commercial, institutional, and office uses. Amenities lacking in the community that could be accommodated, new businesses that could strengthen the tax base, and potential opportunities for the local workforce should be examined. Institutional uses that would anchor the site, such as higher education facilities, research centers, and museums, should also be explored.

Development should be innovative in concept and design, incorporating environmentally sustainable building design practices. Alternatives for adaptive reuse of the decommissioned powerplant should be identified, considering how the land surrounding the plant could be repurposed for creative economic development and resilient job creation. Consideration should be given to potential agriculture areas based on soil quality and designated “no dig areas,” as well as orchards, vineyards, or Missouri State University agricultural planning locations.

JAMES RIVER POWER STATION

The decommissioned James River Power Plant occupies a significant amount of space in the subarea and provides a unique and transformative opportunity through adaptive reuse. Considering its size, the facility could be rehabilitated into a variety of different uses. Feasible land uses should be determined through the future Lake Springfield master plan and development feasibility study. Options to explore include a new recreation center or museum, showcasing the future of energy with demonstration areas for solar, wind, and hydro power. Other uses could include offices and meeting areas for the Springfield-Greene County Park Board and other like-minded organizations, small dining options or concessions, bike rentals, and other amenities to further activate the site.

The City should also assess the feasibility of redeveloping former detention ponds adjacent to the plant along with the need for additional environmental remediation for public recreational use. The area could be transformed into a nature park with a trail looping around the pond, native plant species, viewing piers, a board walk, and seating areas. Any future redevelopment must preserve active City Utilities Operation areas and will likely require an air permit, stormwater improvements, and easements for electric, water, and gas lines. There is potential to reduce the combustion turbine infrastructure located south of the plant, though it would require a relocation project to move some of the refueling infrastructure.

THREE OAKS RECREATION

Located in the City of Crystal Lake, Illinois, Three Oaks Recreation Area is a reclaimed abandoned quarry that was repurposed into a state-of-the-art water recreation center. Offering outdoor recreation opportunities for all ages and a popular destination for many, the center includes watercraft rentals, scuba diving, picnic areas, fishing, a kid-friendly spray park, and overlook points. The recreation area is divided into two functional areas, with the northern portion of the lake activated by a cable wake park and restaurant, and the southern portion providing more passive recreation opportunities including a naturalized lake for kayaking.

A similar water recreation center could be incorporated into the subarea at the existing James River Power Plant site. This would require alterations to the site, including removing inactive industrial infrastructure next to the plant building to clear space for amenities like picnic and grill areas, sand volleyball, rental facilities, and public bathrooms. While the western portion of the Lake could be activated as such with the repurposed plant as its anchor, the naturalized, passive character of the eastern portion of Lake Springfield should be maintained. Further, the water area east of the plant across Kissick Avenue could be improved into a man-made beach and swimming area, with paddle boarding and a cable wake park located further north along the Lake. Highly visible pedestrian crossings would need to be implemented along Kissick Avenue to ensure pedestrian safety when crossing to the water area.



LAKE SPRINGFIELD SUBAREA FRAMEWORK



Source: okcfox.com

WAYFINDING SIGNAGE

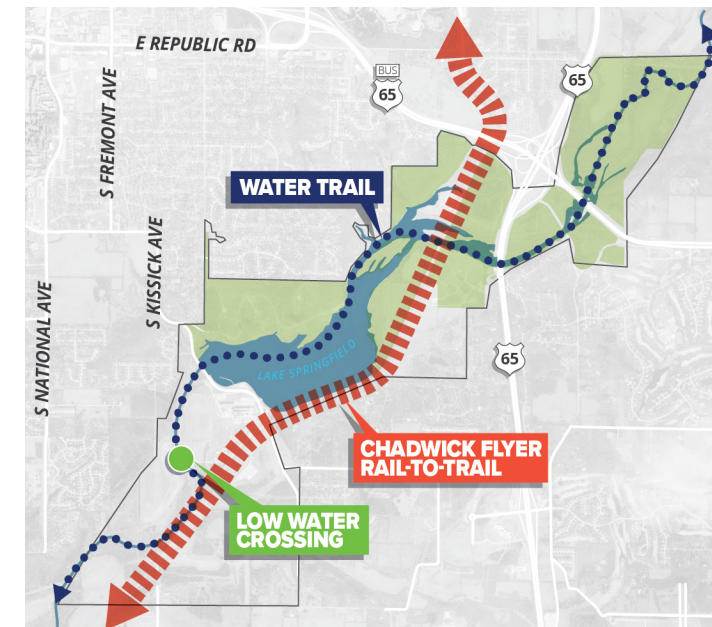
Alternative routes to the subarea should be explored to increase vehicular access, while incorporating wayfinding signage from National Avenue and U.S. Route 60 at all major intersections and turning points. Wayfinding signage can be effective in guiding visitors and residents into the James River Power Station site. Potential wayfinding signage can be located in the following intersections:

- National Avenue/Briar Street
- Briar Street/Kissick Avenue
- Kissick Avenue/Lake Springfield Park Road
- Kissick Avenue/Farm Road 188
- Farm Road 188/Southwood Avenue
- the Southwood Road roundabout
- East River Bluff Parkway and U.S. Route 65 off-ramps
- Republic Road/U.S. Route 60/U.S. Route 65 Business offramps
- Republic Road/Nature Center Way

Coordination with MoDOT will be necessary to enhance wayfinding from U.S. Route 60, U.S. Route 65, and U.S. Route 65 Business.

