

Revised Multi-Family Development Location and Design Guidelines

**As Approved by the
City of Springfield
Planning and Zoning Commission and
City Council**

March 23, 2009

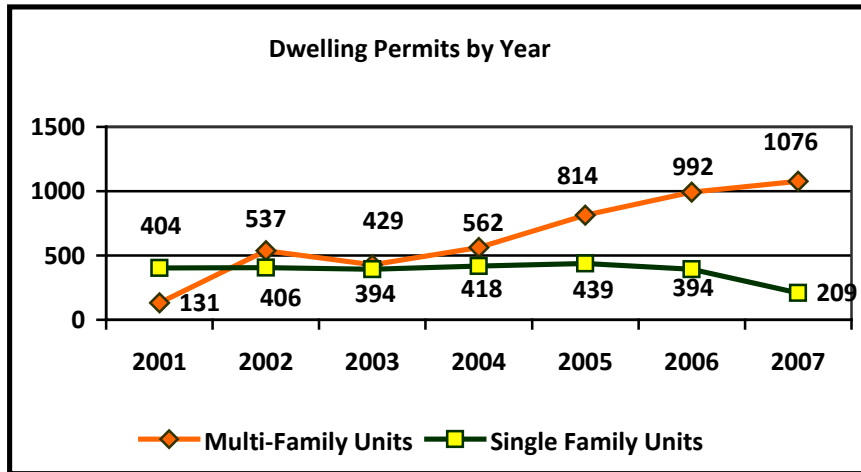


TABLE OF CONTENTS

1.0	Background.....	3
2.0	Comprehensive Plan Goals and Objectives.....	4
3.0	Purpose of Guidelines.....	6
4.0	Applicability.....	6
5.0	Multi-Family Location and Design Assessment Matrix	7
5.1	Methodology	7
5.2	Key Definitions	8
5.3	Pre-Application Review by Staff	8
5.4	Land Use Accessibility.....	11
5.5	Connectivity Analysis.....	15
5.6	Road Network Evaluation.....	19
5.7	Design Guidelines.....	21
5.8	Opportunities and Constraints.....	24
5.9	Density Bonus.....	25

1.0 BACKGROUND

At their September 5, 2006 meeting, the Springfield City Council expressed concerns over the increasing amount of multi-family development within the City of Springfield. Council members pointed out that Springfield has seen a wave of apartment projects in recent years, including 814 new units permitted in 2005 (a 45% increase from 2004). Springfield had an additional 1,076 multi-family units permitted in 2007 (see chart).



During the meeting, Council members expressed concerns that high-density construction impacts the city's ability to provide adequate roads, utilities, and support services. Council members were also concerned that the current development process is not addressing all the density related issues that surround the development of multi-family land uses. In light of the increasing number of apartment zoning requests and the increasing densities of apartment developments, City Council decided that the maximum density allowed when property is rezoned for multi-family uses should be studied and revised (see resolution included in the appendices).

As a result of their discussion, City Council voted to create a citizen task force to address the issue of multi-family densities within the City of Springfield and to recommend changes to the zoning ordinance. To prevent a rush of multi-family applications before changes could be made to the zoning ordinance, the council proposed a 120-day administrative delay. During the administrative delay no new requests for rezoning to Low-Density Multi-Family Residential (R-LD), Medium-Density Multi-Family Residential (R-MD), and High-Density Multi-Family Residential (R-HD) districts would be accepted. During the administrative delay proposals to rezone for multi-family uses under the planned development section of the ordinances were to be allowed.

The Multi-Family Task Force created by City Council began meeting October 9, 2006. Interested citizens were asked to volunteer to serve on the Task Force. Participation was open to anyone who lived within the City of Springfield and its Urban Service Area or who was active in the building and development industries in the City of Springfield. The intent of the Task Force was to balance the interests of both the development community and neighborhood groups. There was no limit on the size of the task force.

Seventy-eight people volunteered to serve on the task force. Fifty-one people attended the first meeting and about fourteen people continued to participate with regularity.

The Multi-Family Task Force was charged to:

- Make recommendations to improve the process and requirements for reviewing and approving multi-family development proposals.
- Place emphasis on how appropriate development densities are determined, and making the development process more objective

Between October 9, 2006 and June 1, 2007 the Multi-Family Task Force met eleven times. Minutes and other information from the meetings can be found on the City of Springfield's website at:

www.springfieldmo.gov/egov/planning_development/TaskForce/multi_fam_dev.html

Due to the complexity and lengthy nature of the task force's work, City Council subsequently voted to extend the administrative delay. The final administrative delay ended on August 31, 2007.

In August 2008, the taskforce reconvened, as directed by the city council, to assess the Multi-Family Location and Design Guidelines and to make recommendations for improvements. Recommendations for change were submitted to city council for consideration.

2.0 COMPREHENSIVE PLAN GOALS AND OBJECTIVES

These multi-family development policies are based on the adopted Vision 20/20 Comprehensive Plan and land use concepts focusing the majority of future higher density development toward key activity centers and along key transportation corridors.

Growth Management and Land Use Plan

Objective 1 -- Preferred Future Development Pattern: The City of Springfield and Greene County should work together to create a future development pattern that is more geographically balanced and compact than past trends.

Objective 2 -- Sustainable Growth: Springfield and Greene County should seek sustainable growth by investing in established areas, carefully planning new neighborhoods, providing attractive public amenities, and protecting environmental resources.

Objective 9 -- Activity Centers: Springfield and Greene County should target several locations as Activity Centers. In those locations, plans, regulations and public investments should promote additional or new employment, intensified retail business, higher density housing and convenient transit service. Design should emphasize mixed- and multiple-use development, attractive public spaces, and high-quality site planning and architecture. Activity Centers should be linked to the bicycle and linear open space networks.

Activity Centers: Encourage in the Activity Centers higher density development, particularly employment, shopping and multi-family housing, served by transit, major roads and bicycle routes. Activity Centers, a key concept in the preferred development pattern for the Springfield area, are intended as a means of encouraging infill growth, of using infrastructure efficiently, of reducing auto trips and creating diverse, exciting urban locations. The primary Activity Center should be the Greater Downtown, which should benefit from public and private actions to become more interesting, diverse, highly developed and oriented to the pedestrian.

Objective 13 -- Land Use Plan Map: The City of Springfield and Greene County should regulate land development consistently with the Springfield Area Land Use Plan map, Figure 18-7.

Objective 14 -- Reinvestment: The City of Springfield and Greene County should promote continuous public and private reinvestment to ensure that established neighborhoods remain attractive places to live.

Objective 15 -- Neighborhoods: The City and the County should work to create neighborhoods that are comprehensively planned, include all needed public facilities, provide for bicyclist and pedestrian movement, accommodate a variety of housing types and exhibit a sense of identity.

Objective 16 -- Environment: The Springfield-Greene County community should use environmental resources, particularly stream corridors, as means of improving urban quality of life, safeguarding health, promoting private investment and creating long-term economic strength.

Objective 17 -- Housing Choice: Springfield and Greene County should work to ensure a wide range of choice in living arrangements throughout the urbanized area through the promotion and protection of lands of suitable characteristics and environmental quality.

Each neighborhood should be supported by public open space, should contain a mixture of housing types (single-family detached and multi-family attached) and should be contained within a convenient walking radius of some retail stores and personal services.

