PLANNING AND ZONING COMMISSION PUBLIC HEARING: SEPTEMBER 12, 2019
CITY COUNCIL PUBLIC HEARING: OCTOBER 7, 2019

CASE NUMBER: Planned Development No. 372
LOCATION: 852 & 906 S. National Avenue and 1224 & 1234 E. Page Street
ACRES: 2.2 acres
EXISTING LAND USE: Baptist Student Union, retail building and parking lot
APPLICANT: Board of Missouri General Baptist Association and Wenping Qui Etal
STAFF: Daniel Neal
Senior Planner, 864-1036
STAFF RECOMMENDATIONS: Approve
PROPOSED MOTION: Move to approve rezoning the subject property to Planned Development No. 372

SUMMARY OF REQUEST:
Request to rezone approximately 2.2 acres generally located at 852 & 906 S. National Avenue and 1224 & 1234 E. Page Street from a R-HD, High-Density Multifamily Residential District and R-SF, Single-Family Residential District within UCD No 2, Areas A & D to Planned Development No. 372 for a mixed-use development.

FINDINGS FOR STAFF RECOMMENDATION:
1. The Growth Management and Land Use Plan, Rountree Neighborhood Plan, and Rountree Urban Conservation District support the rezoning of the subject properties.
2. This area is located within the Missouri State University and Vicinity (Major) Activity Center as designated in the Growth Management and Land Use Plan Element of the Comprehensive Plan. The MSU campus is a significant location of employment, housing, business and entertainment. Activity Centers are identified as areas of significant business and high-density housing. It is intended that additional development be concentrated in and around these activity centers to optimize transportation investments, citizen convenience, investor confidence and a compact growth pattern. Properties within Activity Centers are to be intensively and efficiently used. The subject properties fit these criteria.
3. This rezoning request is consistent with a previously approved development along National Avenue to the north i.e. PD 356 (aka Boomertown).
4. This proposal did require a Multi-Family Location and Design Guidelines assessment. The request is consistent with the Revised Multi-Family Development Location and Design Guidelines as approved by the Planning and Zoning Commission and City Council (see attached assessment).
5. Approval of this application will facilitate redevelopment of this property and promote infill development where investments have already been made in public services and infrastructure.

**SURROUNDING ZONING AND LAND USES:**

<table>
<thead>
<tr>
<th></th>
<th>NORTH</th>
<th>SOUTH</th>
<th>EAST</th>
<th>WEST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ZONING</strong></td>
<td>R-SF and R-HD</td>
<td>R-SF and R-HD</td>
<td>R-SF</td>
<td>GI</td>
</tr>
<tr>
<td><strong>LAND USE</strong></td>
<td>Single-family and church uses</td>
<td>Single-family and multi-family uses</td>
<td>Single-family uses</td>
<td>Missouri State University</td>
</tr>
</tbody>
</table>
SURROUNDING LAND USES (GOOGLE MAP AERIAL VIEW):
GROWTH MANAGEMENT AND LAND USE PLAN:
PROPERTY HISTORY:

The western portion of the subject property was zoned R-3, Multi-Family District prior to 1995 and was included in the Rountree Urban Conservation District on May 29, 2001. The City’s zoning map was amended on January 23, 1995 and zoned this property to R-HD, High-Density Multi-Family Residential District within the Urban Conservation District No. 2 Sub Area D. A part of Rountree UCD Sub Area D was amended in 2014 to allow for retail sales uses in existing buildings along National Avenue between Belmont and Page Streets. The eastern portion of the subject property was zoned R-1, Single-Family Residential prior to 1995 and was included in the Rountree Urban Conservation District on May 29, 2001. The City’s zoning map was amended on January 23, 1995 and zoned this property to R-SF, Single-Family Residential District within the Urban Conservation District No. 2 Sub Area A.

COMPATIBILITY WITH THE ZONING ORDINANCE:

<table>
<thead>
<tr>
<th>CODE ITEM</th>
<th>REQUIREMENTS FOR PD 372</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use Limitations</td>
<td>Mobile food vendors must comply with all requirements of 36-452.(3)(b)2. and 36-452.(4), Temporary Uses. The hours of operation for mobile food vendors will be limited to 8:00 a.m. to 9:00 p.m.</td>
</tr>
<tr>
<td>Maximum Structure Height</td>
<td>Five (5) stories and/or 60 feet and no portion of a multi-family structure shall be higher than allowed by a forty-five (45) degree bulk plane where the property adjoins an R-SF District.</td>
</tr>
<tr>
<td>Front Yard Setback</td>
<td>As shown on the PD Exhibit 2 Site Plan</td>
</tr>
<tr>
<td>Side Yard Setbacks</td>
<td>Six (6) feet or as required by Section 36-453, Supplemental Open Space and Yard Regulations</td>
</tr>
<tr>
<td>Rear Yard Setbacks</td>
<td>Ten (10) percent of the lot depth but may not be less than ten (10) feet nor will more than twenty (20) feet be required</td>
</tr>
<tr>
<td>Open Space Requirement</td>
<td>20% open space</td>
</tr>
<tr>
<td>Design Requirements</td>
<td>See Exhibit 1 for details</td>
</tr>
</tbody>
</table>

BULK PLANE

LANDSCAPING

 Bufferyard Type D

[Diagram of Bufferyard Type D]
COMPATIBILITY WITH COMPREHENSIVE PLAN:

The Growth Management and Land Use Plan of the Comprehensive Plan identifies these properties as an appropriate area for Medium- to High-Density Housing on the western portion and Low-Density Housing on the eastern portion; however, a large portion of this site is already developed with the existing Baptist Student Union, a small retail building and off-street parking. The Medium- to High Density Housing category indicates that all various forms of apartment buildings are included in this category, which has been located where there is good traffic access, between Low-Density Housing and non-residential land uses, and at high-amenity locations. The Plan also promotes a policy of generally increasing the compactness of urban development and housing which may be combined in the same building or closely integrated on the same site with retail or office space. Further, the Plan promotes the development of well-designed moderate-density housing adjacent to amenities such as shopping, recreational or cultural facilities and employment centers.

The request is consistent with the recommendations of the current Urban Conservation District No 2 regulations and the recently adopted Rountree Neighborhood Plan. The overall goal of the Plan is to promote sustainable, mixed-use, pedestrian-oriented development opportunities.