SWIFT WATER RESCUE TRAINING

As plans and alternatives for Lake Springfield are studied, the opportunity to create swift water rescue training facilities could also be considered, in concert with a possible river renewal plan. If a plan was pursued to re-align or recreate a natural river channel, engineered white water features could provide an ideal training facility for area emergency responders. This includes the Springfield Fire Department Water Rescue Team, who currently must travel to the Pomme De Terre Dam to train for swift water rescue. This would help address the need for swift water and flood rescue during area flood events, which continues to be a priority at an annual average of 10 rescue events occurring.



RAIL-TO-TRAIL OPPORTUNITY

In partnership with Ozark Greenways and City Utilities, the Ozarks Transportation Organization is in the process of constructing a segment of the Chadwick Flyer Trail along the inactive BNSF railroad track in accordance with the 2017 OTO Bicycle and Pedestrian Trail Investment Study and the Springfield-Greene County Parks & Recreation Master Plan. This trail will extend northward as far as Sunshine Street. It will extend southward to the City of Ozark, creating a major regional trail destination. The Chadwick Flyer Trail will significantly increase pedestrian and bicycle connectivity by linking the James River and Galloway Creek Greenway Trails, the Nature Center, and numerous recreational, residential, and uniquely Springfield and Ozark businesses.

The James River Water Trail should also be extended south of the dam to increase water access along the James River. As the existing low water bridge connecting to the Utility Waste Landfill would act as a barrier, a solution must be created for watercraft passage, such as constructing a walkaround area or a new bridge with passable height. An alternative location for the landfill could instead be considered to remove the bridge, which would require U.S. Army Corps of Engineers permitting.

RIVERSPORT ADVENTURE PARK

Located in downtown Oklahoma City, OK, the Riversport Adventure Park offers a wide variety of exciting outdoor urban adventures for all ages. This includes whitewater rafting, tubing, surfing, adventure courses, zip lines, high speed slides, extreme jumping, climbing walls, pump tracks, sailing, flatwater kayaking, stand up paddle boarding, a bike park with pump tracks, a mountain bike skills trail, indoor alpine skiing, and a nature center. You'll also find festivals and race events take place throughout the year and summer camps are offered for kids.

Riversport provides programs, lessons, and coached competitive programs for youth, adults, and senior adults. Youth rowing and paddling teams can train to compete against teams from across the nation. Outreach programs connect sports programs to local schools, including a youth league for children who may not otherwise have an opportunity to participate.

Riversport is also an official U.S. Olympic & Paralympic Training Site, providing elite athlete training facilities and coaching in both whitewater and flatwater canoeing, kayaking, and rowing. Adult or "masters" athletes can use the park for recreation or competition, with many athletes earning national titles. It is also a popular amenity for senior athletes, providing life-long recreational opportunities.