Encourage the use of a **single-family design “vocabulary”** in multifamily and attached buildings. This means that multi-family housing should have elements commonly found in single-family housing such as pitched roofs, articulated facades, entrances visible from the public street, porches or balconies, and a maximum height of three to four stories. When garages cannot be located to the rear or on the interior of the block, they should be set back similar to the requirements for single-family housing.

Neighborhood Plan

Each neighborhood should be supported by public open space, should contain a mixture of housing types (single-family detached and multi-family attached) and should be contained within a convenient walking radius of some retail stores and personal services.

- Provide neighborhoods with the opportunity for necessary services and facilities (e.g., library services, parks or open space, grocery stores, pharmacies, etc.) through careful planning and mixed-use zoning.
- Identify appropriate urban design elements that bring people together and build pride of place (for example, public space for meeting and talking, sidewalks in residential areas with good connections to shopping and recreational areas, ample green/open space in newly developed areas).

3.0 PURPOSE OF GUIDELINES

Since the City of Springfield has recently experienced significant growth in the development of property for multi-family dwellings at higher allowable densities and the increase in multi-family developments at these higher densities has raised concerns on environmental impacts, site plan design and effects on property values of adjacent neighborhoods, there is a need for a better process to effectively locate and design multi-family developments.

Additionally, the number of multi-family dwelling units in the community as a whole in with respect to other land uses and the increase in rezoning of property to new multi-family dwellings has raised concerns over the long-term maintenance of existing multi-family housing stock and potential for creation of blight and substandard housing.

Therefore the purpose of the “Multi-family Development Location and Design Guidelines” is to provide for an evaluation process for reviewing multi-family zoning applications to set appropriate density levels for specific locations in consideration of existing infrastructure and surrounding developments and to set minimum standards to improve the overall quality of multi-family developments within the City of Springfield.

4.0 APPLICABILITY

The multi-family development location and design guidelines apply to rezoning of property to R-LD, R-MD and R-HD or for any PD rezoning that includes multi-family residential uses. The guidelines do not apply to existing property zoned R-LD, R-MD or R-HD or PD that existed or was zoned prior to the enactment of the ordinance changes. However, it would apply to any amendments to existing PD's that would increase multi-family densities. The application for rezoning to a multi-family district will include a conditional overlay district to set the approved density.

General Planning Guiding Principles:

- Establish a balanced land use pattern that includes a mixture of housing, shopping, employment, and civic uses
- Provide for usable open spaces
- Land uses should be connected through both the pedestrian and street system.
- Protect and enhance the character of existing neighborhoods. New development that is built adjacent to existing neighborhoods should provide a transition to the established neighborhood
- Encourage a range of housing types and densities that will meet the needs of different types of households

- Develop multi-family housing as part of the fabric of a larger neighborhood. Multi-family housing should not be developed as large, inward-oriented complexes
- Design development to accommodate the pedestrian and bicyclist, in addition to the automobile driver. Typically, buildings should be oriented toward the street, with parking located behind buildings instead of between the building and the street
- Protect the natural environment

5.0 MULTI-FAMILY LOCATION AND DESIGN ASSESSMENT MATRIX

5.1 Methodology

This section provides detailed descriptions of the methodology used in evaluating sites for higher density multi-family developments (above 11 dwelling units per acre). The matrix below serves as a site assessment tool.

Multi-family Location and Design Assessment Matrix		
Assessment Criteria		Score
Land Use Accessibility	High=3; Medium=2; Low=1	3
Connectivity Analysis	High=5; Medium High=4; Medium=3; Medium Low=2; Low=1	5
Road Network Evaluation	High=2; Med=1 Low=0	2
Design Guidelines	High=6 Med=3 Low=0	6
Total Assessment Criteria Score		16
Density Category		
12-14 dwelling units per acre	Points Needed: 9	
15-17 dwelling units per acre	Points Needed: 10	
18-20 dwelling units per acre	Points Needed: 11	
21-24 dwelling units per acre	Points Needed: 12	
25-28 dwelling units per acre	Points Needed: 13	
29-32 dwelling units per acre	Points Needed: 14	
33-40 dwelling units per acre	Points Needed: 16	
Opportunities or Constraints (Comments no matrix points)		
Bonus Density (Dwelling Units/Acre Increases) (no matrix points)		

The assessment criteria are listed at the top of the matrix and the density categories are listed across the bottom of the matrix. A row is provided after each assessment criteria category to rate the proposed site. The required number of points for each density category is listed at the bottom. The degree, to which a project meets, exceeds, or falls short of the desired points will help guide decisions on whether a site is appropriate for a specific density increase above 11 dwelling units per acre. A description of each of the assessment criteria shown in the matrix is provided below.

5.2 Key Definitions:

1. Accessibility - The number of opportunities (activity sites or land uses) available within a specified distance.
2. Connectivity – The number of connections potentially available to those activity sites or land uses within the specified distance.
3. Street Segments - A street segment is a portion of a street that originates at one intersecting street and ends at another intersecting street (a block). A cul-de-sac or stub street counts as one street segment.
4. Tot lot – A designated play area within a multi-family premise for the use and rated for children less than five years of age. Any one or a combination of the following shall totally enclose the tot lot: a 2.5 to 3 ft.-high wall, fence, or planter; or benches or seats. The tot lot shall include a minimum of three items of play equipment such as slides, swings, towers, and jungle gyms. Equipment must meet all ASTM F 1487 standards with appropriate surfacing areas around equipment. Where more than one tot lot is required, the developer may provide individual tot lots or may combine them into larger playground areas.
5. Site - Total area or premise being developed for a multi-family use.
6. Mixed Use Developments - Mixed use refers to the combining of retail/commercial and/or service uses with residential or office use in the same building or on the same site in one (1) of the following ways:
 - A. Vertical Mixed Use. A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.
 - B. Horizontal Mixed Use – Attached. A single structure which provides retail/commercial or service use in the portion fronting the public or private street with attached residential or office uses behind.
 - C. Horizontal Mixed Use – Detached. Two (2) or more structures on one (1) site which provide retail/commercial or service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side.

5.3 Pre-Application Review by Staff

Staff will review a request prior to a formal submittal of a rezoning application to generally check the site for adherence to the comprehensive plan and to see if it meets any of the criteria under opportunities and constraints section of the multi-family location and design guidelines. Staff will inform the applicant in writing addressing the comprehensive plan conformity as well as to the opportunities and constraints section listed below.

Opportunities and Constraints that must be considered:

The following opportunities and constraints will be taken into consideration by staff reviewing each rezoning request. The factors considered under opportunities and constraints may influence staff recommendations either positively or negatively as suggested below.