STAFF COMMENTS:

1. The applicant is proposing to rezone the subject properties generally located at 852 & 906 S. National Avenue and 1224 & 1234 E. Page Street from a R-HD, High-Density Multifamily Residential District and R-SF, Single-Family Residential District within UCD No 2, Areas A & D to Planned Development No. 372. The applicant is proposing the Planned Development with the intent of developing a mixed-use development (multi-family residential, Baptist Student Union, offices and retail uses). This request is to have a maximum of thirty-eight (38) dwelling units per acre or 83 dwelling units and a maximum of 24,000 square feet for first-floor nonresidential uses (Baptist Student Union, offices, retail and restaurant uses).

2. The original Rountree Neighborhood Plan was first completed in July of 1985 and was last amended on May 14, 2001. The Rountree Neighborhood Plan Addendum subscribes to the philosophy and goals originally established in 1985. However, the size of the Rountree Study area has been reduced to the area contained within the boundaries of the Rountree Urban Conservation District. The original plan philosophy states that the Rountree Study Area should continue to serve and house a diverse population close to the center of the city. To do so, it should consist of a mix of land uses which provide a functional, stimulating and livable environment for its residents, including, where appropriate, business, institutional, multi-family and single-family uses. One of the major goals of the supplemental Plan is to maintain the single-family character and integrity of the Rountree study area by focusing special attention on the maintenance of the physical environment and through the elimination of activities which detract from the character and integrity of the neighborhood. Other goals include preserving the street system within the residential portion of the Rountree study area for local use, supporting the harmonious, orderly and efficient use of the National Avenue and Cherry Street corridors and preserving and improving the aesthetic and environmental quality of the Rountree study area.

3. The current Rountree Neighborhood Plan was adopted by City Council on November 19, 2018. The overall goal of the Plan is to promote sustainable, mixed-use, pedestrian-oriented development opportunities. The Plan’s vision for the National Avenue Corridor Sub-Area is to re-envision the corridor to function as a gateway and front door to the neighborhood from the Missouri State campus, with improved utility infrastructure, pedestrian and bicycle safety and amenities, and a high-quality streetscape to support a vibrant, complete street, mixed-use nodes and civic development, with its own identity and image that enhances the unique character of Rountree and its neighbors. The Plan’s goal for the National Avenue Corridor Sub-Area is to facilitate mixed-use and civic development along National Avenue and guide the stabilization of McCann Avenue through the use, scale and character of development. The Plan recommendation is to establish UCD regulations to facilitate the development of building types of complementary scale and character along National Avenue to serve as a transition to the Rountree Neighborhood, especially the single-family homes along McCann Avenue. It also recommends establishing UCD regulations to facilitate dense, walkable, mixed-use nodes along National Avenue at Elm/Cherry Street and Grand Street to support National Avenue as a future Public Transportation Corridor and improving the walkability and pedestrian safety of National Avenue through public realm enhancements. The Plan recommends buildings in the
National Avenue Corridor Sub-Area to be no taller than 5 stories or 68 feet in height and no building setback requirements which is reflected in the proposed development. The applicant has worked with the Rountree Neighborhood Association to meet the proposed vision for the National Avenue Corridor Sub-Area. Staff reviewed the proposed Planned Development and believes that the recommendations of the Rountree Neighborhood Plan support the rezoning to a Planned Development.

4. Approximately 0.65 acre of the western portion of the site is currently zoned High-Density Multi-Family Residential and can be developed up to 40 dwelling units per acre which equates to 26 dwelling units. The R-HD does not specify a maximum number of bedrooms so they could be from 1 to 4 bedroom units. If developed to the fullest extent, there could be approximately 104 bedrooms on the proposed site. The applicant is proposing 65 micro-efficiency units (one-bedroom unit) and 17 two-bedroom units which equates to 99 bedrooms.

5. The applicant provides the following analysis of the existing permitted density and their proposed project. This excerpt is from the PD 372 Exhibit 1 narrative:

The intent of this planned development is to rezone the subject lots to support a mixed-use development. Currently, the subject property is zoned R-HD to the west and R-SF to the east. The lots will be conveyed under one owner, and a lot combination will be required pending approval of the planned development. All existing structures will be demolished to make way for the new development. Onsite public improvements will be required to relocate a sewer main, and associated easement will need to be relocated as a result of these changes.

This PD is a mixed-use with more micro-efficiency units than other unit types. The proposed development would allow up to 83 dwelling units. This falls within the allowable density if the entire subject property were zoned R-HD. This multi-use development also includes up to 3,000 SF of commercial space, and the remaining first floor will house a non-profit organization. These non-residential uses add diversity that would support the adjacent neighborhood land use plans. The required parking has been calculated so that shared parking could help balance the site and reduce the impact of impervious surface development. A reduced parking density is in line with the neighborhood UCD. Additionally, because of the immediate access to the heart of the University’s classroom quadrangle, we would anticipate that many of the students or faculty that reside in the building will be without a vehicle.

6. The current Rountree Urban Conservation District Sub-Area D was created to provide for transitional uses necessary for this area and to provide a buffer between single-family areas and higher intensity uses. The regulations were intended to focus dense mixed-use redevelopment along the National Avenue corridor while preventing the encroachment of higher intensity uses into the surrounding single-family residential areas. Staff believes the Rountree UCD (Sub Areas A and D) requirements and standards have been met.

7. The applicant is requesting a maximum residential density of up to 38 dwelling units per acre. The Revised Multi-Family Development Location and Design Guidelines assessment resulted in a density of 32 dwelling units per acre. Staff can support an increase in density based on the proximity of the project to the MSU campus, proximity to transit routes and the proposed micro-efficiency apartments. Micro-efficiency apartments are limited to not more than 400 square feet per unit. These one-bedroom apartments would generate less traffic and parking impacts than a similar number of three or four bedroom apartments permitted by the current zoning. In addition, the proposed mixed-use development will provide services to the development, the adjoining neighborhood and campus in a walkable environment. Further analysis of the proposed development under the Revised Multi-Family Development Location and Design Guidelines is attached (Attachment 3).