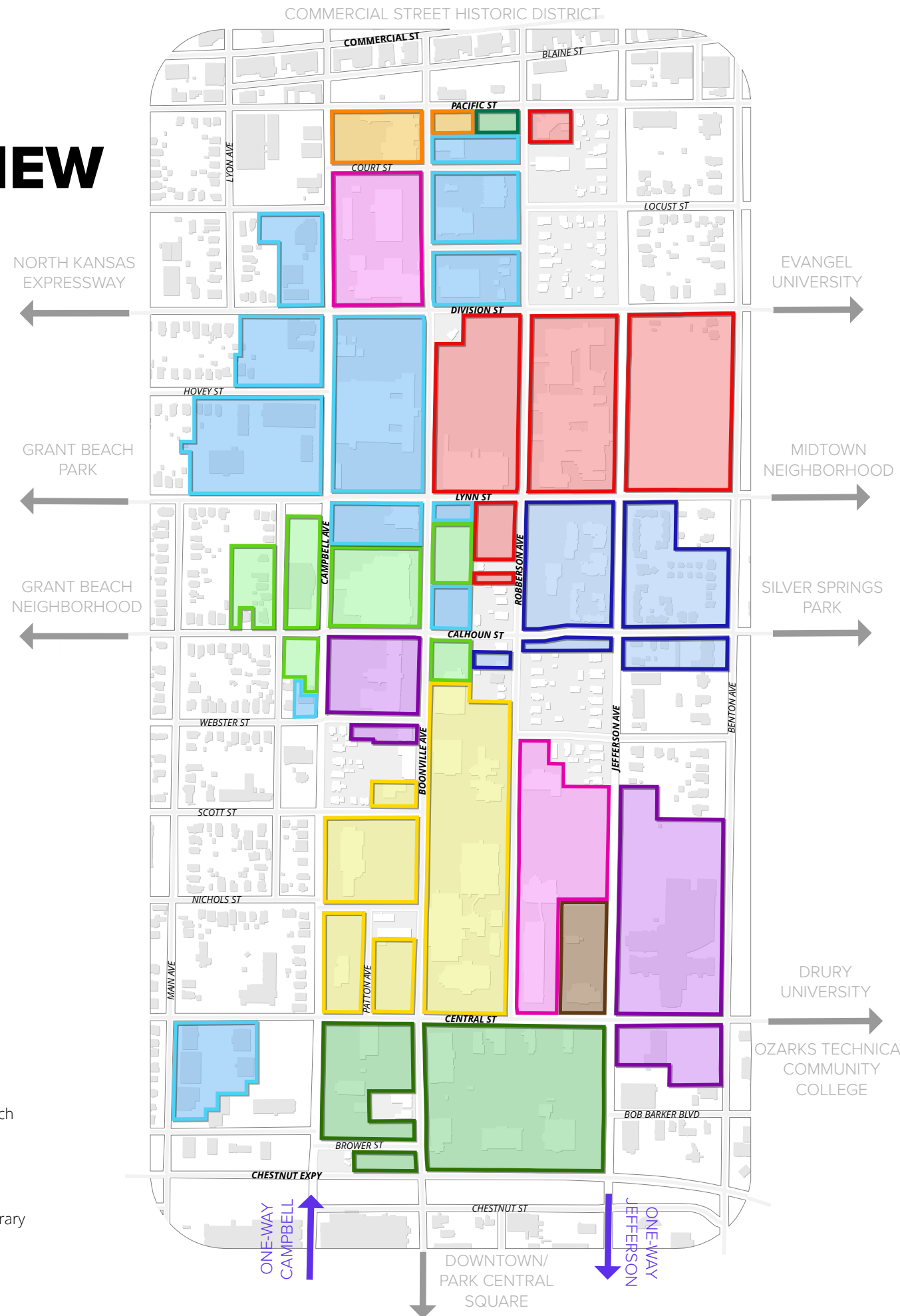
BOONVILLE AVENUE SUBAREA OVERVIEW

The central vision for this corridor is a vibrant, dynamic, civic district that will seamlessly connect the gap that once divided Springfield between Commercial Street and Downtown. Boonville Avenue will be transformed into an inviting, tree-lined, amenity-rich, multi-modal boulevard that provides a mix of employment, housing, and a variety of services and community resources. This activated spine will transition in intensity from a busy civic boulevard to supporting residential and institutional uses along the edges of the corridor adjacent to Grant Beach and Midtown Neighborhoods, and adjoining Springfield Public Schools (SPS), Drury, and OTC campuses.

Through intergovernmental collaboration, a modern government plaza will be realized that defines and showcases community pride in local government, and is the model of a quality place. Boonville Avenue and Central Street will mark the center of government business and highlight the prosperity of the city, county, and region with themed signage, lighting, landscaping, and other coordinated design elements that help to orient residents and visitors. Parking and civic gathering spaces for special events and ceremonies will be shared, maximizing redevelopment opportunities for new and expanded facilities.



- City of Springfield
- Greene County
- City Utilities of Springfield
- Springfield School District
- Cox Medical Center
- Springfield-Greene County Library
- Assemblies of God
- Central Assembly of God Church
- Drury University
- Convoy of Hope
- One-Way Street



CALHOUN TO PACIFIC

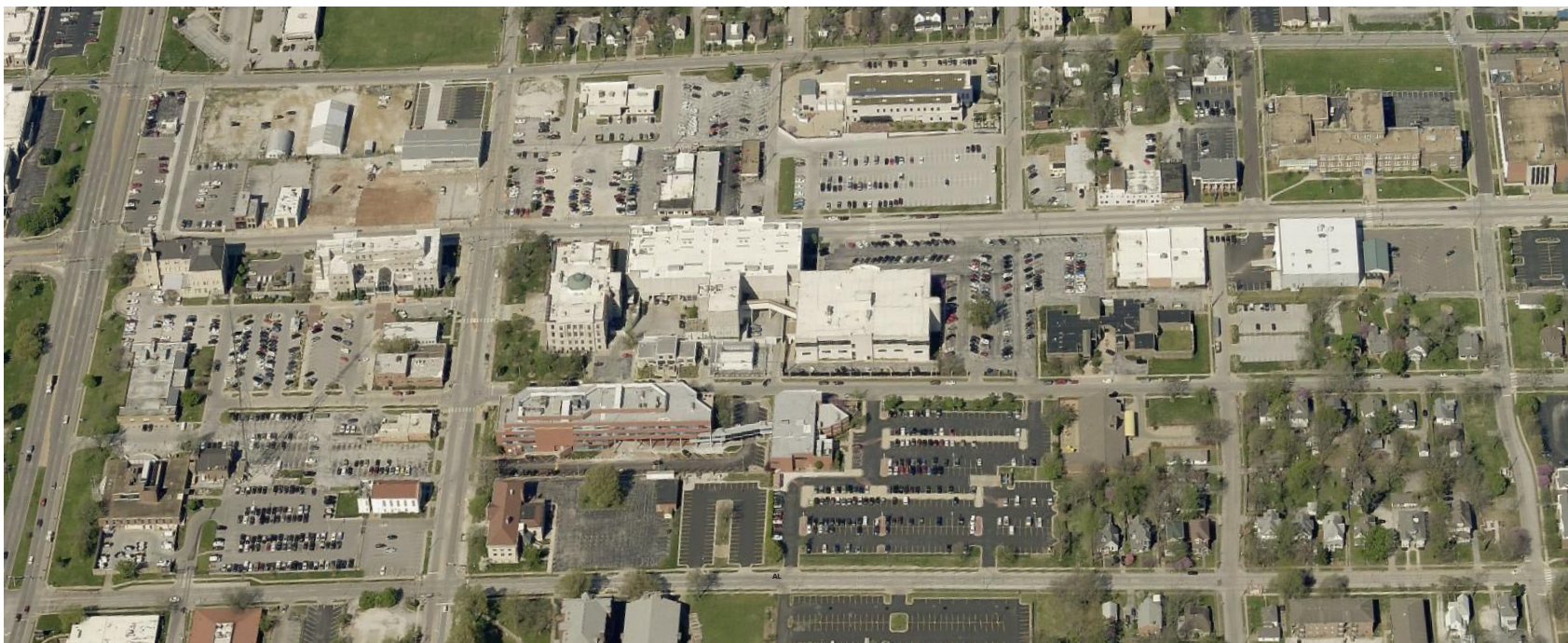
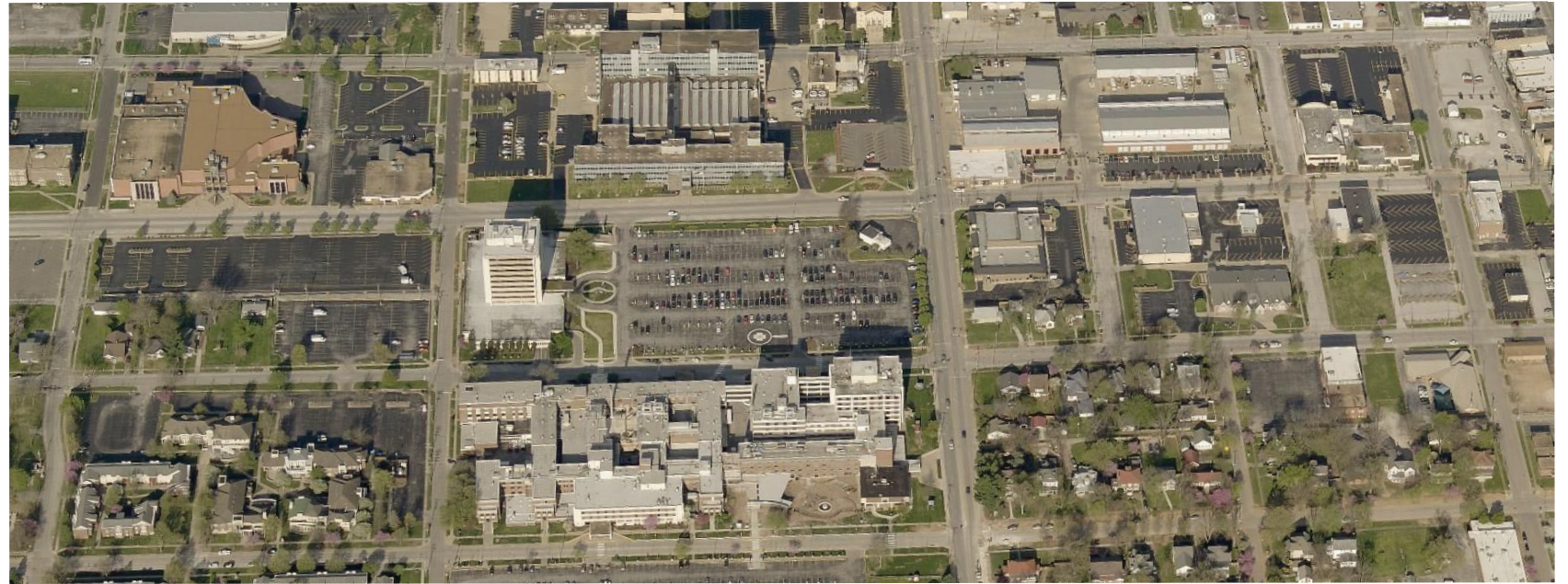
Calhoun Street acts as a natural break and transition point between the government/civic uses and the private sector to the north ending before Commercial Street at Pacific Street. The northern district is home to community anchors and large religious institutions including the Assemblies of God headquarters and the Central Assembly of God Church campus, the Cox North Hospital and medical center campus, non-profit organizations, and the City Utilities maintenance facilities. These campuses have expanded outside the Boonville Corridor study area and have integrated into surrounding neighborhoods. The uses in the corridor are primarily institutional in nature and result in a large daytime workforce for the district. In spite of this, there is a significant underutilization of land, where the highest and best uses are not yet being realized.