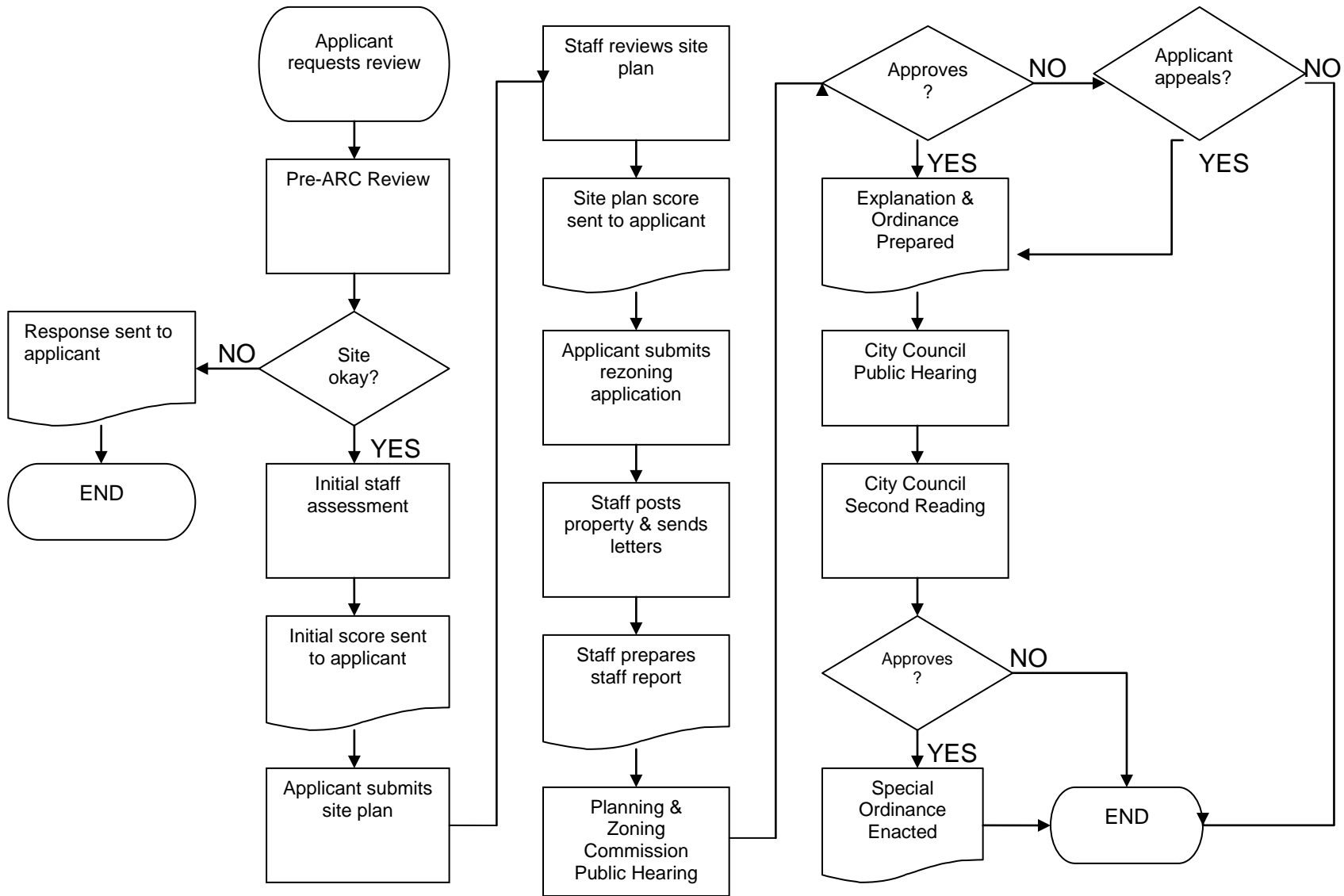
1. How much higher density exists or is planned or approved for the area?
If the Vision 20/20 Comprehensive Plan or other adopted plans or studies recommend a lower or higher density than that determined by the matrix calculation, staff may consider recommendation of a density more consistent with approved plans.
2. Does the proposal support redevelopment/revitalization goals?

If an approved plan for redevelopment or revitalization of an area recommends a lower or higher density than that determined by the matrix calculation, staff may consider recommendation of a density more consistent with approved plans.

3. Is the proposal internal to an established neighborhood developed at a lower density than the proposal?
Staff would not consider a zoning classification with a higher density within an established, stable neighborhood with single-family detached and two-family uses and zoning classification. Staff would consider higher density within neighborhoods that have a high proportion of deteriorated structures, illegal or nonconforming uses, and/or a mixture of uses within one-quarter mile of the subject site. Staff would also consider higher density near the edge of neighborhoods when within one-quarter mile of a major arterial street with transit service. When abutting single-family detached and two-family uses, staff may require additional design elements to encourage compatibility with the surrounding neighborhood.
4. Is the proposed a small site “sandwiched” between higher intensity uses?
Staff may consider a recommendation of a higher density than that determined by the matrix calculation when the site is contiguous to higher intensity uses such as higher density multi-family, retail, office, and institutional uses on two or more sides. When abutting single-family detached and two-family uses, staff may require additional design elements to encourage compatibility with the surrounding neighborhood.
5. If private recreational facilities within the proposed project are made available and accessible to the public non-commercially, then they may be counted as a complementary land use in the Land Use Accessibility Criteria. (This includes any recreational facility on site that meets the definition of meaningful and usable open space in this document and includes more than one of the required amenities listed in accordance with the design guidelines).
6. Is the site near a university/college or other use that could generate the need for additional higher density residential development that may augment the land use accessibility analysis?
Staff may consider a recommendation of a higher density than that determined by the matrix calculation when the site is within one-half mile of a college or university with a need for additional housing. The project would have the potential to generate fewer automobile trips because residents traveling to the university or college could walk, bicycle, or take transit to campus.
7. Is the proposal for age-restricted senior living?
Staff may consider a recommendation of a higher density than that determined by the matrix calculation for developments with 55-plus age restrictions because such developments typically have a lower trip generation than similar developments without an age restriction (this is allowed only if there are provisions for an enforceable 55-plus age restrictions).
8. Is the site located within a ¼ mile of a more than two transit route stops served by three or more buses per hour?

Staff may consider a recommendation of a higher density than that determined by the matrix calculation when the site is located within ¼ mile of more than two transit stops served by three or more buses per hour because (1) the frequent transit service can result in a higher mode split to transit resulting in fewer automobile trips and (2) higher density developments support the goal of transit service with short headways.

9. Are there physical or other natural barriers within ½ mile of the site?
Where the connectivity and road network elements of the assessment criteria receive low scores because a physical barrier such as a railroad, freeway, stream, hill or bluff, or large institutional use is within one-half mile of the project site, staff may consider a recommendation of a higher density than that determined by the matrix calculation or where the land use compatibility element of the assessment criteria receives high scores staff may consider a recommendation of a lower density than determined by the matrix calculations because a physical barrier prevents access by the residents of the multi-family site to land uses identified in the land use compatibility section.



5.4 Land Use Accessibility

Intent

When residences are located within $\frac{1}{4}$ or $\frac{1}{2}$ mile of supportive land uses (such as schools, recreation areas, retail, or job sites) trips can be made by bicycle or pedestrian activity. When more people walk or ride bicycles, the number of auto trips can be diminished. Those who chose to drive also have shorter trips. This reduces congestion on streets and highways, reduces the need to widen existing roads, and reduces auto pollution and its negative effect on air quality. The intent of this portion of the matrix is to give points to developers who wish to build multi-family developments close to supportive land uses.

Methodology

Staff will evaluate land use accessibility within a $\frac{1}{4}$ and $\frac{1}{2}$ mile actual travel distance on the existing road system (except for employment) from the center most point along adjacent street segments of the site to determine the number of complementary land uses that currently exist unless there are physical barriers or other constraints that would cause the area to be measured differently. The complementary land uses are defined below. It should be noted that the $\frac{1}{4}$ and $\frac{1}{2}$ mile actual travel distance are measured from the center of the site unless there are specific circumstances (i.e. the site is very large, development will be phased, placement of higher density on the site). In such cases, staff will work with the applicant to determine the most appropriate location for the "center." However, the same "center" will be used for each component of the analysis. For larger sites, more than one center and actual travel distance point may be needed to encompass the entire site. Land uses that are split by the $\frac{1}{4}$ mile or $\frac{1}{2}$ mile actual travel distance point shall be counted in the $\frac{1}{4}$ or the $\frac{1}{2}$ mile assessment area only if the actual travel distance point is within more than half of the parcel or the actual travel distance point is within any part of the primary building or structure containing the use.