8. The Major Thoroughfare Plan classifies National Avenue as a primary arterial and Page Street is classified as a local roadway. A Traffic Impact Study (TIS) is required as a part of this development. The proposed development creates an increase in trip generation in the AM/PM peaks, as well as the daily peaks during the week and on the weekends. Any improvements required as a part of the TIS must be constructed and approved or funds escrowed prior to approval of the construction plans.
9. The existing sanitary sewer that serves the site is a 6-inch liner and has reduced capacity. Capacity of the sewer to accommodate this development will need to be analyzed. Staff is currently reviewing the submitted flow rates and are evaluating the downstream impacts to the public mains. Additional downstream improvements may be required to accommodate the development if there is not adequate capacity. These costs would be at the developer's expense.

10. The subject property will have to meet the off-street parking requirements for residential and commercial uses except that religious student union or worship assembly (church associated uses) off-street parking are to be assessed at 50% due to internal capture of residents onsite. Also, the zoning ordinance allows for up to a 10% off-street parking reduction for bicycle parking (one space per two bike spaces). The proposed PD is reducing the number of parking spaces by 20% by providing bicycle parking spaces at a rate of two (2) bicycle spaces for each required off-street automobile parking space. This is the same language as permitted in the UN, University Combining District. Staff believes this development has similar characteristics to this district with its proximity to the MSU campus. Exhibit 2 is an illustration of off-street parking calculations if the property is developed as proposed. Final off-street parking calculations shall be reviewed and approved at Final Development Plan stage.

11. On-street parking is regulated in the western portion of the Rountree neighborhood due to the close proximity of the Missouri State University campus. Residents in the neighborhood are allowed to park on the street provided a parking permit is displayed on the vehicle. Parking permits are required 24 hours per day, Monday through Saturday in Parking District No. 1. Each dwelling unit within the parking district may obtain 2 parking stickers and 1 visitor’s permit. Proof of residency and vehicle information is required for the permits. Vehicles parked on the street that do not display a valid parking permit will be ticketed. Resident parking permits are available from the City’s Licensing Division. Staff has prohibited this development from participating in the Rountree on-street parking program thus residents and patrons of the proposed development are not allowed to park along McCann or Page Streets which are within Parking District No. 1.

12. The intent of Exhibit 2 is to show development of this tract in conformance with the requirements of Exhibit 1. The site layout of buildings and parking may shift while still maintaining conformance with Exhibit 1. A final development plan shall only be approved if it is in substantial conformance with Exhibit 2 as defined by Subsection 36-405 of the Springfield Zoning Ordinance.

13. Upon development of the property a bufferyard is required along the north, south and east property lines adjacent to the R-SF, Single Family Residential zoned property. The bufferyard required is a Bufferyard "Type D" at least fifteen (15) feet wide with a six foot solid wood fence, masonry/brick wall or evergreen hedge. For each one-hundred (100) linear feet of bufferyard, there must be two (2) canopy trees, two (2) understory trees, two (2) evergreen trees and fourteen (14) shrubs. Plantings on utility easements shall be limited to ornamental trees, shrubs and hedges, ground cover and lawn grass. Each required canopy tree may be replaced by two understory or ornamental trees to reduce conflicts with overheard utilities. Plantings in or adjacent to a utility easement shall be coordinated with the utility.

14. Approval of this application will facilitate redevelopment of this property and promote infill development where investments have already been made in public services and infrastructure.

15. The proposed rezoning was reviewed by City departments and comments are contained in Attachment 1.

**NEIGHBORHOOD MEETING:**

The applicant held a neighborhood meeting on August 22, 2019. A summary of the meeting and sign-in sheet is attached (Attachment 2).

**PUBLIC NOTIFICATION:**

The public notice was advertised in the Daily Events at least 15 days prior to the public hearing. The property was posted by the applicant at least 10 days prior to the public hearing. Public notice letters were sent out at least 10 days prior to the public hearing to all property owners within 185 feet.
Notices sent to property owners within 185 feet:  
Mailed: 29  
Returned: 0
DEPARTMENT COMMENTS:

ATTACHMENT 1
DEPARTMENT COMMENTS
PLANNED DEVELOPMENT 372

BUILDING DEVELOPMENT SERVICES COMMENTS:

No comments.

CITY UTILITIES COMMENTS:

No issues with proposed PD.

CLEAN WATER SERVICES COMMENTS:

1. Public sewer is available for the proposed site however the proposed buildings are shown directly on top of it. If relocating the sewer, public improvement plans would be required. Relocated sewer would need to be 8” diameter.

2. The existing sewer is a 6” liner and has reduced capacity. Capacity of the sewer to accommodate this development will need to be analyzed. We are reviewing the submitted flow rates and are evaluating the downstream impacts to the public mains. Additional downstream improvements may be required to accommodate the development if there is not adequate capacity.

3. Relocating the sewer would not be able to be escrowed since the proposed buildings would be on top of existing sewer that serves offsite areas. Sewer would need to be completed and accepted before issuing building permits.

FIRE COMMENTS:

No comments.

TRAFFIC DIVISION COMMENTS:

STREET CLASSIFICATION, RIGHT-OF-WAY, & JURISDICTION
City’s Transportation Plan classifies N. National Avenue as a Primary Arterial roadway and E. Page Street as a Local roadway. Standard right-of-way widths for S. National Avenue and E. Page Street are 50 feet from centerline and 25 feet from centerline, respectively. It appears that approximately 10 feet of additional right-of-way needs to be acquired along the entire length of the property frontage on S. National Avenue and approximately 8 feet of additional right-of-way needs to be acquired along the entire length of the property frontage on E. Page Street. A survey is recommended to determine the exact amount of existing right-of-way. S. National Avenue and E. Page Street are both City-maintained streets.

TRAFFIC COUNTS & ON-STREET PARKING
The most recent traffic count on S. National Avenue between Grand Street and Belmont Street is 35,642 vehicles per day. There are no recent traffic counts for this section of E. Page Street. On-street parking is not allowed along S. National Avenue but is allowed along E. Page Street.

DRIVEWAY ACCESS
There is currently one driveway access point onto the property from S. National Avenue that will need to be closed, as it does not meet the minimum 200-foot spacing requirement for a Primary Arterial roadway. Access
is permitted to/from E. Page Street. Any new proposed driveway approach(es) will need to meet minimum spacing requirements from National Avenue.