CHESTNUT TO CALHOUN

The area from Chestnut Expressway north to Calhoun Street can be characterized as the Government/Civic corridor. This district is the civic heart of the city with major governmental and civic campuses occupying this section of Boonville, where the majority of buildings house government offices and essential public services to the city of Springfield and surrounding region. The southern district is anchored by the City of Springfield, Greene County, City Utilities, and Springfield Public Schools. Over the last decade, millions of dollars have been invested in local government buildings on the corridor. The physical arrangement of buildings is unique in that most local government facilities are still centrally located near downtown along a single corridor. The uses in the corridor are primarily institutional with a governmental focus and result in a large daytime workforce.

CALHOUN TO PACIFIC

The northern portion of the Subarea from Calhoun Street to Pacific Street is comprised of the campus properties of institutional stakeholders Convoy of Hope, Assemblies of God, Central Assembly of God, and Cox Medical Center. While this section of Boonville Avenue is a major institutional employment center, the nationwide trend of large campus properties downsizing due to a decline in on-campus workers threatens to impact this stretch of roadway leaving large, obsolete campus buildings and sites empty and in need of redevelopment and revitalization. Convoy of Hope recently sold their property at the northwest corner of Boonville Avenue and Court Street to consolidate their operations at a large facility outside of Springfield. Conversations with other stakeholders along the corridor, such as the Assemblies of God, indicate they may be looking to make transitions in their current campus facility and are currently conducting a study of their facilities. The potential for several large, campus facilities along and adjacent to the corridor to become vacant and underutilized presents both a challenge and an opportunity. The exodus of daytime workers from the corridor removes activity from the street and leaves large buildings sitting vacant and at risk for deterioration. The key is identifying appropriate new users for the buildings or sites that will contribute to the vitality of the corridor. Infill or redevelopment of these sites could transform the corridor with new energy and a modern approach to housing, office, lodging, and retail uses along this important stretch of roadway. The City should take a proactive approach to assist with relocation and downsizing, and work to identify new tenants and incentives to facilitate infill with appropriate uses, while discouraging other uses, such as storage or warehousing, that do not contribute to the vision for the corridor.