Complementary Land Uses

The complementary land uses are defined as follows:

1. Public schools (including college or university)
2. Public recreation center or park; greenway trails; YMCA or YWCA (see also private recreational facilities discussed under "Opportunities and Constraints")
3. Neighborhood Serving Retail (a mixture of, at least two, neighborhood-serving uses such as restaurants, banks, shopping centers, personal services)
4. Employment concentration (defined as 1,000 employees within $\frac{1}{4}$ mile radius or 2,500 employees within $\frac{1}{2}$ mile radius of the center point of the proposed multi-family site)
5. Hospital, medical or dental facility
6. Public library
7. Supermarkets

Land Use Accessibility Score

Land use accessibility is calculated as follows:

1. **High** = at least 2 different complementary land uses out of the six within ¼ mile and at least 3 different complementary land uses out of the six within ½ mile of the center point of the proposed multi-family site (see chart below for example) =3 points
2. **Medium** = 3 complementary land uses within ½ mile of the center point of the proposed multi-family site =2 points
3. **Low** = 1 complementary land use within ½ mile of the center point of the proposed multi-family site =1 point

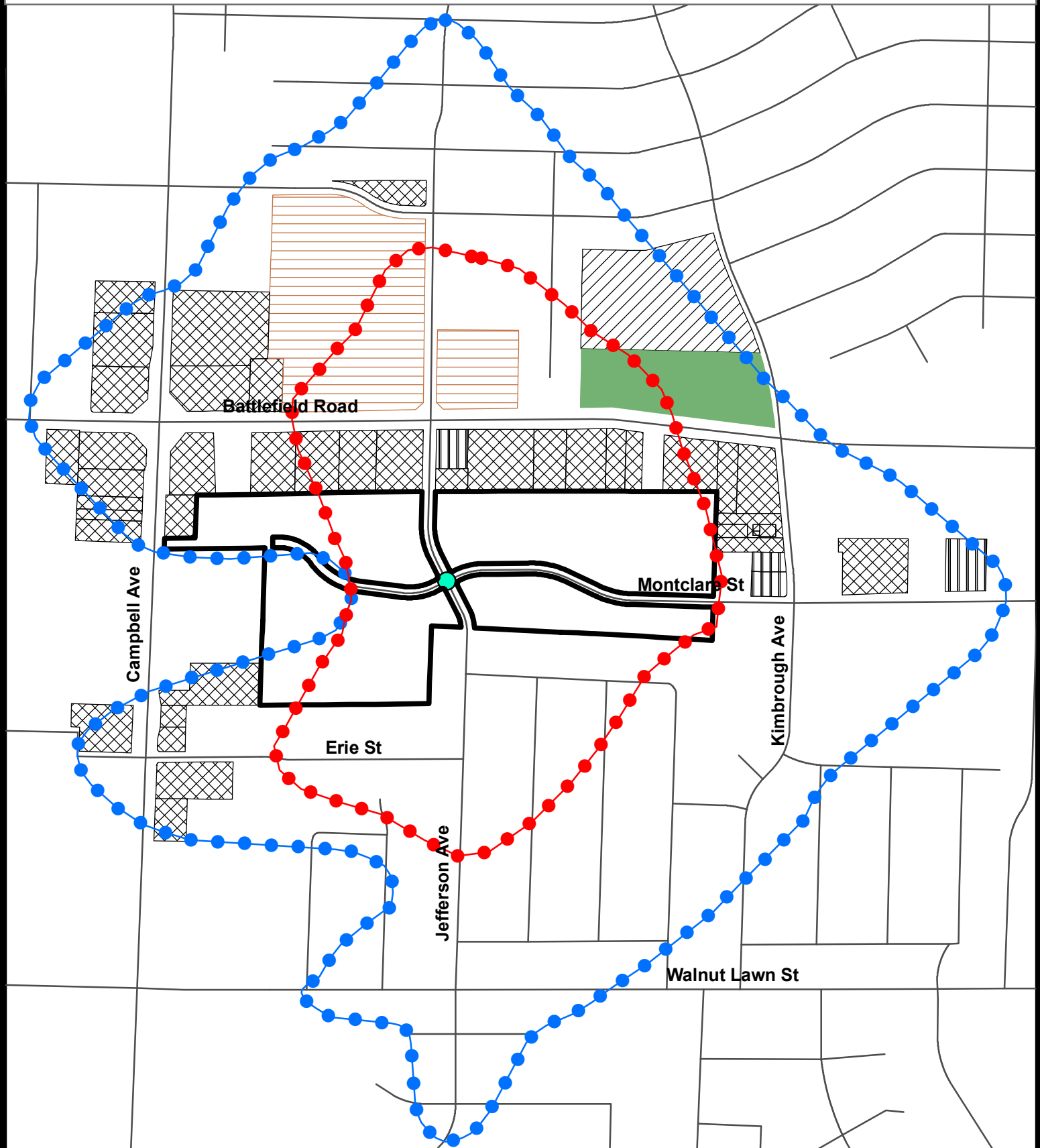
Staff will calculate the total employment numbers within each radius based on the Polk City Directories Inc. employment database. The employment ranges for each applicable business will be averaged and calculated for the ¼ mile radius and within the ½ mile radius to produce the employment numbers. If an applicant can show that more employment exists within the defined radiuses, the methodology for calculating that employment must be shown and approved by the Planning and Zoning Commission and the City Council.

Other Means to Get High Score Points

	¼ mile	½ mile	¼ mile	½ mile	¼ mile	½ mile
Schools	✓		✓		✓	
Recreational	✓		✓			✓
Neighborhood Retail Mixture	✓		✓		✓	
Employment Concentration	✓		✓			✓
Medical/ Dental	✓			✓	✓	
Library						
Totals	5	0	4	1	3	2

The total land use accessibility score for this example was at least 2 complementary land uses within ¼ mile of the site and there were 3 additional complimentary land uses within the ½ mile of the center point of the proposed multi-family site. Therefore, the site receives a HIGH land use accessibility score.

Example: Land-Use Accessibility Old Monterey Apartments



Land Use	1/4 Mile	1/2 Mile
Schools	0	1
Recreation/Park	0	1
Neighborhood Retail	1	1
Employment	0	1
Medical / Dental	1	1
Library	0	0
Supermarket	1	1
Point Totals	3	6

● Start Points
● 1/4 mile Polygon
● 1/2 mile Polygon
 Apartment Parcel
 Greenway

Land Use
Accessibility Score: High = 3

Neighborhood Retail
 Medical / Dental
 Schools
 Park
 Supermarket

Legend

DISCLAIMER: All information included on this map or digital file is provided "as is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.

5.4 Connectivity Analysis

Intent

Trips that residents make are easier, shorter, and more direct when their dwelling units are located in areas that have good access to roads, transit service, sidewalks, bicycle facilities, and greenways. Furthermore, good connectivity across the city facilitates all forms of transportation, saves driving and walking and cycling time, and provides alternate routes when some routes are blocked. Shorter automobile trips with less congestion (less start-and-go-traffic) also decrease air pollution. The intent of this section is to give points on the matrix to developers who build on sites that are well connected to surrounding areas by roadways, transit services, sidewalks, greenways and bicycle facilities.