SIDEWALK
There is existing sidewalk along the property frontages of S. National Avenue and E. Page Street. The existing infrastructure meets current City Standards.

TRAILS, BUS STOPS, & ADDITIONAL INFORMATION
The LINK is approximately a block to the west of the property in question – which connects to many of the Greenway Trails throughout Springfield. There are bus stops along S. National Avenue, and it is the understanding that a new bus stop is being proposed with this development. The proposed development is in an area that provides for multiple direct connections and provides for good connectivity in the area.

IMPROVEMENTS
A Traffic Impact Study (TIS) is required as a part of this development. As can be seen in Table 1 below, the proposed development creates an increase in trip generation in the AM/PM peaks, as well as the daily peaks during the week and on the weekends. Any improvements required as a part of the TIS must be constructed and approved or funds escrowed prior to approval of the construction plans. Public Works does not currently have any plans to make improvements to these sections of National or Page Street.

SITE PLAN
Public Improvement Plans will be required for the planned improvements along National – as well as any improvements that arise from the TIS. With the current configuration and layout of the parking lot, there appears to be some possible circulation issues with the one-way drive aisle. Consider reconfiguring this area. Further discussions will need to be had on the proposed future pedestrian overpass over National. Will need to have further discussion on the media screen that is proposed on glass walkway between buildings to prevent driver distraction. Further comments to come as a more detailed site plan is provided.

TRAFFIC - TABLE 1: PLANNED DEVELOPMENT/CONDITIONAL USE PERMIT DETAILS

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Street Classification</th>
<th>On-Street Parking</th>
<th>Existing Street ROW From Centerline (ft)</th>
<th>Required Street ROW From Centerline (ft)</th>
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</thead>
<tbody>
<tr>
<td>S. National Avenue</td>
<td>Primary Arterial</td>
<td>No</td>
<td>40</td>
<td>50</td>
</tr>
<tr>
<td>E. Page Street</td>
<td>Local</td>
<td>Yes</td>
<td>17</td>
<td>25</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>Weekday</th>
<th>Sat./Sun.</th>
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<tr>
<td>Existing Trips Generated</td>
<td>5</td>
<td>7</td>
<td>58</td>
<td>50/229</td>
</tr>
<tr>
<td>*Proposed Trips Generated</td>
<td>132</td>
<td>181</td>
<td>1798</td>
<td>2030/1106</td>
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<tr>
<td>Additional Trips Generated</td>
<td>127</td>
<td>174</td>
<td>1740</td>
<td>1980/877</td>
</tr>
</tbody>
</table>

*Proposed Trips Generated is based on the highest, most intense use permitted in the proposed rezoning, Planned Development, or Conditional Use Permit

STORMWATER COMMENTS:

The property is in the Fassnight Creek drainage basin. The property is not located in a FEMA designated floodplain. Staff is aware of flooding problems in the area. If the project increases the amount of impervious surfacing; detention and water quality is required according to Chapter 96. A fee in lieu of on-site stormwater detention will not be allowed and detention will be required. The property is not located in a stream buffer area. Since the project will be disturbing more than one (1) acre, a land disturbance permit is required.
Please note that development of the property will be subject to the following conditions at the time of development:

1. Post development peak run-off rates shall not exceed pre-development peak run-off rates for the 1, 10 and 100 year rain events. Any increase in impervious surfacing will require the development to meet current detention and water quality requirements.
2. If disturbing more than one acre, water quality will also have to be provided.
3. Drainage easements must be provided for this conveyance.
4. Please keep in mind that more detailed stormwater calculations will have to be submitted before any permits can be approved.
5. Water quality will still need to be provided if more than one acre is disturbed.

<table>
<thead>
<tr>
<th>Public Works Stormwater Division</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage Basin</td>
<td>Fassnight Creek</td>
</tr>
<tr>
<td>Is property located in Floodplain?</td>
<td>No</td>
</tr>
<tr>
<td>Is property located on a sinkhole?</td>
<td>No</td>
</tr>
<tr>
<td>Is property located in a stream buffer?</td>
<td>No</td>
</tr>
</tbody>
</table>
AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: R-HD and R-SF (existing zoning) to Planned Development (proposed zoning)

2. Meeting Date & Time: August 22, 2019 from 4:00pm to 6:30pm

3. Meeting Location: 906 S. National Avenue

4. Number of invitations that were sent: 139

5. How the mailing list was generated: city staff

6. Number of neighbors in attendance (attach a sign-in sheet): 13 (see attached)

7. List the verbal comments and how you plan to address any issues:
   (City Council does not expect all issues to be resolved to the neighborhood’s satisfaction; however, the developer must explain why the issues cannot be resolved).

   See attached.

8. List or attach the written comments and how you plan to address any issues:

   None submitted at the meeting.

I, ____________ (print name), attest that the neighborhood meeting was held on August 22, 2019 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached “Neighborhood Notification and Meeting Process.”

Signature of person completing affidavit

____________________________
BILLY KIMMONS

Printed name of person completing affidavit
Re: Neighborhood Meeting Minutes: rezoning case for 906 S. National Avenue

The neighborhood meeting was held at the project site in accordance with the city’s requirements for a rezoning application. There were thirteen (13) neighbors in attendance. No comment cards were turned in. In general, it is my opinion that everyone in attendance offered support for the project. We received several comments about how nice the plans looked, and there was an excitement for the project. Most of the conversation during the meeting was about the specifics of the project. Neighbors wanted to understand what was being proposed.

The questions we did receive all seemed to center around the expected traffic onto Page Street heading east and turning south onto Kickapoo Avenue. Four (4) of the people in attendance live on Kickapoo Avenue. We created a map of the neighborhood and asked attendees to mark where they lived when they arrived. That map is attached to this summary for reference.

We reported that a traffic impact study had been conducted and was being reviewed by the traffic department. The initial findings of the traffic impact study indicated that no public improvements were expected. We made neighbors aware that there are 117 existing parking spaces on the site, and the proposed development is now down to 106 parking spaces. That is a reduction of 11 vehicles on the site. We also discussed how the nature of the traffic pattern is expected to be less. Currently, the on-site parking is largely used by university faculty and staff. These vehicles travel to the site in the morning, and generally leave at the end of the day. The proposed development will be used primarily by residents, many of whom will be students. We anticipate that these residents will either not have vehicles because they are students, or they will not be traveling to and from the site at the same peak hours as it is currently utilized. Neighbors generally agreed with our perspective that the traffic along Page Street and Kickapoo Avenue should not be greatly impacted by this development. One neighbor, Loyce Rushen, expressed concerns about the traffic and did not share this same general feeling.