CHESTNUT TO CALHOUN

The southern portion of the subarea from Chestnut Expressway to Calhoun Street is comprised of the City of Springfield, Greene County, City Utilities, and Springfield Public School facilities and is the center of local justice, government, and public health. As a location of major employment and civic resources for the region that attracts a large daytime population, this area does not emit the civic character a governmental plaza should. As new municipal, county, and potentially state or federal facilities are proposed or expanded, government plaza isn't readily planned or designed to accommodate growth. In addition, there are other logistical issues that influence the future utility and vibrancy on the south end of the corridor. The City, County, and City Utilities each operate a separate campus, autonomous of each other and contribute little to the cohesive urban fabric that the center of local government should. There is a clear absence of an arrival into the government plaza from Chestnut Expressway. While a distinctive tree lawn and green edge adjacent to Chestnut has been partially preserved, the same is absent on the northwest corner of the intersection, where sterile underutilized public parking has been constructed right up to the expressway. In addition, the frontage of Boonville is largely dominated by expansive parking lots, most are unimproved and lack a consistent street wall, which was historically present along the corridor and helps to encourage street activity and integrate the street into the larger government campus. To counter the lack of cohesion between these three agencies, and possibility others in the immediate area, an intergovernmental campus master plan should be developed. A master plan will help to communicate a common theme and identity by guiding unified landscaping, lighting, wayfinding, signage, and other building and site design elements. This plan will initiate the cultivation of a cohesive civic district that will create consistent themes, design standards, and identity from agency to agency.

BOONVILLE AVENUE SUBAREA FRAMEWORK

Uniquely situated between Downtown Springfield and Historic Commercial Street, the Boonville Avenue Corridor is a central hub for a variety of essential services as well as key civic business operations including City and County government headquarters. Many of these institutions and their contributing facilities represent a constant source of vital community resources and civic pride, while others are undergoing significant operational changes and reductions in workforce. With the threat of waning corridor activity, potential building vacancies, and operational change on the horizon for others, a plan is needed to intervene and reinvent this important city corridor. This subarea plan will support the implementation of a variety of planning improvements and strategies aimed at bringing new life and identity as a district with strong community ties and amenities for residents and the workforce, while supporting neighborhoods east and west with new housing opportunities to serve the community's cherished attractions and destinations north and south on Commercial Street and Downtown.

-  Perimeter Landscaping
-  Screening
-  Streetscaping and Road Diet
-  Relocation of Utility Lines
-  Midblock Pedestrian Crossing
-  Improved Intersection
-  Gateway Enhancement
-  Wayfinding
-  Redevelopment Opportunity
-  Intergovernmental Campus Master Plan
-  Proposed Parkway Greenspace
-  Existing Parkway Greenspace

Integrated Stormwater Management

Low Impact Development (LID) or Green Infrastructure should be implemented along the corridor to ensure that stormwater is captured, treated, and managed appropriately. Stormwater should be treated as a resource and utilized for street trees and landscaping. Although stormwater flooding was identified specifically between Webster Street and Nichols Street, this infrastructure would be beneficial to integrate into the streetscape throughout the corridor as a whole.

Central Street Streetscape

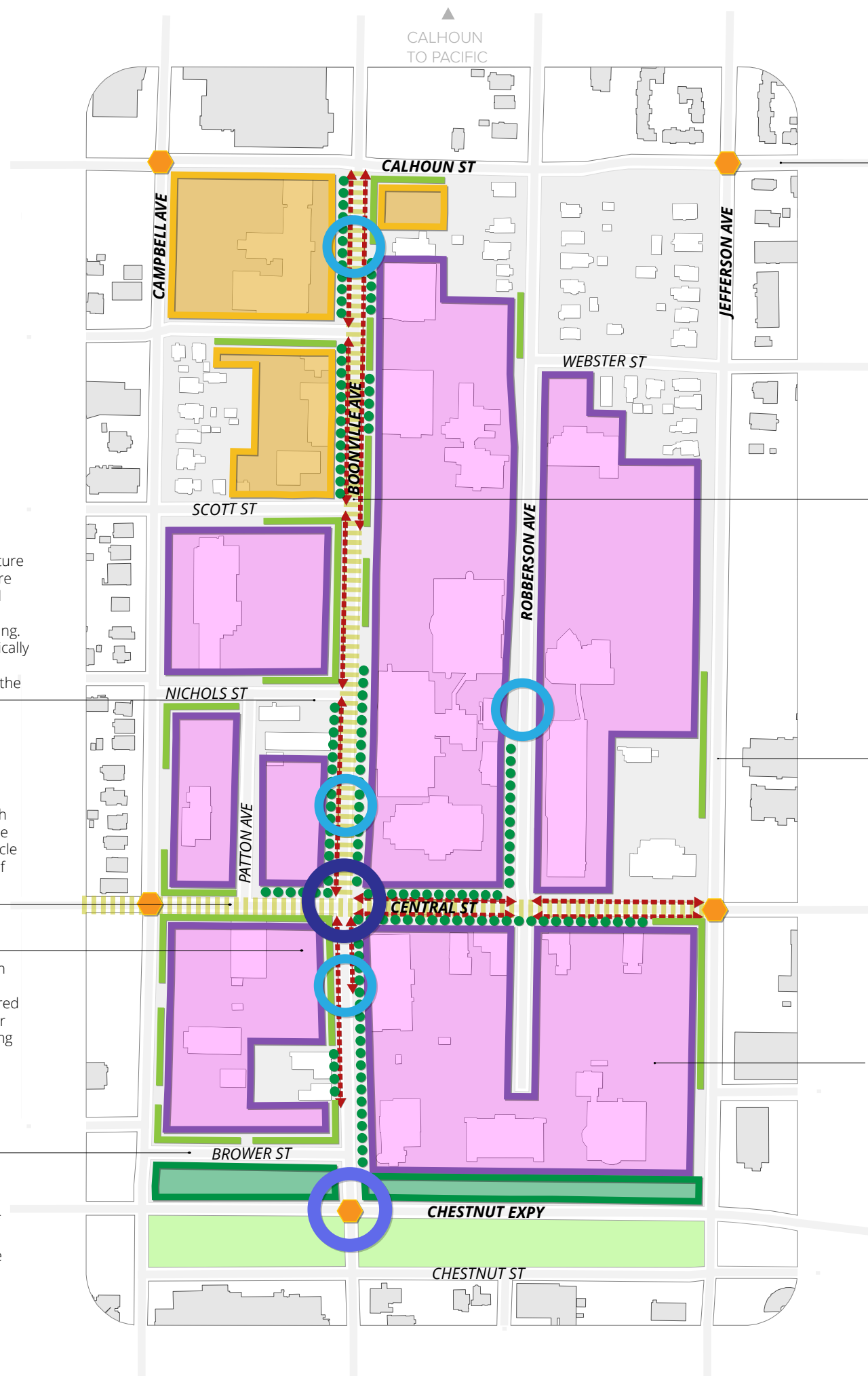
Continue the enhanced streetscape and road diet pattern on Central Street connecting to Central High school, Drury University and OTC to the east and the Grant Beach Neighborhood to the west. A traffic circle or other traffic calming feature at the intersection of Boonville and Central should be prioritized for placemaking.