Methodology

Staff will complete a connectivity analysis for the area surrounding the site. This area is typically defined as a ½ mile actual travel distance on the existing road system from the center most point along adjacent street segments of the site unless there are physical barriers or other constraints that would cause the area to be measured differently. Undeveloped property within the ½ mile assessment area will be assigned connectivity points based on how the street network would likely be built under existing zoning and subdivision requirements. The methodology for calculating these points is to consider residentially zoned, vacant parcels of at least five acres that do not have a site plan associated with them. For each mode -- bicycle, pedestrian and automobile -- it will be assumed that there will be 1.5 segments per acre [1.5 x 3 x acreage]. Note that street, sidewalk and bicycle “segments” provided within the proposed development (both multi-family and single family) are also counted in the connectivity score.

The connectivity analysis considers; roadways, transit, sidewalks greenways and bicycle facilities:

Roadways

One point is assigned to each street segment within a ½ mile area. A street segment is a portion of a street that originates at one intersecting street and ends at another intersecting street (a block). A cul-de-sac or stub street counts as one street segment.

Transit

Transit points are assigned based on proximity to transit service. Proximity refers to the walking distance from the site to the nearest bus stop. Bus service is included only if the bus actually stops within the ¼ or ½ mile walk area. Future bus routes and stops identified by City Utilities will be included in the assessment. Sites are scored as follows:

1. **For sites with bus stops within the ¼ mile =200 points**
2. **For sites with bus stops between ¼ and ½ mile only =75 points**
3. **For sites without bus stops within ¼ mile or between ¼ and ½ mile =0 points**

Points are given to the closest bus stop to the site i.e. if a site has a bus stop within the ¼ mile and also between the ¼ mile and the ½ mile actual travel distance then the site would score 200 points **not** 275 points. Points can only be given for one bus stop per actual travel distance area.

Sidewalks

Sidewalk points are assigned for each segment within a ½ mile actual travel distance of the site, including sidewalks shown on the proposed site plan and sidewalks that are programmed but not yet constructed. Points are based on the following:

1. **Sidewalk on both sides of street** = 1 point per street segment
2. **Sidewalk on one side of street and partial on other** = 0.75 point per street segment
3. **Sidewalk on one side of street** = 0.5 point per street segment
4. **Sidewalk is partial on both sides of street** = 0.25 point per street segment
5. **Sidewalk is partial on one side of street** = 0.125 point per street segment
6. **No sidewalk on either side of street** = 0 points

Bicycle Facilities

Bicycle points are assigned for each street segment within the ½ mile actual travel distance of the site. Points are based on the following:

1. Any street segment with a striped bike lane = 2 points per street segment; and
2. Any street segment with a designated bike route = 1 points per street segment; and
3. All local street segments below a collector classification = 0.5 point per street segment.

Designated bike routes and striped bike lanes as approved by the city council and public works traffic division.

Greenway Trails

Points are given to the closest built greenway to the site i.e. if a site has a greenway within the ¼ mile and also between the ¼ mile and the ½ mile actual travel distance then the site would score 150 points not 225 points unless there are physical barriers or other constraints that would cause the area to be measured differently. Points can only be given for one greenway per actual travel distance area.

1. **For sites with greenways within the ¼ mile** =150 points
2. **For sites with greenways between ¼ and ½ mile only** = 75 points
3. **For site without greenways within ¼ mile or between ¼ and ½ mile** =0 points

Potential Connectivity

Undeveloped property within the 1/2 mile assessment area will be assigned connectivity points based on how the street network would likely be built under existing zoning and subdivision requirements whether the property is in the city, the county or another jurisdiction. The methodology for calculating these points is to consider residentially

zoned, vacant parcels of at least five acres that do not have a site plan associated with them. For each mode -- bicycle, pedestrian and automobile -- it will be assumed that there will be 1.5 segments per acre [1.5 x 3 x acreage]). Note that street, sidewalk and bicycle “segments” provided within the proposed development (both multi-family and single family) are also counted in the connectivity score.

Potential connectivity is calculated for residentially zoned or county agriculturally zoned, large parcels with one house and/or vacant parcels, of at least five acres. The potential connectivity is to be calculated only within the ½ mile actual travel distance and not outside that actual travel distance. If the property is bisected by the ½ mile actual travel distance then that property acreage will be calculated only if the portion of the property within the ½-mile actual travel distance is more than 5 acres.

Site Potential Connectivity

If the proposed multi-family site includes any publicly dedicated sidewalk, bike route, greenway, street; these facilities can be counted toward the potential connectivity points.