There was a general opinion that Page Street was too narrow regardless of this development, and neighbors would like to see on-street parking eliminated along that section of Page Street between Kickapoo Avenue and National Avenue.

Respectfully,

Billy Kimmons, AIA
Principal Architect
Hood-Rich Architecture
<table>
<thead>
<tr>
<th>NAME</th>
<th>ORGANIZATION</th>
<th>TYPE OF CONTRACTOR</th>
<th>PHONE</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ruben Herrera</td>
<td>Educational Community CU</td>
<td></td>
<td></td>
<td><a href="mailto:ruben@educationalcommunity.org">ruben@educationalcommunity.org</a></td>
</tr>
<tr>
<td>Joel Karp</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jerry Hatch</td>
<td>Educational Community CU</td>
<td></td>
<td></td>
<td><a href="mailto:jockh@educationalcommunity.org">jockh@educationalcommunity.org</a></td>
</tr>
<tr>
<td>Jerry W. Hatch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>George A Boyd</td>
<td>5713 E. Division</td>
<td></td>
<td></td>
<td>celticmsmileybee.com</td>
</tr>
<tr>
<td>Jim Lottmeyer</td>
<td>2438 S. Farm Rd. 123</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amanda Callaway</td>
<td>825 S. Weller</td>
<td></td>
<td></td>
<td>celticmsmileybee.com</td>
</tr>
<tr>
<td>Jeff Barson</td>
<td>838 S. Kickapoo Ave.</td>
<td></td>
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<tr>
<td>Mark Bradshaw</td>
<td>746 S. Weller</td>
<td>RainTree N.H.</td>
<td></td>
<td><a href="mailto:jeffbarcon@hotmail.com">jeffbarcon@hotmail.com</a></td>
</tr>
<tr>
<td>Joyce Kushen</td>
<td>821 S. McCamy</td>
<td></td>
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</tr>
<tr>
<td>Kevin Kushen</td>
<td>801 S. Kickapoo</td>
<td></td>
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<tr>
<td>Peggy Wise</td>
<td>801 S. Kickapoo</td>
<td></td>
<td></td>
<td><a href="mailto:phanama59@yahoo.com">phanama59@yahoo.com</a></td>
</tr>
<tr>
<td>Laurel Bryant</td>
<td>747 S. Fairway</td>
<td>RNA</td>
<td></td>
<td></td>
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<td>1014 S. Weller</td>
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<td><a href="mailto:laurelrlbryant@gmail.com">laurelrlbryant@gmail.com</a></td>
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The applicant is requesting approval of multi-family apartments on 2.2 acres of property. According to the Multi-Family Location and Design Assessment Matrix, the proposed development has attained 14 points, thus permitting a residential density of 32 dwelling units/acre. The applicant is currently proposing 65 micro-efficiency and 17 two-bedroom apartments which equates to approximately 37 dwelling units per acre; however, the applicant is requesting the flexibility to develop up to 38 dwelling units per acre or 83 apartments. 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 and the proximity of the site to a transit route with more than two stops served by three or more buses per hour. The applicant has also indicated that they meet three of the bonus density increases with the site’s proximity to an Activity Center (MSU), Bus Transfer Facility (Page and National) and the proposal for a mixed use development. This would add an additional 6 du/ac to the overall development. Staff has factored these bonus densities along with the opportunities and constraints for this site with our recommendation to support the request for 38 du/ac or 83 total micro-efficiency and two-bedroom dwelling units. Below is an analysis of the five categories used to calculate the Matrix score.

A. Land Use Accessibility (3/3 points)
Three points were given for land use accessibility. There is a high employment concentration, neighbor retail mixture, public school and medical/dental uses within a ¼ mile.

B. Connectivity Analysis (4/5 points)
Four out of a maximum of five points were given for connectivity. The proposed development received scores for its proximity to transit routes.

C. Road Network Evaluation (1/2 points)
One point was given for the road network evaluation.

D. Design Guidelines (6/6 points)
A maximum of six points were given for design guideline criteria. Below are the design considerations that have been incorporated into the proposed development.

1. Pedestrian Amenities - Pedestrian amenities shall include benches placed near walkways at appropriate locations throughout the development. Pedestrian-scale lighting shall be provided within the development lighting sources or luminaries that do have a cutoff shall not exceed a maximum of 15 feet in height. All lighting shall be glare-free and shielded from the sky and adjacent residential properties and structures, either through external shields or through optics within the fixture. A site lighting and photometric plan shall be submitted conforming to these requirements for building permits.

2. Building Scale and Articulation - Street facing walls that are greater than 50 feet in length shall be articulated at least each 25 feet with bays, projections or recesses. Articulation means a difference in the vertical plane of the building at least 18 inches or more. This project shall be in compliance with the attached site plan.
3. Building Orientation and Interior Landscaping – All building orientations will address public streets to receive design points for this element. Landscaping and open spaces shown shall be provided with approved ground cover and/or plantings per required city ordinances and zoning requirements. Landscaping islands with plantings shall be located throughout the parking lot. A landscaping plan shall be submitted conforming to these requirements for building permits.

4. Avoidance of Blank Walls along pedestrian circulation areas - Facades that face public 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, awning (over windows or doors), distributed along the façade at least once every 25 feet. This project shall be in conformance with the attached site plan and PD language.

5. Internal Connectivity – Internal sidewalks shall connect internally and to the public sidewalk system.

6. Useable Recreational Area/Facility – A minimum of 20% usable open space is required.

7. Amenities – The development will have a volleyball court and provide park benches as shown on the site plan. The mobile food vendor is not a formal amenity but provides convenient food services for residents.

8. Preservation of Trees – All existing trees of 6” caliper or greater shall be preserved or replaced with 2-inch caliper trees in accordance with the attached site plan and the city ordinance with at least 7 trees per acre.

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 ½ 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 ½ mile and 2 dwelling units per acre for developments that have a bus transfer facility within ¼ mile.

