

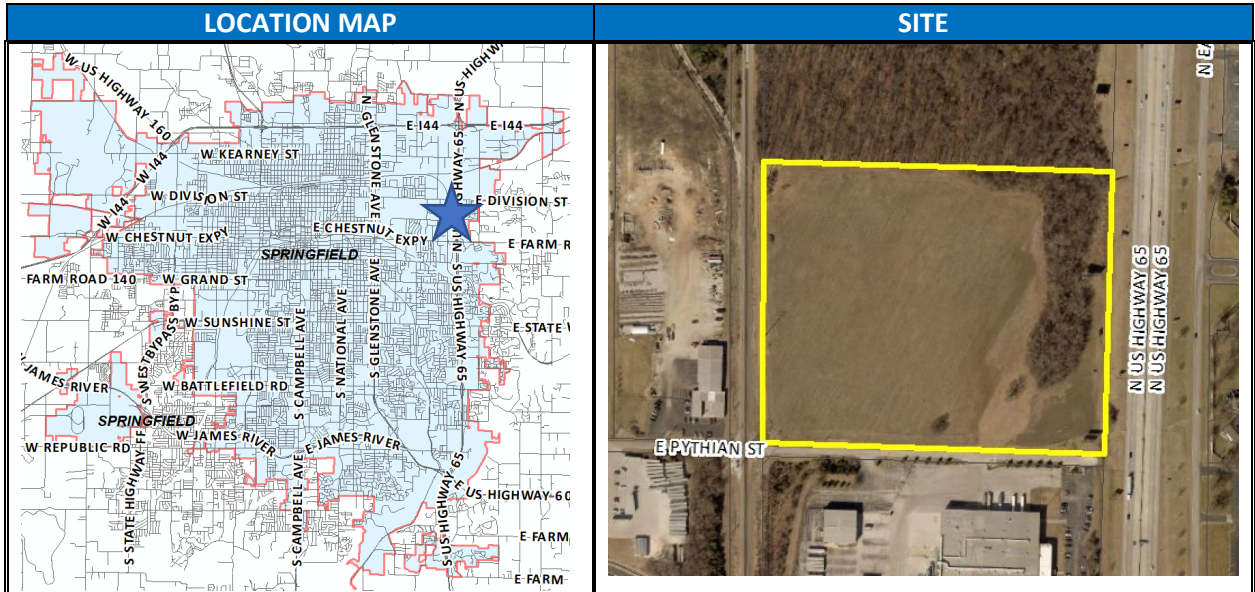
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Request to Acquire 540
Location:	3207 East Pythian Street
Total Acres:	20.99 acres
Applicant:	Springfield Public Schools
Existing Land Use:	Vacant
Planning and Zoning Commission:	July 13, 2023
Board of Education:	August 22, 2023
Staff:	Andrew Menke, Associate Planner – (417) 864-1613
Staff recommendation:	Staff recommends denial
Proposed motion:	Move to approve as submitted in the staff report. (All commission motions are made in the affirmative.)
Required Vote:	Requires 5 voting members to approve or deny.

PROJECT SUMMARY:

Springfield Public Schools is requesting to acquire property generally located at 3207 East Pythian Street for the site of the new Pipkin Middle School.



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GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



View of the property from East Pythian Street

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PROPERTY HISTORY:

The subject property was annexed into the City in 1964. This property has been zoned HM, Heavy Manufacturing since the citywide remapping in 1995.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 11.7. - Legal status of master plan.

- (1) Master plan to provide general guidelines. The master plan shall be prepared and maintained as a general guide for the orderly and efficient development and redevelopment of the City of Springfield. The master plan shall be kept current through review not less than every five years. When required by this Charter or otherwise deemed necessary, such review shall include proposed revisions or alterations in the master plan and public hearings thereon.
- (2) Regulations to generally conform to master plan. All rezoning of land, subdivision plats, development proposals, and the zoning ordinance, subdivision ordinance and the zoning map should generally conform with the guidelines set forth in the master plan and should be reviewed for consistency with the master plan; provided, however, inconsistencies with the master plan shall not constitute cause to invalidate any such matter. The master plan shall not have the effect of a regulatory ordinance.
- (3) Master plan to guide public improvements. The master plan shall provide guidelines for the location of public streets, parks and other public ways, grounds and spaces, public buildings and structures, facilities of public or private utilities, and the acquisition of real property by the city for public use. To that end the planning and zoning commission shall review the following:
 - (a) All proposals to construct or extend public streets.
 - (b) All proposals to improve land as a park.
 - (c) All proposals to lay out or improve other public ways, grounds or spaces.
 - (d) All proposals to construct public buildings and structures.
 - (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.
 - (f) All proposals to acquire real property for public purposes.