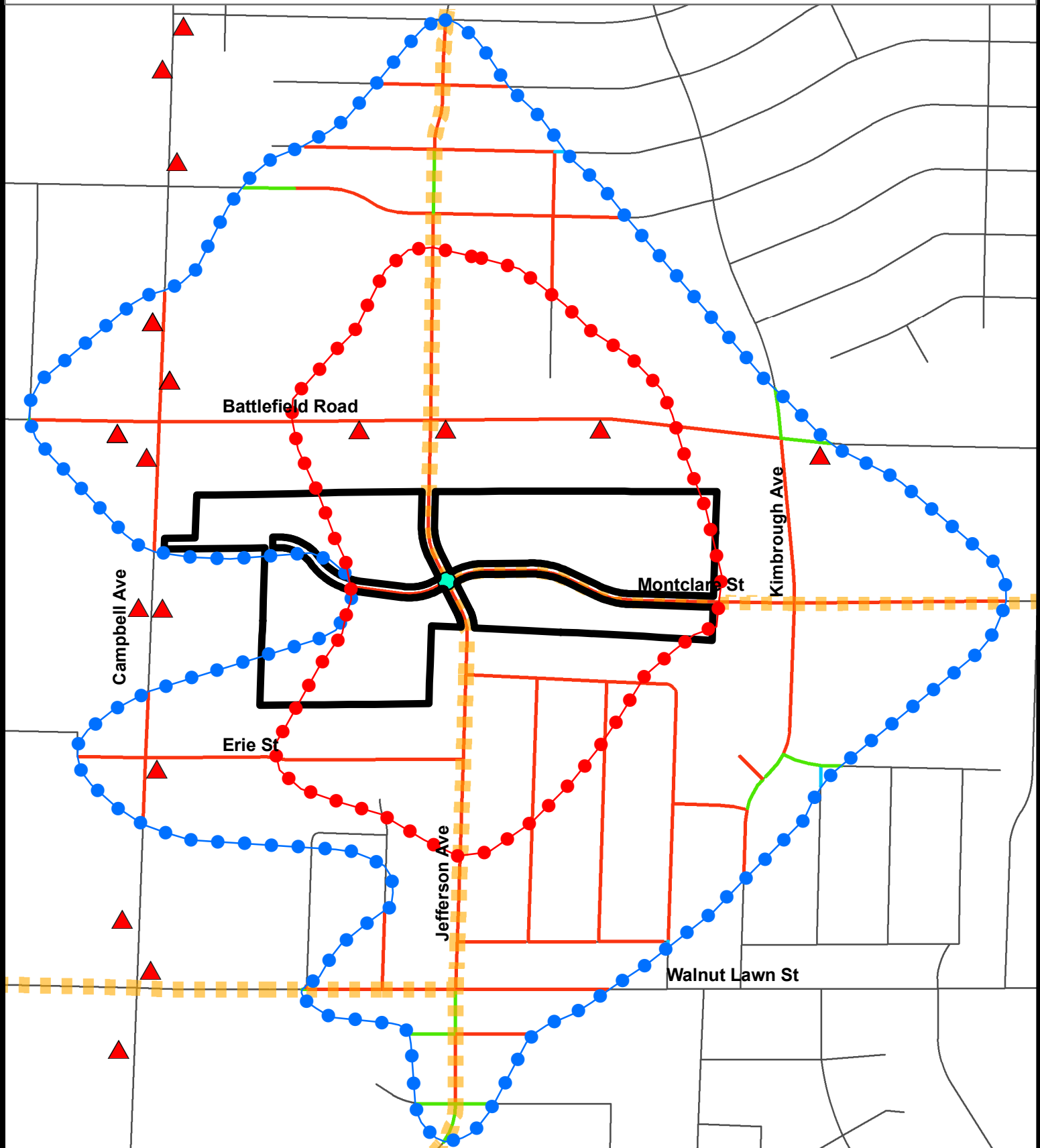
Total Connectivity Analysis Score

To calculate the connectivity score, sum the points for ROADWAYS, TRANSIT, SIDEWALKS, BICYCLE FACILITIES, GREENWAYS and POTENTIAL CONNECTIVITY. The total connectivity score is categorized as follows:

1. **High** = at least 600 segment points = (5 points)
2. **Medium-High** = 500 to 599 segment points = (4 points)
3. **Medium** = 400 to 499 segment points = (3 points)
4. **Medium-Low** = 300 to 399 segment points = (2 points)
5. **Low** = less than 300 segment points = (1 point)

An example of how connectivity is evaluated as shown on the map. In this example, the site receives a total of 308 points. It received 32 bicycle points, 64 roadway points, 12 sidewalk points, 200 transit points, 0 greenway points, and 0 potential connectivity points. Therefore, the total of 308 points for this site translates into a Medium-Low Connectivity score of 2.

Example: Connectivity Analysis Old Monterey Apartments



Connectivity	1/4 Mile	1/2 Mile
Bicycle Points	=====	32
Roadway Points	=====	64
Sidewalk Points	=====	12
Transit Points	200	=====
Greenway Points	0	0
Potential Connectivity Points	=====	0
Site Connectivity	=====	0
Point Totals	200	108

Sidewalk Survey

- No Sidewalk
- One Side Partial
- Both Sides Partial
- One Side Complete
- One Side Complete, One Partial
- Both Sides Complete

Start Points ●

CU Bus Stops ▲

Bike Routes

- Bike Lane
- Bike Route
- Shared Lanes
- Shared Roadway

Legend

- 1/4 mile Polygon
- 1/2 mile Polygon
- Greenway
- Apartment Parcel

Legend

DISCLAIMER: All information included on this map or digital file is provided "as is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.

Total Score = 308 **Medium-Low = 2**

5.6 Road Network Evaluation

Intent

This section of the matrix is designed to give points to developers who build on sites that are well served by existing and planned thoroughfares (freeways, expressways, primary arterials, secondary arterials and collectors) as defined in the Major Thoroughfare Plan portion of Journey 2030: Ozarks Transportation Organization Long Range Transportation Plan – see figure 9.c). These thoroughfares are designed to carry traffic across the city and beyond. Good access to thoroughfares benefits residents of multi-family and other residential developments. Better access to community thoroughfares has the potential to shorten drive times by more quickly putting drivers on roads with higher allowable speeds, less access points to slow traffic and increase the number of collisions, and (for some thoroughfares) either fewer stop lights or no stoplights.

Road Network Evaluation Methodology

The methodology for calculating the Road Network Evaluation score will use the actual travel distance on the existing road system from the center most point along adjacent street segments. One segment point is assigned to each, thoroughfare, (freeway, expressway, primary arterial, secondary arterial or collector street segments within a ½ mile actual travel distance with an interchange access). A thoroughfare segment is a portion of a thoroughfare that originates at one intersecting thoroughfare and ends at another intersecting thoroughfare (not including thoroughfare grade separations without interchange access). Local street segments are not defined on the Major Thoroughfare plan and will not be counted as road network segments. If any future thoroughfares with committed funds are in the capital improvements plan and the proposed multi-family development is not blocking the extension then these additional segment points can be counted toward the overall road network evaluation.

The ¼ mile and ½ mile thoroughfare/collector network is found through the above evaluation and by assessing whether the proposed development would block any future extension of any street. Points awarded for the following:

1. All thoroughfare segments with an interchange access (excluding local streets) within ¼ mile actual travel distance of the proposed multi-family development = 2 points per segment
2. All thoroughfare segments with an interchange access (excluding local streets) between a ¼ mile and ½ mile actual travel distance = 1 point per segment

TOTAL ROADWAY EVALUATION SCORE

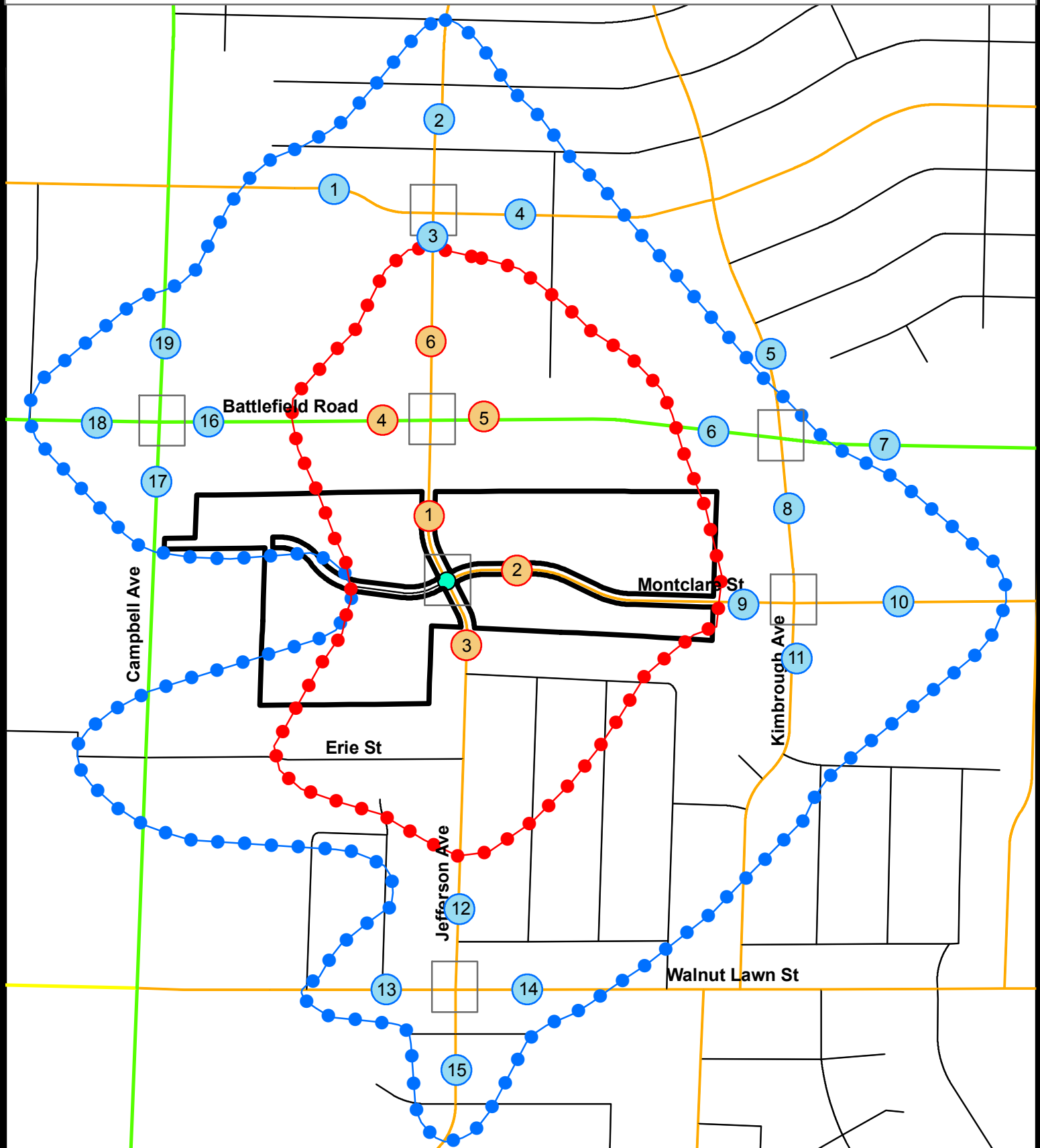
High= Multi-family developments with 25 plus total segment points or more = 2 points