3. 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.

Staff has determined that these three density bonus categories are met by the proposed development. This would add an additional 6 du/ac to the overall development. These density bonuses will factor into the opportunities and constraints and overall staff recommendation, though.

Opportunities and Constraints
1. 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.*

2. 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.*

The maximum density based on the Multi-family guidelines evaluation will not allow more than 38 dwelling units per acre, additional density can be allowed based on special circumstances as described in the Guidelines Opportunity and Constraints section. Staff can support an increase in density based on the proximity of the project to the MSU campus, proximity to transit routes and the proposed micro-efficiency apartments. Micro-efficiency apartments are limited to not more than 400 square feet per unit. These one-bedroom apartments would generate less traffic and parking impacts than a similar number of three or four bedroom apartments permitted by the current zoning. In addition, the proposed mixed-use development will provide services to the development, the adjoining neighborhood and campus in a walkable environment. This supports the City's goal of creating walkable, sustainable developments. Staff supports this mixed use Planned Development with up to 83 micro efficiency or two-bedroom apartments and the Baptist Student Union, office/retail/restaurant uses at this location.

**DENSITY:** The total density is set at up to 38 dwelling units per acre.
EXHIBIT 1
Requirements and Standards Applicable to
Planned Development District No. 372

A. APPLICATION

Building or other permits may not be issued for development permitted by this planned development nor can any changes be made to this property until the final development plan has been approved in the manner described at the end of this exhibit.

All requirements of the Springfield Zoning Ordinance shall apply unless modified by the requirements and standards that follow.

B. INTENT

The intent of this planned development is to rezone the subject lots to support a mixed-use development. Currently, the subject property is zoned R-HD to the west and R-SF to the east. The lots will be conveyed under one owner, and a lot combination will be required pending approval of the planned development. All existing structures will be demolished to make way for the new development. Onsite public improvements will be required to relocate a sewer main, and associated easement will need to be relocated as a result of these changes.

This PD is a mixed-use with more micro-efficiency units than other unit types. The proposed development would allow up to 83 dwelling units. This falls within the allowable density if the entire subject property were zoned R-HD.

This multi-use development also includes up to 3,000 SF of commercial space, and the remaining first floor will house a non-profit organization. These non-residential uses add diversity that would support the adjacent neighborhood land use plans. The required parking has been calculated so that shared parking could help balance the site and reduce the impact of impervious surface development. A reduced parking density is in line with the neighborhood UCD. Additionally, because of the immediate access to the heart of the University’s classroom quadrangle, we would anticipate that many of the students or faculty that reside in the building will be without a vehicle.

C. DEFINITIONS

The definitions contained in the Zoning Ordinance shall apply to this ordinance. For the purpose of this ordinance, the following shall also apply:

Micro-efficiency Apartment: A dwelling unit with a total floor area of four hundred (400) square feet or less.

D. USES PERMITTED

A. Multi-family dwellings.

B. Churches and other places of worship, including parish houses and Sunday schools, but excluding overnight shelters.

C. Clubhouses associated with any permitted use.

D. Noncommercial, not-for-profit residential neighborhood facilities, including indoor and outdoor recreational facilities, community centers, offices of property owners.
associations and maintenance facilities operated by a neighborhood or community organization or a property owners association in accordance with the provisions of Section 36-467, Noncommercial Not-For-Profit Neighborhood Facilities.


F. Eating and Drinking Establishments Use Group.

G. General Office Use Group.

H. Personal Services Use Group.

I. Retail Sales Use Group.

J. Temporary uses, as permitted by Section 36-452, Temporary Uses.

K. Mobile Food Vendor: A food service operation that operates from a motorized vehicle.

E. USE LIMITATIONS

1. All uses shall operate in accordance with the noise standards contained in Section 36-485 of the Springfield Zoning Ordinance.

2. No use shall emit an odor that creates a nuisance as determined in the Springfield City Code.

3. Mobile food vendors must comply with all requirements of 36-452.(3)(b)2. and 36-452.(4), Temporary Uses. The hours of operation for mobile food vendors will be limited to 8:00 a.m. to 9:00 p.m.

F. INTENSITY OF DEVELOPMENT

Development shall adhere to the following standards.

1. Maximum residential density shall be 83 dwelling units located on any floor level.

2. Maximum 24,000 SF for ground floor, nonresidential uses.

3. Maximum of one mobile food vendor uses (excluded from ground floor, nonresidential use sq. ft.)

G. BULK, AREA AND HEIGHT REQUIREMENTS

Development shall comply with Exhibit 2 and Exhibit 3 and the following standards.

A. Maximum structure height:
   1. Five (5) stories and/or 60 feet.
   2. No portion of a multi-family structure shall be higher than allowed by a forty-five (45) degree bulk plane where the property adjoins an R-SF District.

B. Minimum yard requirements:
   1. Front Yard: None. Additional ROW will be required to provide 50 feet from the centerline of National Avenue.
   2. Side Yard: Six (6) feet or as required by Section 36-453, Supplemental Open Space and Yard Regulations.
   3. Rear yard: Ten (10) percent of the lot depth but may not be less than ten (10) feet nor will more than twenty (20) feet be required.
H. DESIGN REQUIREMENTS

The design requirements shall adhere to the standards shown on Exhibit 2 and Exhibit 3 and the following:

1. Design to Encourage Pedestrian Activity
   a. Provide pedestrian amenities such as pedestrian scale lighting and lounge/dining furniture to enhance the pedestrian environment.
   b. Orient buildings to the street or public/common open space and provide pedestrian access to the street.
   c. Avoid blank walls along pedestrian circulation areas.
   d. Provide bicycle parking.