In reviewing and approving all such proposals, the function of the planning and zoning commission shall be to determine whether they are generally consistent with the master plan of the city. No such proposals shall be constructed or authorized until the location, extent and character thereof has been submitted and approved by the planning and zoning commission.

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In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled.

In the event the commission shall fail to act within thirty days after the date of official submission of a proposal (which date shall be the date that the matter is placed upon the agenda of the commission) to the commission, then the proposal shall be deemed to have been approved by the commission, unless a longer period for review by the commission shall have been authorized by the council or by the public officials submitting the proposal. In any case in which the commission finds that it is not reasonably able to complete its review of a proposal within thirty days, it may extend the time for such review for not more than thirty days.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

The *Comprehensive Plan* recognizes the school district completed a Facilities Master Plan in 2016 to address long-term facility needs. The Facilities Master Plan involved community stakeholders throughout the process and included facility assessments and master planning for campuses. The *Comprehensive Plan* states the City should support SPS where applicable as it implements the Facilities Master Plan.

The Request to acquire the subject property for the location of a middle school is inconsistent with the recommendations of the *Comprehensive Plan, Forward SGF*.

The *Comprehensive Plan's Land Use & Development* chapter identifies this property as the Business Flex placetype. The Business Flex placetype includes areas with an eclectic mix of light industrial, office, storage, warehouse, and distribution centers, complemented by the occasional commercial sales and services. Business Flex areas are located on secondary roadways, where good street connectivity and access to major roadways and distribution routes can be easily accessed. Located in expanded areas adjacent to higher, more intense industrial uses and city corridors, Business Flex provide support services, sales, service, and supply of goods to consumers and contractors, where high visibility road frontage is not a priority. Planning for this placetype focuses on ensuring Business Flex operations have sufficient land available to expand and grow, while not dominating corridors where high visibility, retail frontage is prioritized.

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PRIMARY USES

Maker spaces, artisan, and innovation spaces
Personal and outdoor storage
Light industry
Warehousing and distribution facilities

SUPPORTING USES

Parks, greenways and open space	Universities, colleges and vocational schools
Urban agriculture	Sports complexes and recreational facilities
Airport, railroad, and freight facilities	Government, healthcare and institutional facilities
Office, hospitality, retail sales and service	

The subject property is located less than a half mile southwest of the intersection of U.S. Highway 65 and Division Street and fronts directly on East Pythian Street, a Collector roadway. Currently the property can only be accessed by Pythian from the west. The area is bound by railroad tracks on its west side and U.S. Highway 65 to the east. The property to the north is occupied by contractor showrooms and an aluminum manufacturing business, with the southern 650 feet currently undeveloped. This adjacent undeveloped area is zoned HM, Heavy Manufacturing, as well as the properties to the south and west of the Acquisition site. Across Pythian from this property is the 3M manufacturing plant. On the other side of U.S. Highway 65 the property is zoned Planned Development 19, which is low-density housing in use.

Goal #1 of the *Infrastructure & Community Facilities* chapter of the *Comprehensive Plan* is to continue to provide excellent community services and facilities for all Springfield residents as the community grows. The *Plan* calls to ensure educational facilities are highly accessible by transit, walking, and biking from all neighborhoods. This includes participating in the U.S. Department of Transportation's Safe Routes to Schools Program, which promotes walking and biking to school through infrastructure improvements, enforcement, tools, safety education, and incentives.

Supporting the creation of complete neighborhoods is Goal #1 of the *Housing & Neighborhoods* chapter. A complete neighborhood is a neighborhood where people have safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces, recreational facilities, active transportation, and civic amenities. A complete neighborhood is built at a walkable and bikeable human scale that makes it accessible for all ages and abilities.