Restructured Parking Lots

A more efficient use of land and street frontage can be achieved through shared use agreements for surface lots or they could be redeveloped into shared parking structures with ground floor retail, office, or service uses. Parking lots should include landscaping and trees to reduce surface temperatures and to reduce stormwater runoff intensity.

Enhanced Gateway Frontage

Vacate Brower Street to return right-of-way to the City of Springfield. This allows for the creation of a continuous parcel from Central Street to Chestnut Expressway that may be included in the creation of the intergovernmental campus and parkway. Activate this area for a heavily landscaped entrance into the corridor.



Improved Neighborhood Connectivity

Creating a seam between the Grant Beach and Midtown Neighborhoods, the corridor has the responsibility of acting as a catalyst of efficient movement between the two. Proper sidewalks, lighting, and streetscaping should exist throughout the corridor and an added emphasis should be placed on roadways leading to and from each neighborhood to encourage enhanced connectivity for all modes of travel.

Street Typology Implementation

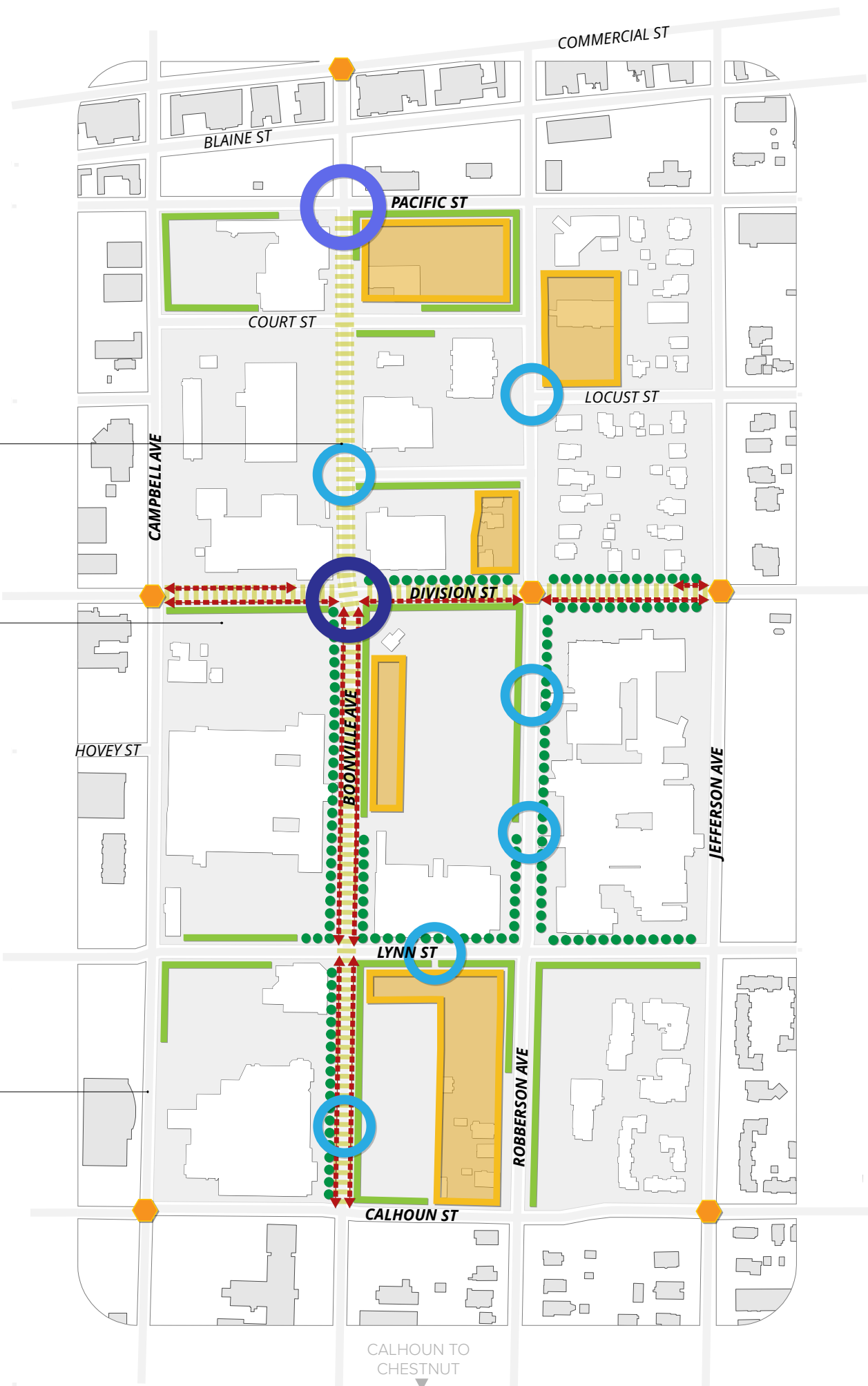
In accordance with the Forward SGF Comprehensive Plan, the implementation of the appropriate street typology and corresponding attributes should be considered for Boonville Avenue. The enforcement of typology guidelines, such as lane widths or the inclusion of a multi-use pathway, should be applied to the street design.