2. Provide a Good Circulation System
   a. Provide pedestrian and bicycle connections to adjoining public sidewalks.
   b. Provide connectivity by including direct pedestrian and bicycle connections between abutting or adjacent developments.

   a. All sides of buildings visible to the public, whether viewed from the public right-of-way or a nearby property, shall display a similar level of quality and architectural finish. This shall be accomplished by integrating architectural variations and treatments such as windows and other decorative features into all sides of a building design. Two or more of the following design elements shall be incorporated for each fifty (60) horizontal feet of a building façade or wall:
      (1) Changes in color, texture and material
      (2) Projections, recesses and reveals expressing structural bays, entrances or other aspects of the architecture.
      (3) Groupings of windows or fenestration.
   b. Building materials and colors.
      (1) Facade colors shall have low reflectance. High-intensity, metallic, black or fluorescent colors are prohibited. Fabric awnings are excluded from color exclusions.
   c. Service and Loading Areas. Off-street loading shall be regulated in accordance with Sections 36-456 and 36-483 of the Springfield Zoning Ordinance. The following requirements are supplementary.
      (1) All service and loading areas shall be located in the side or rear yard of buildings.
      (2) Service and loading areas shall be designed so that the entire service and
loading operations are conducted on the building site. The visibility of service and loading from public streets shall be minimized.

I. OPEN SPACE, LANDSCAPING & SCREENING

The landscaping and screening provisions are intended to improve the physical appearance of the District; to improve the environmental performance by contributing to the abatement of heat, glare and noise, and by promoting natural percolation of storm water and improvement of air quality; to buffer potentially incompatible land uses from one another; and to conserve the value of adjoining property and neighborhoods.

1. Open space requirements

Minimum open space: Not less than twenty (20) percent of the total lot area shall be devoted to open space including required yards and bufferyards. Open space shall contain living ground cover and other landscaping materials.

Maximum impervious area: The combined area occupied by all main and accessory buildings or structures, parking areas, driveways and any other surfaces which reduce and prevent absorption of stormwater shall not exceed eighty (80) percent of the total lot area.

2. Bufferyards.

a. Required bufferyards:

Whenever any development is located adjacent to an R-SF Zoning District, a fifteen (15) foot Type D bufferyard with six (6) foot high solid wood fence shall be required. No other bufferyards shall be required.

b. Perimeter Landscaping.

(1) The perimeter landscaping along all streets shall be a minimum of 5 feet in width.

3. Vehicular use area open space.

a. Interior: Five (5) percent minimum open space.

4. Open space landscaping.

a. Landscaping plantings. In all open space areas required by this District the following landscaping shall be planted and maintained for each five-hundred (500) square feet of such open space area. Existing trees approved for preservation shall be counted toward satisfaction of this provision.

(1) One (1) canopy tree or (2) understory, ornamental or evergreen trees.

(2) Six (6) shrubs.

b. Landscaping standards.

(1) Tree species, sizes and spacing shall be approved consistent with the City of Springfield’s Arboricultural Design Guidelines on file with the Planning and Development Director.
(2) Tree preservation. Preservation of each healthy existing tree of an approved species that is at least four and one-half (4-1/2) inches caliper shall count as two (2) trees toward fulfillment of the tree requirements of this District.

(3) Maintenance of required landscaping. Upon installation or preservation of required landscape materials, appropriate measures shall be taken to ensure their continued health and maintenance. Required materials that do not remain healthy shall be replaced consistent with this article.

J. EXTERIOR LIGHTING

The requirements and standards of Section 36-484 of the Springfield Zoning Ordinance, in effect at the time of development shall apply.

K. ACCESS TO PUBLIC THOROUGHFARES

1. Access to the public street system shown on Exhibit 2 shall be governed by the existing standards of the City of Springfield for the applicable street classification.

2. Vehicular access to the property must be at a minimum of 75 feet from National Avenue.

3. The proposed bus turn out is not a requirement of this development, but rather is an option that will require the consultation, coordination and approval of City Utilities and/or Missouri State University. If approved and included as part of the final development plan, the cost of the bus turn out will be constructed and paid for by the developer.

4. A future pedestrian crosswalk, overpass or underpass across National Avenue is not a requirement of this development, but rather is an option that will require consultation, coordination and approval of the City and affected property owners. This is not required to be constructed or paid for by the developer.

L. OFF-STREET PARKING

1. Off-street Parking Sections 36-455, 36-456 and 36-483 of the Springfield Zoning Ordinance in effect at the time of development shall apply except as modified below. Refer to Exhibit 2 for illustration of off-street parking calculations if developed as proposed. Final off-street parking calculations shall be reviewed and approved at Final Development Plan stage.

2. The site may provide a 20 percent reduction in the off-street parking required due to the close proximity to the Missouri State University and the mixed-use component. The development must provide additional bicycle parking at a rate of 2 bicycle parking spaces to one vehicular parking space that was reduced.

3. Religious Student Union or worship assembly (church associated uses) off-street parking are to be assessed at 50% due to internal capture of residents onsite.

4. Residents of this development are prohibited from participating in the Rountree on-street parking program.

M. SIGNS

The requirements and standards of Section 36-454 of the Springfield Zoning Ordinance, in effect at the time of development shall apply. A bus stop structure and signage is not a requirement of this development and is not required to be constructed or paid for by the developer.
N. REQUIRED IMPROVEMENTS

1. Public improvements to be completed if necessary. Public and private improvements necessary to adequately accommodate the intensity of development proposed in this District shall be constructed prior to or concurrently with the development of the property. If the development of the property is phased, the construction of the improvements may also be phased provided there is a logical relationship between each phase of the development and the construction of the required improvements. Prior to building permits being issued to the applicant or subsequent owners shall:

   a. construct the required improvements; or

   b. provide assurances satisfactory to the Director of Public Works guaranteeing that all required improvements will be constructed in accordance with the “Design Standards for Public Improvements” of the Public Works Department shall be provided to the City.

2. Certificate of occupancy. No certificate of occupancy shall be issued for any structure within this District, or phase of the development, unless:

   a. the required improvements are completed prior to occupancy of the structures; or

   b. the Director of Public Works has determined that:

      (1) any incomplete required improvements have little or no effect on the occupancy of the facility; or

      (2) conditions beyond the control of the contractor, i.e., strikes, weather, etc., have delayed the completion of the improvements.

If one of these conditions occurs, the Director of Building Development Services may permit occupancy under conditions satisfactory to the Director of Public Works that the required improvements will be completed as required by this ordinance within a reasonable time.