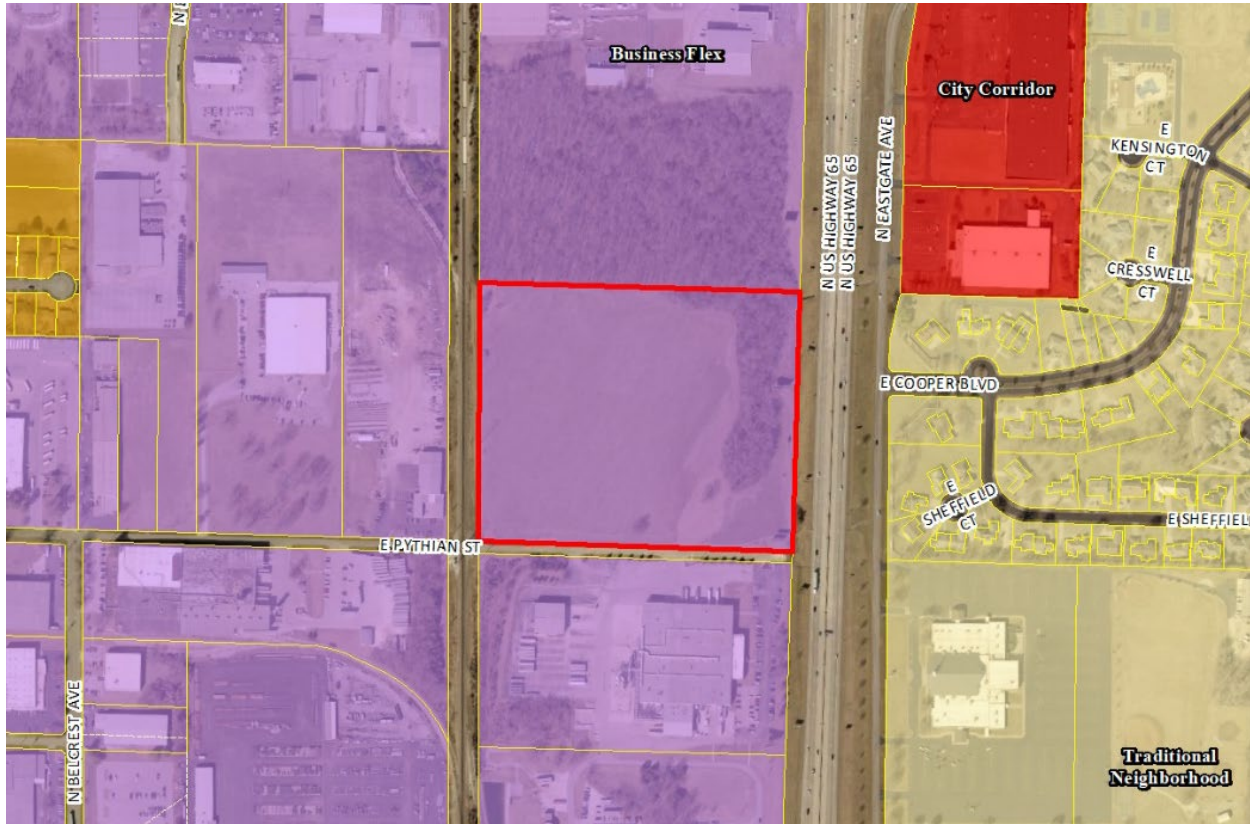
Goal #4 of the *Housing & Neighborhoods* chapter of the *Plan* is to cultivate neighborhood identity and cohesion. Neighborhood schools are an essential component of an urban neighborhood and source of pride and neighborhood cohesion. Neighborhood schools should be preserved and maintained whenever feasible. Local School Boards are encouraged to consider the effect on neighborhoods when recommending relocating or closing a neighborhood school.

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Theme #3, *Health & Well-Being*, in the *Comprehensive Plan* states residents from any socioeconomic group should be able to reach essential destinations, including healthcare facilities, food stores, jobs, and schools, without relying on the availability of a personal automobile.

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FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES																
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Mail, Artisan & Innovation Spokes	Public & Private Schools & Places of Worship	Universities, Colleges & Vocational Schools	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry	Warehousing & Distribution Facilities	Heavy Industry & Manufacturing	Airport, Railroad & Freight Facilities
Residential Neighborhood	●	○	◇	○	◇	◇	○										
Mixed Residential	●	●	●	○	◇	◇	○										
Downtown			●	○	○	○	●	○	○	○							
Mixed-Use	○	○	●	○	○	○	●	○									
City Corridor			●	○	○	○	●	○	○	○							
Institutional & Employment Center			○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex				○	○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics				○	○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation				●	●	○											

● **Primary Land Use:** More prominent and play a pivotal role in characterizing that placetype

○ **Supporting Land Use:** Less prevalent and serve to support the primary land use.