Medium= Multi-family developments with 24-13 total segment points = 1 point or

Low= Multi-family developments with 12-0 total segment points = 0 points

In the map example, the site received 12 segment points within the ¼ mile actual travel distance of the proposed multi-family site and 19 segment points between a ¼ mile and ½ mile actual travel distance of the proposed multi-family site for a total of 31 segment points. The total 31 segment points translate into a HIGH roadway evaluation score of 2 points.

Example: Road Network Evaluation Old Monterey Apartments



Roadway Evaluation	1/4 Mile	1/2 Mile
Segments	6 x 2 = 12	19 x 1 = 19
Point Totals	12	19

Roadway Score: High = 2

- Start Points
- Node
- 1/4 mile Polygon
- 1/2 mile Polygon
- Apartment Parcel
- Greenway

Major Thoroughfare Plan

- FREEWAY
- EXPRESSWAY
- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR
- LOCAL
- ALLEY

Legend

DISCLAIMER: All information included on this map or digital file is provided "as is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.

5.7 Design Guidelines

Intent

This section of the matrix is designed to give points to developers who: design developments that encourage walking and cycling, that provide good circulation systems, and that respect the natural environment. Good design increases the livability of denser developments. Good design also softens the impacts of denser developments on the surrounding developments, particularly surrounding residential uses. Good design also improves livability, quality of life, and the potential for economic development within the overall community. When the ambient environment is designed to increase the safety of pedestrian and bicyclists, more individuals will walk or ride bicycles, thereby reducing auto trips and decreasing congestion on streets and roads. When good design makes the experience of walking more pleasant, more individuals will walk, improving their physical health. When good design protects the natural environment, air and water quality improve and residents enjoy the natural beauty of the area. When a development provides functional recreation elements children and adults profit from exercise and time out of doors, both of which lower stress and improve health and increase the enjoyment of life.

Methodology

Staff will review the site plan to determine that the design guidelines provided herein are being addressed. All applicable requirements of the Springfield zoning ordinance shall apply. Where the ordinance and guidelines conflict, the more stringent would apply. Final site plans have to meet all applicable building and fire codes. These guidelines for multi-family developments are intended to ensure that new development and redevelopment are designed to enhance the overall community. Thus, designs should create a comfortable walking environment, provide for good circulation system and respect the natural environment.

The points for the design guidelines are as follows;

1. **High** = all applicable items in each category =6 points
2. **Medium** = at least half of the applicable items in each category =3 points
3. **Low** = less than half applicable items in each category =0 point

Staff will evaluate site plans to see if the site meets all applicable design guidelines. If all items will be addressed, then the development would receive 6 points for design guidelines. If, however, only half (½) of the items in each category (pedestrian activity, good circulation and natural environment) are chosen then a site would receive 3 points. Items that do not apply to a project are not counted against the project i.e. if a project is not building a road within the project then on-street parallel parking would not apply to this project. If there are an odd number of items staff will round up to the nearest whole number. The Design Guidelines address the following:

Design to Encourage Pedestrian Activity

1. Provide pedestrian amenities such as pedestrian scale lighting and non right-of-way street furniture to enhance the pedestrian environment. Lighting sources or

luminaries that do not have a cutoff and are used in parking lots and pedestrian ways shall not exceed a maximum of 15 feet in height. Lighting sources or luminaries that do have a cutoff shall not exceed a maximum 30 feet in height. Parking lot lighting and pedestrian lighting should be appropriate to create adequate visibility at night and evenly distributed to increase security. All lighting should be glare-free and shielded from the sky and adjacent residential properties and structures, either through exterior shields or through optics within the fixture. Street furniture may include but is not limited to benches; shelters; and decorative trash bins. There shall be one (1) street/park bench provided within each multi-family development, thereafter, one (1) park/street bench for every 50 dwelling units.

2. Blend the building scale and set back with existing developments that are consistent with these guidelines. Street facing walls that are greater than 50 feet in length must be articulated at least each 25 feet with bays, projections, or recesses. Articulation means a difference in the vertical plane of the building of at least 18 inches or more.
3. Buildings adjacent to the street should be situated on the site to provide pedestrian access to the street. Additional interior lot buildings may be oriented toward parking lots or public/common open space. Buildings adjacent to the street shall not have parking lots located between the building and the street. Corner lots may have parking on one street face. Interior areas of parking and vehicular use areas shall contain planting islands every 20 contiguous parking spaces whether double staked or linear. The size of the planting island shall be the equivalent area of one parking space. This shall be used toward satisfying the 5% interior landscaping requirements.
4. Avoid blank walls along pedestrian circulation areas. Facades that face streets or connecting pedestrian frontage that are greater than 25 feet in length shall be subdivided and proportioned using at least one or more of the following features; windows, entrances, arcades, arbors, awnings (over windows or doors), distributed along the façade at least once every 25 feet.
5. Avoid tearing down buildings that the Landmarks Board has determined to be historic or architecturally significant.
6. Use on-street parallel parking to encourage pedestrian activity and traffic calming which must have prior approval from the City Public Works Department. (This item only applies for projects with proposed new internal streets).

Provide a Good Circulation System

1. Provide connectivity by including direct vehicular or access easements, pedestrian and bicycle connections between abutting or adjacent developments, including retail centers and bus stops, wherever possible.
2. Design streets considering pedestrian safety and comfort (i.e. sidewalks, bump outs, crosswalks, street trees). All multi-family development site plans proposing multiple buildings shall connect building entrances to one another and to sidewalks on adjacent public and/or private streets via a minimum four (4) foot wide sidewalk separated from vehicular traffic by a four foot wide planting strip (the 4 foot planting strip does not apply to parking lots where the sidewalk is intended to provide access to the parking lot). Public sidewalks may be considered part of the walkway system if they provide convenient movement between structures. Fences, landscaping and other site improvements shall be located so as not to impede safe and convenient pedestrian circulation. On-site

sidewalks shall be designed to connect to off-site sidewalks on adjoining properties and public and/or private streets. Sidewalks shall connect parking areas or parking structures that serve the principal multi-family building; community amenities, such as swimming pools, community centers, other recreational facilities, or common open space; and sub-community facilities intended to serve the particular multi-family building, such as mail centers or bike racks.