One-Way Street Conversion

Jefferson Avenue currently operates as a southbound one-way thoroughfare on the eastern boundary of the corridor connecting Commercial Street and Downtown. Converting the roadway to a two-way orientation would eliminate the current bypass features and promote slower traffic, safer pedestrian access, and improve the overall quality of the corridor.

Intergovernmental Campus Master Plan

Promote and instill collaboration between major institutional stakeholders in the corridor. The City of Springfield, Greene County, and City Utilities have the unique opportunity to expand the existing Government Plaza area to surrounding institutions to create a large institutional campus.



Rapid Public Transit Route
 In collaboration with City Utilities, a rapid public transit route directly connecting Downtown and Commercial Street should be considered for Boonville Avenue. A defining feature of the corridor is its role as a connector between these two economic centers and could be capitalized upon through the inclusion of this route. A limited amount of stops may be spread out along Boonville Avenue to encourage use from residents or visitors to the area to easily access Commercial street, downtown, and government plaza. Long-term utilization of a trolley should be evaluated and provided if warranted.

Campus Infill Opportunity
 Land use planning for these campus users should encourage a combination of new uses, including housing, retail, and services, as large site and campus ownership changes. Encourage uses that create street life and discourage outdoor and personal storage.

One-Way Street Conversion
 Campbell Avenue currently operates as a northbound one-way thoroughfare on the western boundary of the corridor connecting Downtown and Commercial Street. Converting the roadway to a two-way orientation would eliminate the current bypass features and promote slower traffic, safer pedestrian access, and improve the overall quality of the corridor.

FRAMEWORK DESCRIPTIONS

Perimeter Landscaping
 Work with property owners and developers to encourage the installation of enhanced perimeter landscaping that exceeds typical standards, namely street trees, along the frontage of occupied parcels to improve the image of the corridor. Perimeter landscaping should be required for all properties fronting Boonville Avenue and should be designed to maximize stormwater management and improve water quality through bioretention areas, bioswales, and other best management practices (BMPs). Native landscaping that requires limited maintenance should be encouraged and landscaping at intersections must allow line of sight for vehicles.

Screening
 Improve the image of the corridor by requiring properties to screen outdoor storage, surface parking lots, and unattractive uses with landscaping and fencing at least four feet in height. Desirable screening materials include wood, brick, stone, stucco, and evergreen shrubs, bushes, and trees. Chain link fences and barbed wire should not be permitted. The use of artwork such as murals or sculptures should also be encouraged at the front of screened areas along primary routes to add visual interest.

Streetscaping and Road Diet
 Redesign and reimagine Boonville Avenue to implement an innovative living streetscape that is lined with native canopy trees, scaled for the pedestrian, and creates a distinct sense of place. This will include the middle turn lane on Boonville Avenue to be removed except at intersections. Travel lanes should be reduced in width on all adjoining roadways. A road diet creates the opportunity for wider sidewalks, multi-use paths, traffic calming, and placemaking. See the following Subarea Toolbox for more information.

Relocation of Utility Lines
 Work with local utility providers, such as City Utilities, to prioritize Boonville Avenue and other identified roadways for the removal or relocation of overhead utility infrastructure. While a costly endeavor, this will reduce visual clutter and potential limitations to desirable sidewalk configurations, significantly improving the aesthetic and walkability of the corridor. Burial of utility lines is preferred, but if deemed infeasible utility lines may also be relocated aboveground if shielded or located away from street view.

Midblock Pedestrian Crossings
 Increase the walkability of the corridor by constructing safe crossings at identified key pedestrian crossings outside of dedicated intersections. Crosswalks should be highly visible using a continental pattern with ADA accessible sidewalk ramps, pedestrian flashing crossing signs, and bulb outs to the extent allowable. These crossings could be improved with decorative patterns such as colored striping or 3D artwork as an alternative to continental stripes.

Gateway Enhancement
 Formalize gateways on Boonville Avenue by incorporating landscaping and an attractive gateway sign with branded wayfinding features. A gateway incorporated near the northern end of the corridor will direct travelers towards Downtown from Commercial Street. An additional gateway near the southern end of the corridor will direct travelers leaving Downtown or those traveling on Chestnut Expressway towards Commercial Street. Corridor gateways will help create a lasting positive impression on those traveling along or near the corridor.

Wayfinding
 Install wayfinding features where Campbell Avenue intersects Central Street, Calhoun Street, and Division Street that provide direction to Boonville Avenue and Commercial Street. Wayfinding features may be installed where Jefferson Avenue intersects Division Street, Calhoun Street, and Central Street that also provide direction to Boonville Avenue and Downtown. Supplemental wayfinding features may be included along Robberson Avenue that provide direction to adjacent neighborhoods, neighborhood parks, and universities.

Redevelopment Opportunities
 Refer to the Redevelopment Opportunities graphic on the following page for recommendations pertaining to each opportunity site.