◇ **Low Intensity Supporting Land Use:** Less prevalent and serve to support the primary use at neighborhood scale

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SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	Heavy Manufacturing	Heavy Manufacturing	Planned Development 19	Heavy Manufacturing
LAND USE	Undeveloped & commercial services	Industrial	Highway right-of-way (residential on other side)	Railroad right-of-way (landscaping business on other side)
PLACETYPES	Business Flex	Business Flex	Traditional Neighborhood	Business Flex

LAND ACQUISITION POLICY:

Planning and Zoning Commission adopted the following policy statement for land acquisition by public bodies:	Applicant's Response:
<p>1. All land acquisitions shall be consistent with the adopted Plans and Policies.</p>	<p>The proposed use is not consistent with the Business Flex classification that is identified within the comprehensive plan. However, the school district has worked diligently with their real estate team to evaluate potential alternative sites within the existing school district boundary. The results of the evaluation have shown that the proposed Pythian location would be the best available option for the students, staff and school district.</p>
<p>2. Proposals for land acquisition and public uses shall consider the effect of the proposed use on the surrounding land uses and shall include measures to mitigate any adverse effects of the proposed use on the surrounding uses.</p>	<p>The school district and design team have been in contact and continue to coordinate with city staff to mitigate the impacts to the surrounding developments. In addition to coordination with city staff the district has also been in contact with neighboring businesses that may be impacted by the proposed development.</p>

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<p>3. If no immediate use is intended for the acquisition and the negotiated contract does not include the previous owner removing the structure, existing sound structures should be retained unless such retention is not economically feasible. The current use should be continued, the structure should be used in a manner consistent with adopted plans until such time as the land will be cleared for the use for which it was acquired, or the structure should be moved to a suitable location.</p>	<p>The proposed use (Middle School) is currently in design and the existing property to be acquired is vacant.</p>
<p>4. At a minimum, the acquiring agency should either attempt to preserve architecturally or historically significant structures in place or make the structures available to the previous owner or public for moving or solicit bids from individuals and firms interested in salvaging those items which have architectural significance. Disposition of the property when conducted by a City agency shall be made pursuant to City ordinances including the City purchasing manual.</p>	<p>Preservation of existing architectural or historically significant structures is not anticipated as the property in question is currently vacant.</p>
<p>5. To the extent possible, the acquiring agency shall make all structures to be removed, regardless of historical or architectural significance, available to the previous owner or public for moving and reuse at another location. Disposition of property when conducted by a City agency shall be made pursuant to City ordinances including the City Purchasing Manual.</p>	<p>The property in question is vacant and no existing structures will need to be made available to the previous owner or public for moving and/or reuse at another location.</p>

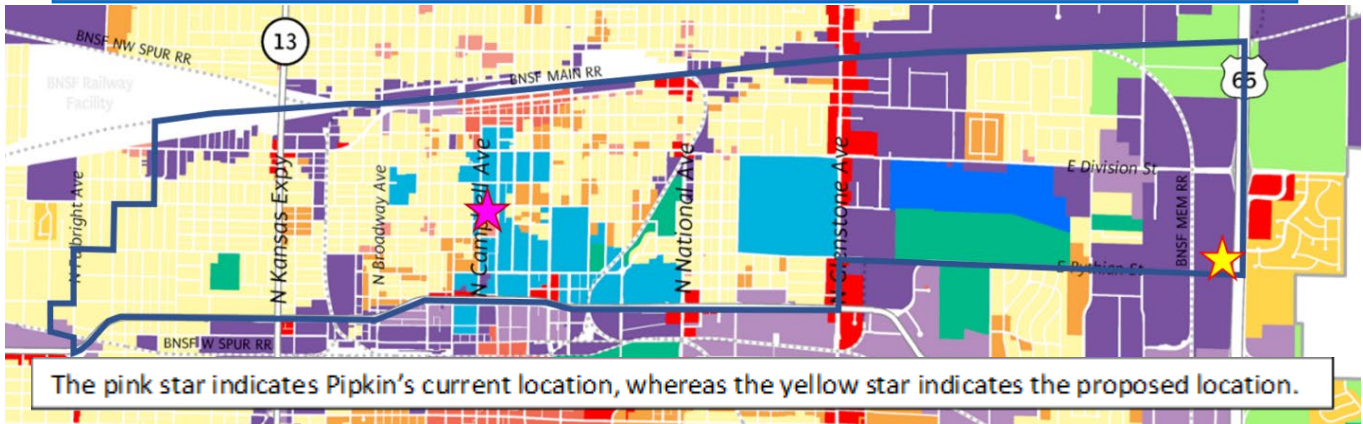
STAFF ANALYSIS AND RECOMMENDATION:

1. Springfield Public Schools is requesting to acquire property generally located at 3207 East Pythian Street for the site of the new Pipkin Middle School.
2. The proposed site is zoned HM, Heavy Manufacturing. With the exception of across U.S. Highway 65, all adjacent property is also zoned HM, Heavy Manufacturing. The uses on these three parcels are industrial and commercial services in use. A portion of the parcel to the north is undeveloped.
3. The undeveloped portion of the property to the north is 650 feet deep and directly adjacent to the subject parcel. Due to this parcel's Heavy Manufacturing zoning, a variety of higher intensity uses can be built next to the proposed school site, such as any manufacturing, production, processing, cleaning, servicing, testing, repair or storage of materials, goods or products. A bufferyard will not be required if development occurs on the northern parcel, because the proposed school site is also zoned HM, Heavy Manufacturing.

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4. The *Land Use & Development* chapter of the *Comprehensive Plan* identifies this property as the Business Flex placetype. The Business Flex placetype includes areas with an eclectic mix of light industrial, office, storage, warehouse, and distribution centers, complemented by the occasional commercial sales and services. Business Flex areas are located on secondary roadways, where good street connectivity and access to major roadways and distribution routes can be easily accessed. Located in expanded areas adjacent to higher, more intense industrial uses and city corridors, Business Flex provide support services, sales, service, and supply of goods to consumers and contractors, where high visibility road frontage is not a priority. Planning for this placetype focuses on ensuring Business Flex operations have sufficient land available to expand and grow, while not dominating corridors where high visibility, retail frontage is prioritized.
5. Public and private schools and places of worship are not identified as compatible with the Business Flex placetype. Six of the nine placetypes identify public and private schools and places of worship to be compatible as supporting land uses.
6. On April 26, 2023, City staff met with Springfield Public Schools at a Pre-Development Review meeting and relayed, "...generally, the *Comprehensive Plan*, *Forward SGF*, does not support [this location as a middle school] based on the *Plan's* placetype."
7. Locating schools in areas that are easily accessible from neighborhoods is recommended by the *Comprehensive Plan* according to Goal #1 of the *Infrastructure & Community Facilities* chapter and Goal #1 of the *Housing & Neighborhoods* chapter (see 'Compatibility with Comprehensive Plan' section above). The proposed site moves the location of Pipkin Middle School from the urban core of Springfield to an area of limited opportunity for access and immediate proximity to a small number of residences.
8. Goal #4 of the *Housing & Neighborhoods* chapter of the *Comprehensive Plan* is to cultivate neighborhood identity and cohesion. Moving schools out of neighborhoods is discouraged as the neighborhood school is identified as an essential component of an urban neighborhood and source of neighborhood cohesion. The proposed site is not located in or adjacent to a residential neighborhood as it is located amongst industrial and commercial service uses.
9. Theme #3, *Health & Well-Being*, in the *Comprehensive Plan* states residents from any socioeconomic group should be able to reach essential destinations, including schools, without relying on the availability of a personal automobile. The lack of access and centrality of this location requires the majority of students to rely on an automobile, whether it be a school bus or personal vehicle. A location within or adjacent to a residential area will allow for increased opportunity for a mixture of transportation options, including biking and walking. This is also supported by the *Infrastructure & Community Facilities* chapter which recommends educational facilities be accessible by transit, walking, and biking from neighborhoods.