3. Improvement Standards.

   Improvements shall conform to the following standards.

   a. All utilities and utility connections shall be located underground, including, but not limited to, electrical and telephone cables, security and other telecommunication systems and wires. Transformers, meters of any type (including electric, gas or other meters), or other apparatus shall be adequately screened and landscaped.

   b. The existing sanitary sewer that serves the site is a 6-inch liner and has reduced capacity. Capacity of the sewer to accommodate this development will need to be analyzed. Staff is currently reviewing the submitted flow rates and are evaluating the downstream impacts to the public mains. Additional downstream improvements may be required to accommodate the development if there is not adequate capacity. These costs would be at the developer’s expense.

   c. Standard right-of-way widths for S. National Avenue and E. Page Street are 50 feet from centerline and 25 feet from centerline, respectively. It appears that approximately 10 feet of additional right-of-way needs to be acquired along the entire length of the property frontage on S. National Avenue and approximately 8
feet of additional right-of-way needs to be acquired along the entire length of the property frontage on E. Page Street. A survey is recommended to determine the exact amount of existing right-of-way. S. National Avenue and E. Page Street are both City-maintained streets.

d. A Traffic Impact Study (TIS) is required as a part of this development. The proposed development creates an increase in trip generation in the AM/PM peaks, as well as the daily peaks during the week and on the weekends. Any improvements required as a part of the TIS must be constructed and approved or funds escrowed prior to approval of the construction plans.

O. MAINTENANCE OF COMMON AREAS AND FACILITIES

The maintenance of common areas and facilities within the District shall remain the responsibility of the developer(s) or shall be assumed by the property owner.

P. PHASING

Development may be phased provided that all public improvements directly related to each phase are completed at the time of its development and that improvements serving the District as a whole and the adjoining area are completed in a sequence assuring full utility of the District as a whole and all areas within the District and so that future public improvements required by this ordinance or other applicable ordinances of the City are not compromised or rendered unduly difficult.

Q. FINAL DEVELOPMENT PLAN

A final development plan, showing conformance with the requirements of this Exhibit, shall be submitted to the Planning and Development Department and approved in the manner described below prior to the issuance of any building permits or prior to the commencement of any of the permitted uses or improvements permitted or required by this exhibit.

1. The intent of Exhibit 2 is to show development of this tract in conformance with the requirements of Exhibit 1. The site layout of buildings and parking may shift while still maintaining conformance with Exhibit 1. A final development plan shall only be approved if it is in substantial conformance with Exhibit 2 as defined by Subsection 36-405 of the Springfield Zoning Ordinance.

2. The Administrative Review Committee is hereby authorized to, acting jointly, approve the final development plan provided such plan substantially conforms to the provisions of this ordinance. The Administrative Review Committee is hereby authorized, at its discretion, to approve minor adjustments and modifications to the site plan. Such authority shall not, however, be construed to permit:

   a. Any uses within the District other than those specifically prescribed by the ordinance.

   b. Any increase in the intensity of use permitted within the District.
COMMERCIAL
NEW PAD MOUNTED 3-PHASE TRANSFORMER
PARK BENCH PER TRASH ENCLOSURE
FUTURE PEDESTRIAN OVERPASS OR UNDERPASS (OPTIONAL)
EXISTING SANITARY SEWER EASEMENT TO BE RELINQUISHED
NEW SEWER LINE & EASEMENT
BAPTIST STUDENT UNION
D3
NEIGHBORHOOD CONNECTOR
FOOD TRUCK PAD
MANHOLE
15 FOOT

NATIONAL AVE
EXISTING PROPERTY LINE
R.O.W.
50' R.O.W.
NEW R.O.W. & PROPERTY LINE

< 30' FIRE TRUCK SETBACK
189'-1 1/8"

TOTAL SITE: 2.2 ACRES
SCALE: 1" = 20'

58'-0" BULK PLANE
5'-0" 11'-2"
18'-6"
32'-6"
5'-0" 11'-2"
15'-0"
15' TYPE-D BUFFERYARD
FIRE LANE

5'-0"
11'-2"
16'-0" 28'-6"
15'-0"
15'-3"
14'-0"
14'-0"
16'-0" 16'-0" 16'-0"
160'-1 13/16"

NO PARKING
12

1,500 SF RESTAURANT (80 SF PER SPACE) = 19 SPACES (SUPPORTS 47 SEATS)
1,500 SF RETAIL (250 SF PER SPACE) = 6 SPACES
DESIGNED PARKING ALLOWANCE:

TOtal SITE:   96,277 SQFT
PERVIOUS:     27,546 SQFT     (28.6%)
PROPOSED IMPERVIOUS / PERVIOUS: IMPERVIOUS: 68,731 SQFT     (71.4%)
PERVIOUS:  56,217 SQFT  (58.39%)
EXISTING IMPERVIOUS / PERVIOUS: IMPERVIOUS: 38,782 SQFT  (40.94%)
PERVIOUS:     20%
REQUIRED IMPERVIOUS / PERVIOUS: IMPERVIOUS: 80%
KEYNOTES
RESIDENTIAL / NON RESIDENTIAL RATIO:

PROPOSED FLOOR AREA:  RESIDENTIAL:   56,715 GROSS SQFT .
17 TWO-BED APARTMENTS @ 1,006 GROSS SQFT
PROPOSED USES:    (SEE PROPOSED ORDINANCE):
ASSEMBLY

ADDRESS: 906 S. NATIONAL AVE. SPRINGFIELD MO 65804

UNITS PER ACRE
DENSITY: DENSITIES UP TO APPROXIMATE FOURTY (40)

PERVIOUS:     40%
ZONING DATA (EXISTING)

PERVIOUS:     20%
ZONING DATA (PROPOSED):

PERVIOUS:     80%

15' TYPE-D BUFFERYARD
EXISTING GARAGE

THUS 60 / 2 = 30 SPACES.

TYPE-D BUFFERYARD WITH FENCE
STORMWATER DETENTION AREA

STORMWATER CERTIFICATION

ASSEMBLY (350 SF PER SPACE) = 125 SPACES

DAVID E. ANDERSON, AIA
certification is shown on the drawing.
the city and affected property owners. This is not required
be constructed or paid for by the developer.
required to be constructed or paid for by the developer.
the consultation, coordination, and approval of city utilities and/or
necessary during construction to certify the measures.
and coordinate during construction to allow the engineer to make any observations
the engineer of record is required to submit an as-built certification of the stormwater
and coordinate during construction to allow the engineer to make any observations
the engineer of record is required to submit an as-built certification of the stormwater
flow duration 3 hours
GALLONS PER MIN: 3,000