Proposed Parkway Greenspace
 Greenspace should be incorporated along the southern frontage of the corridor along Chestnut Expressway to compliment the frontage south of Chestnut Expressway to create a parkway from Campbell Avenue to Jefferson Avenue. Future extensions of the parkway should be considered when feasible. Street trees and supportive landscaping along with pedestrian walkways should be included in this area to create a continuous civic park area. The incorporation of the corridor gateway into this new greenspace will allow for an attractive southern end of the corridor. Acquisition of the parcel on the northeast corner of Campbell Avenue and Chestnut Expressway should be prioritized to continue the parkway through the entirety of the southern end of the corridor.

Improved Intersections
 Identified intersections shall be pedestrian oriented to cater to the desired walkability of the corridor. Traffic calming features, extensive landscaping, widened pedestrian walkways, and possible four way stop or roundabout intersection conversions should be considered in these areas.

BOONVILLE AVENUE REDEVELOPMENT OPPORTUNITIES

REDEVELOPMENT OPPORTUNITY SITES

- 1 Chestnut Expressway Frontage**
An opportunity to create a civic park and greenspace exists at these parcels fronting the northern edge of Chestnut Expressway. Complementary landscaping and pedestrian-oriented infrastructure symmetrical to that of the existing frontage on the south side of Chestnut Expressway would create a parkway while traveling through the corridor. Future extension of this parkway may be created through the purchasing and re-purposing of adjacent parcels.
- 2 Proposed Springfield Municipal Court Site**
Conceptual plans exist for the southwest corner of Boonville Avenue and Central Street, to be the future site of a new municipal court facility. Design and site layout should interact with Boonville Avenue and have contextual and prominent architectural features.
- 3 Greene County Properties along Boonville**
There is an opportunity to activate these parcels by utilizing them for expansion of county, state, or federal facilities that are fitting for an intergovernmental campus. These site should utilize a mix of uses to capitalize on day time employees and visitors. Most of these parcels currently exist as gravel parking lots for Greene County employees, but consolidated and shared parking efforts would open up space for redevelopment.
- 4 Greene County Public Safety Center Lot**
There is an opportunity to redevelop a portion of the eastern front of this parking lot into a public parking garage structure with an activated ground floor use such as office, retail, or dining services.
- 5 Northwest Block of Scott Street and Boonville Avenue**
A redevelopment opportunity arises on these parcels to develop applicable land uses such as small businesses and restaurants on the corner. As well as creating new land uses, returning some parcels adjacent to existing residences back to the residential realm would be beneficial.
- 6 Pipkin Middle School**
A potential redevelopment opportunity arises if Springfield Public Schools determines it is necessary to relocate the middle school to an alternate location. This potentially vacant school building would allow for redevelopment into a community facility or a multi-family housing structure.

- 7 Parking Lot at Calhoun & Boonville**
The underutilized parking lots at this corner provides an opportunity for the development of a desirable mixed use or high-density residential area due to its proximity to Commercial Street, Downtown, Cox North, and Drury University. This location could serve as a node for restaurants, office, or residential between the private/public districts on the corridor.
- 8 Secondary Parking Lots on Lynn Street**
Underutilized parking lots and remnants of single family homes, surrounded to the east by denser student housing from Drury University, provide the opportunity for the development of a desirable high-density residential area due to its proximity to Commercial Street and Downtown.
- 9 Western Frontage of Cox Medical Center**
A prominent location along Boonville Avenue exists in the large underutilized parking lot owned by Cox Medical Center. The opportunity to develop this as a streetwall including residential and commercial uses would be desirable to encourage continuity along the corridor.
- 10 Midtown Neighborhood Incorporation**
These parcels include the only three residential structures west of Robberson Avenue and North of Division Street. These may maintained as a part of the Midtown Neighborhood with proper screening of institutional uses to incorporate them into the residences across Robberson Avenue or may be redeveloped into applicable institutional land uses compatible with the current structures on the block.
- 11 Crimson House on Robberson Avenue**
An opportunity is available to restore and preserve the frontage of this historical building and to redevelop the parking lot at the intersection of Locust and Robberson into a higher-density residential development.
- 12 Vacant and Underutilized Properties near Commercial Street**
These parcels provide the opportunity to redevelop the area into a highly desirable residential area. The excellent proximity to Commercial Street and Boonville Street would provide easy mobility for residents through the corridor via public transit or pedestrian scale activities.



BOONVILLE AVENUE SUBAREA TOOLBOX



STREETScape

Generous right-of-way will support a road diet and conversion of Boonville Avenue to a Civic Boonville Boulevard, providing opportunities for wide sidewalks with a living streetscape, that is heavily populated with trees, wayfinding signs, public art, decorative lighting, and other public amenities.

PLACEMAKING

Development of a government plaza master plan will include opportunities for public art and shared infrastructure and facilities for civic ceremonies, employee and citizen gathering spaces, and places that promote civic pride and interest. Attention to architectural design in government plaza and elsewhere along the corridor will reinforce the importance and the prominence of corridor. Public architecture should have entrances facing Boonville Avenue, have active first floors, and exhibit civic character by using permanent, timeless materials, substantially symmetrical designs, and a defined base and top.

HOUSING

Infill opportunities along the corridor should focus on maximizing residential densities, while incorporating ground floor uses that support an activated street life. Redevelopment of properties on the fringes of the corridor should include less intense housing types adjacent to traditional single-family housing.

GOVERNMENTAL CAMPUS MASTER PLAN

The larger governmental institutions in the southern end of the corridor, such as the City of Springfield, Greene County, and City Utilities, may partner together to create one large interactive intergovernmental campus. Elements such as shared parking, increased walkability between campus buildings, and an overall shared design theme to establish consistent landscaping and wayfinding between the institutions should be implemented to ensure compatibility throughout the campus.