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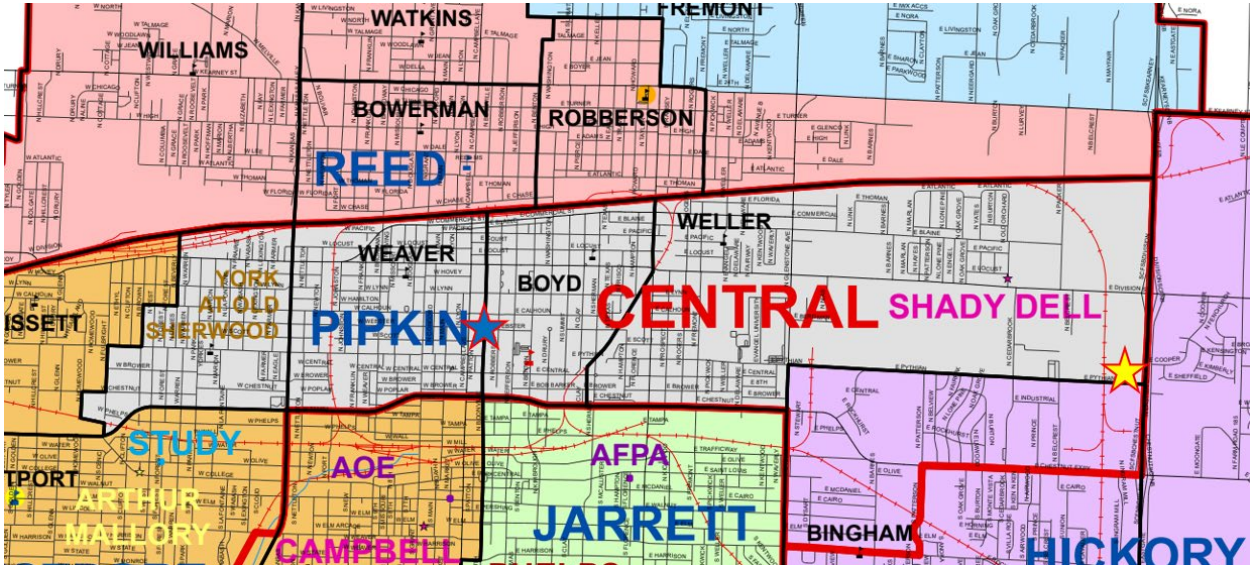


The pink star indicates Pipkin's current location, whereas the yellow star indicates the proposed location.

EXISTING GENERALIZED LAND USE

- Traditional Neighborhood**
 Consists of the City's older single-family residential neighborhoods.
- Edge Neighborhood**
 Comprises new residential neighborhoods that are suburban in nature and often have curvilinear streets with a predominantly single-family detached housing stock.
- Mixed Residential**
 Contains a majority of single-family attached and multifamily residential dwellings, such as single-family attached, and multifamily buildings.
- Mixed Use**
 Contains a diverse collection of uses, such as residential, retail, office, institutional, and public gathering spaces, and is geared towards pedestrians with sidewalks and streetscaping elements.
- Neighborhood Node**
 Comprises small clusters of commercial and gathering places within residential neighborhoods that serve nearby residents.
- Commercial Corridor**
 Includes commercial development that varies in scale, ranging from standalone businesses to large retail centers that draw regional customers, located along major roadways that receive high volumes of traffic.
- Commercial and Light Industrial**
 Includes areas with an eclectic mix of light industrial, commercial, and office uses that serve as commerce and employment hubs.
- Industrial**
 Consists of light and heavy industrial uses dedicated to a range of industries such as manufacturing, packaging, warehousing, storage, and distribution.
- Institutional & Employment Hub**
 Contains institutional uses, such as universities, municipal facilities, large religious complexes, museums, and community centers, as well as major office and business parks.
- Airport**
 Land dedicated to airport facilities. Springfield has two airports: Springfield Branson National Airport and Springfield Flying Service Inc.
- Rural & Undeveloped**
 Contains areas predominantly dedicated to agriculture, low-density, single-family detached housing, and undeveloped properties.
- Regional Green Space**
 Consists of Springfield's natural environments as well as major community parks and recreational facilities that draw both residents and regional visitors.

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SPS Middle School Boundary Map 2022-2023. The gray area shows the current boundary for Pipkin Middle School. The blue star indicates Pipkin’s current location, whereas the yellow star indicates the proposed location.

STAFF RECOMMENDATION:

1. Staff recommends denial based on the proposal’s lack of conformance to the *Comprehensive Plan’s* Business Flex placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

1. Recommend that the request to acquire is determined to be generally consistent with the master plan (Comprehensive Plan Forward SGF).
2. Recommend that the request to acquire is determined to be not consistent with the master plan (Comprehensive Plan Forward SGF).

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LEGAL DESCRIPTION:

ALL THAT PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 16, TOWNSHIP 29 NORTH, RANGE 21 WEST, GREENE COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SE 1/4 OF THE NE 1/4; THENCE NORTH 01° 06' 25" WEST, WITH THE WEST LINE OF SAID SE 1/4 OF THE NE 1/4; 19.96 FEET TO THE NORTH RIGHT OF WAY LINE OF PYTHIAN STREET FOR A TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 01° 06' 25" WEST, WITH THE WEST LINE OF SAID SE 1/4 OF THE NE 1/4, 871.08 FEET; THENCE SOUTH 89° 44' 42" EAST, 1076.48 FEET TO THE WEST RIGHT OF WAY LINE OF ROUTE 65; THENCE SOUTH 00° 34' 00" WEST, WITH SAID WEST RIGHT OF WAY LINE 873.20 FEET TO THE SAID NORTH RIGHT OF WAY LINE OF PYTHIAN STREET; THENCE NORTH 89° 37' 00" WEST, WITH SAID NORTH RIGHT OF WAY LINE, 1051.03 FEET TO THE TRUE POINT OF BEGINNING.