3. Each multi-family development shall provide pedestrian and bicycle connections to adjacent existing or proposed parks, greenways, bikeways, and trails wherever practical.
4. Provide shared driveways, cross access driveways and/or other forms of connectivity and secondary access to existing or future adjacent developments
5. Ensure that collector streets align with existing collector streets at thoroughfare intersections to promote safer crossings for pedestrians, cyclists and automobiles (This item only applies for projects with proposed new internal streets).
6. When internal streets are proposed or required design developments around an internal street system with at least one primary street that functions as the vehicular and pedestrian spine of the development:
 - a. Include parallel parking, street trees and sidewalks on the primary street(s). (Parking should not be located between the curb and buildings along the street.)
 - b. Provide driveways or secondary streets to function as the main connection between parking lots and the primary street(s).
 - c. Provide sidewalks on secondary streets, even if they are private streets.

Respect the Natural Environment

1. Provide a meaningful amount of useable and accessible recreational area/facility. Each multi-family development shall include at least 15% of the total site or premise as a usable recreational area and/or facility. Usable recreational area/facility is defined as an open recreational area or recreational facility which are designed and intended to be used for outdoor living and/or recreation, and/or amenity. Usable open recreational areas shall not include land occupied by buildings, structures, streets, sidewalks, driveways, or parking areas but may include outdoor recreational facilities such as walkways used solely for recreational purposes/connections, swimming pools, sports courts, clubhouse, community center, exercise room or other amenities as defined in these guidelines. The 15% usable recreational area or facility does not reduce the required 20% open space. All common open recreational areas on the site, including recreational facilities, shall be readily accessible to all occupants and should, wherever possible, be physically connected to other common open space areas on and off the site. Generally, usable open recreational areas should have a minimum dimension of thirty (30) feet in any direction and minimum area of nine hundred (900) square feet; however, it is recognized that open recreational areas can be of a smaller minimum dimension or area provided it meets the definition. The usable open recreational area required shall be generally contiguous and moderately level, with an overall gradient not exceeding ten (10%) percent.
2. Incorporate functional amenities, in the open space and recreational areas. Multifamily development site shall incorporate recreational amenities or facilities

from the list below in the following amounts: Multi-family development site with 20 to 50 dwelling units: 1 amenity; Multi-family development sites with 51 to 100 dwelling units: 2 amenities; and Multi-family development sites with more than 100 dwelling units: 3 amenities. There must be at least two (2) different amenities used for Multi-family development sites with more than 100 units. Allowable recreational amenities:

- a. Swimming pool;
 - b. Golf course;
 - c. Resident clubhouse.
 - d. One tot lot with a minimum size of nine hundred square feet (900') per tot lot area;
 - e. Basketball, volleyball, tennis court, handball court or other sports court.
 - f. One (1) picnic area, with a minimum size of nine-hundred square feet (900') per area, and including a minimum of one (1) picnic table and one (1) barbeque grill/pits per picnic area;
 - g. Community center (meeting room, assembly hall, etc.);
 - h. Exercise room and/or recreation building;
 - i. Par 3 golf course (9 hole minimum);
 - j. Any proposed amenity found by the City Council to provide recreation or meet the needs of the multi-family development residents to a level similar to that provided by the above
3. Address the preservation of steep slopes along perennial streams or adjacent to significant natural landscape features in site plan submittals. A tree six inches or greater in diameter measured 4 1/2 feet above ground must be preserved or replaced with a tree of at least two inches (2") in diameter—for a maximum total of 7 trees per acre. Trees meeting the landscape requirements in the zoning ordinance may be counted toward this requirement. A tree survey site plan must be submitted with a zoning application in order to assess this requirement. The life of all planted or saved trees shall be guaranteed and maintained for a period of 5 years or shall be replaced with an equal diameter tree. If this is not possible then the total diameter of trees at the time they are lost shall be replaced with an equal diameter amount of trees with no less than 2" in diameter throughout the project area

5.8 Opportunities and Constraints

The opportunities and constraints listed in this document must be considered in evaluating a site for higher residential density.

These opportunities and constraints could alter the overall site evaluation in the following ways:

1. A site that has not scored the minimum number of points may be deemed appropriate for a density increase;
2. A site that has scored the minimum number of points may be deemed inappropriate for a given density, or for any density increase; or,
3. A site that has scored the minimum points for some density increase may be deemed appropriate for an even higher density.

5.9 Density Bonus

A density bonus is allowed if a development has met the minimum matrix points for a specified density, at least half the design guidelines are met, and will not exceed 40 dwelling units per acre (du/ac). The total additional bonus dwelling units are as follows;

1. Activity Center: An increase of 1 dwelling unit per acre for developments that front on a major thoroughfare (secondary or higher classification) and are within 1/2 mile of the primary intersection of an activity center area.
2. Bus Transfer Facility: An increase of 1 dwelling unit per acre for developments that have a bus transfer facility within 1/2 mile and 2 dwelling units per acre for developments that have a bus transfer facility within 1/4 mile.
3. Bus Stop Shelter and Turn Outs: An increase of 1 dwelling unit per acre for providing a bus stop shelter and turn out approved by City Utilities and City Public Works Department standards.
4. Mixed Use Developments: Mixed Use developments that contain an equal amount or greater total square footage of residential to non-residential are allowed an increase of 3 dwelling units per acre. Mixed Use developments that contain 50% or more non-residential square footage as residential square footage are allowed an increase of 2 dwelling units per acre.
5. Green Building: An increase of 1 du/ac for Certified, 1.5 du/ac for Silver, 2 du/ac for Gold and 2.5 du/ac for Platinum as defined by the "Leadership in Energy and Environmental Design" (LEED) Green Building Rating System or similar nationally recognized program as approved by the Planning and Zoning Commission and City Council. An increase of 0.50 du/ac for a rating between 1-50, 1.0 du/ac for a rating between 51-74 and 1.25 du/ac for a rating between 75-100 for EPA Energy Star. An increase of 0.25 du/ac for Bronze, 0.5 du/ac for Silver and 1.0 du/ac for Gold rating of the National Association of Home Builders Green Building Guidelines (see EPA Energy Star and NAHB Green Building guidelines for more information).
6. Affordable Housing: An increase of 2 dwelling units per acre for providing affordable housing. The affordable housing obligation may be fulfilled by a set-aside of no less than 20 percent of the units for occupancy by, and at rates affordable to, households earning no more than 65 percent of the median area income, adjusted for family size (Income figures shall be obtained from the U.S. Dept. of Housing & Urban Development);

Affordable rates are units available for rent without spending more than thirty (30) percent of their gross income.

In order to qualify for the affordable housing bonus, the following is required: an agreement with the City or deed restrictions specifying 1) the number of affordable units provided; 2) the income limits; 3) maximum rent limits subject to annual change; and 4) the period of time that these units must remain affordable (minimum ten (10) years). In the event that rental units cease to be affordable before the expiration of the minimum period of affordability, the City shall be entitled to capture the increase in value over the original purchase value of the rental unit that makes it no longer affordable as defined above.

EXAMPLE:
 Median Income Schedule Based on
 Family Size for the City of Springfield March 2008

	Family Size/ Apartment Size				
	1 person	2 person	3 person	4 person	5 person
Household Median Income	\$36,000	\$41,100	\$46,250	\$51,400	\$55,500
65% of Median	\$23,400	\$26,715	\$30,063	\$33,410	\$36,075
Maximum Rents Allowed	\$585	\$668	\$752	\$835	\$902

Source: Department of Housing and Urban Development (HUD)