June 2, 2023

Mr. Britton Jobe, Chairman
Springfield MO Planning and Zoning Commission
840 N Boonville Ave.
Springfield, MO 65802

Chairman Jobe and members of the Planning & Zoning Commission:

My name is Jeff Childs and I am a commercial real estate broker with SVN/Rankin Company located in Springfield MO. I have been assisting Springfield Public Schools (SPS) for several years with their real estate needs. As you may be aware, there is an immediate need for Pipkin Middle School to be extensively improved. I have been charged with trying to help find a suitable location to rebuild Pipkin Middle School. It is important that the school be in the Pipkin Middle School district.

The Pipkin district is in the heart of Springfield and runs from 65 Hwy on the east side of the district to just west of Kansas Expressway to approximately N. Fulbright Ave. The south boundary is basically Chestnut Expressway and the North boundary is generally the railroad track system that runs west to east just north of Commercial St. It is important to understand the boundaries as it plays into the reasoning behind our choosing the site on E Pythian. There are very few options for a site of 8 to 10 acres in this boundary. Vacant land is very limited. The option to buy properties with existing buildings creates a whole list of development issues as well as drives the cost of the development too high. The redevelopment of property around the current Pipkin location is not feasible or available.

Based on what is available, the Pythian location is the best option for the Pipkin students that we have. It provides a green field site that can be designed in a manner that gives the students of Pipkin the same opportunities as other middle schools in the area. Which we can all agree is important and necessary.

Thank you for your consideration.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jeff Childs", written over a blue horizontal line.

Jeff Childs, SIOR, CCIM

Rankin Company, LLC
2808 S. Ingram Mill Road, Ste. A100
Springfield, MO 65804
P. 417.887.8826 | F. 417.875.9233
www.svnrankinco.com

From: [Davis, Jeffrey N \(Govt Affairs\)](#)
To: Zoning@springfieldmo.gov
Subject: BNSF Letter to P&Z Commission re: Request to Acquire 540 – 3207 Pythian St. (Pipkin Middle School proposal)
Date: Thursday, July 13, 2023 4:51:50 PM
Attachments: [SPS Planning Zoning Letter 07-13-2023 .pdf](#)

****CAUTION**** This email originated from outside the organization. Do not open attachments or click links from sources you do not know and trust.

Dear Mr. Menke or To Whom It May Concern:

Thank you again for your time this morning. I apologize for not being able to appear in person tonight. Please accept the attached letter to the Planning & Zoning Commission regarding request to Acquire 540 – 3207 Pythian St. (the Pipkin Middle School proposal) and circulate it to the individual members of the Commission as appropriate.

Sincerely,

Jeff Davis, Esq.

Executive Director
BNSF Railway Public Affairs
913-626-2545



Jeffrey N. Davis
Executive Director
State Government Affairs

BNSF Railway Company
4515 Kansas Avenue
Kansas City, KS 66106
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cell 913-626-2545
fax 913-551-4988
email jeffrey.davis@bnsf.com

July 13, 2023

Springfield Planning & Zoning Commission
840 North Booneville Ave.
Springfield, MO 65802

VIA ELECTRONIC DELIVERY

RE: Request to Acquire 540 – 3207 Pythian St. (Pipkin Middle School proposal)

To Whom It May Concern:

Please accept this letter concerning Request to Acquire 540 - property located at and referred to as 3207 East Pythian Street for the site of the Springfield Public School's (SPS) new Pipkin Middle School. It is currently listed as Item #1 on tonight's Consent Items. I apologize for BNSF's inability to send someone to tonight's meeting as we were unaware of this proceeding until yesterday afternoon when I received the July 12 Springfield News-Leader story entitled "SPS' proposed site for Pipkin school goes to planning commission, city recommends denial." Please do not mistake our failure to attend tonight's hearing as a lack of concern – we simply were unaware of this proceeding until yesterday afternoon and are unable to attend.

BNSF Railway has three chief concerns about the SPS proposal for 3207 East Pythian Way:

- (1) SPS's school design proposal does not allow for a point of access to the proposed grade separation at Division Street where, pursuant to a 2006 study, MODOT and BNSF in consultation with local agencies are actively pursuing a grant to construct a Division Street overpass and to close Pythian Street. Connecting to the proposed "grade separation" re-aligning Division Street over BNSF's railroad tracks would be the best way for SPS to guarantee parents, school buses, first responders and members of the public have 24-hour unrestricted access to the proposed location for Pipkin Middle School;
- (2) Even if SPS does not support or does not wish to participate in the grade separation project at Division Street, SPS's proposed design for a single point of entrance and exit to the school using an "at grade" crossing at Pythian Street does not include the potential crossing improvements likely to be recommended by a diagnostic team to accommodate the new increased traffic caused by the school, nor does it include roadway signal installations to address the cuing of vehicles on that street caused by having a single at-grade point of access on a heavily used rail corridor that routinely sees more than 30 trains per day with a historical peak of approximately 40 or more trains per day; and
- (3) Whereas SPS is proposing to locate a middle school in an industrial area adjacent to BNSF railroad tracks and Highway 65, SPS's design proposal should include fencing of all school property adjacent to the railroad and Highway 65 at school/public expense.

There has been no communication with MoDOT or BNSF to schedule a diagnostic examination of the existing crossing necessary to determine both the signal requirements and pedestrian treatment for the Pythian Street crossing over BNSF's Thayer North line. These improvements could cost \$1 million or more and should be factored into the school's construction budget. Further, once the diagnostic is completed, these signal and pedestrian improvements require time – time to design, time to order the appropriate materials and time to install.

Signal design will take a minimum of 6 months depending on SPS's submission of accurate timing reports. The type and kind of signal equipment required for this project could cause further delay in that material lead times for certain pieces of signal equipment are well over 1 year. A typical time frame for a signal construction project can take 12-18 months to complete. The total time for a signal construction project can be 2 to 3 years. BNSF will insist the proper signal equipment/pedestrian walkways be installed prior to this school commencing operations.

An "at-grade" crossing where Pythian Street crosses BNSF's Thayer North line will pose some additional operational challenges for SPS. Trains can and do run at any time of day or night. They can and often do run back-to-back with two miles of separation between them. 30+ trains a day can and do routinely travel through the Pythian Street crossing. Many of these trains would be passing through during the school day. Each and every train passing through this crossing by the school will be required to sound its horn pursuant Federal Railroad Administration (FRA) regulations.

In conclusion, connecting to the proposed "grade separation" re-aligning Division Street over BNSF's railroad tracks would offer unrestricted access to the proposed location for Pipkin Middle School. Once grade separated, Division Street will have no delay or impact on either rail movements or anyone trying to reach Pipkin Middle School and the Pythian Street crossing can be closed. Further, given the industrial nature of the area, BNSF would expect SPS to include fencing as part of the project.

Thank you for your consideration. If you have any questions, please feel free to contact me at your earliest convenience.

Sincerely,



Jeff Davis
Mobile: (913)-626-2545
Email: Jeffrey.Davis@BNSF.com

cc: Springfield Public Schools Superintendent Grenita Lathan
Members of the Springfield Public Schools Board
City of Springfield City Manager Jason Gage
Members of the Springfield City Council

From: karen.johnson.1960.kj@gmail.com
To: Zoning@springfieldmo.gov
Subject: Re: Pipkin
Date: Thursday, July 13, 2023 4:06:57 PM
Attachments: [IMG_3921.PNG](#)

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[Sent from Yahoo Mail for iPhone](#)

On Thursday, July 13, 2023, 3:50 PM, karen.johnson.1960.kj@gmail.com wrote:

City decides to not recommend new Pipkin school plan, lacks power to stop it

The Springfield Planning & Zoning Committee is recommending that the new Pipkin Middle School not be built in its planned location due to its proximity to railroad tracks and a manufacturing district.

As citizen and resident of Springfield and a parent of SPS. I have concerns of safety of future students/ staff of Pipkin with this new location. Not only the fact there's a railway so close but also the air quality of the 3M plant being within 1000 ft and the type of chemicals being released into the air. Our students and staff of SPS are far more valuable than the convenience of having land sold to them that otherwise would have not been sold to residential developers. Please consider supporting the idea that SPS look for a more favorable location to rebuild Pipkin School. And decide to deny the permit to build at this location on

East Pythian.
Sincere
Concern citizen
Sent from my iPhone