



Springfield Board of Adjustment

City Council Chambers (830 Boonville)

Date: June 8th, 2021
Time: 1:30 p.m.

MEMBERS: Robert Sweere (Chair); Derek Lee (Vice-Chair); Ed Alden, Bryan Fisher, Shelby Lawhon, and Steve Jackson.

1. Introduction Of Zoning Ordinance As Evidence:
2. ROLL CALL:
3. Approval Of Minutes:

3.1. Minutes December 1, 2020

Documents:

[BOA MINUTES 12-1-2020.PDF](#)

4. Communications:
5. Unfinished Business:
6. Public Hearings:
7. Special Exception 1304
1110 South Scenic Avenue, Simmons First National Bank & Terravest Development Corporation

Documents:

[SPECIAL EXCEPTION 1304 SR.PDF](#)

8. Variance 582
1137 West Kearney Street; 1137 Keamey Bl, LLC c/o Greg Byler

Documents:

[VARIANCE 582 SR.PDF](#)

9. Other Business:

10. Adjourn:

You are welcome to speak to any item on this agenda. The Board of Adjustment Chairperson will invite anyone who wishes to speak to an item after staff makes its presentation. When you address the Board of Adjustment, please step to the microphone at the podium and state your name and address. All meetings are tape recorded. Please limit your remarks to five minutes unless the Board of Adjustment allows a longer time. In accordance with ADA guidelines, if you need special accommodations when attending any City meeting, please notify the City Clerk's Office at 864-1443 at least three days prior to the scheduled meeting.

MINUTES OF THE BOARD OF ADJUSTMENT

DATE: December 1, 2020

TIME: 1:30 p.m.

The regular meeting and public hearing of the Board of Adjustment was held on the above date and time via Zoom with the following members and personnel in attendance: Robert Sweere, Chair, Derek Lee, Vice-Chair, Shelby Lawhorn, Ed Alden, and Bryan Fisher. Absent: Steve Jackson. Staff: Daniel Neal, Senior Planner, Kyle Tolbert and Duke McDonald, Assistant City Attorneys.

Roll call:

INTRODUCTION OF ZONING ORDINANCE AS EVIDENCE: Daniel Neal introduced the Zoning Ordinance.

APPROVAL OF MINUTES: The minutes of November 3, 2020 were approved as amended.

COMMUNICATIONS: None

PUBLIC HEARING:

Variance 581

2009 West Kingsley Street

Applicant: Housing Authority of Springfield
c/o Katrena Wolfram

Daniel Neal stated that this is a request to vary from the Off-Street Parking Requirements, Section 36-455(7)(a), which will allow front yard off-street parking for a new multi-family residential structure. The applicant has submitted a request for a variance from the Off-Street Parking Requirements, Section 36-455(7)(a), which does not allow off-street parking in the front of the building. The Board of Adjustment has authority to grant variances that are based on applicable off-street parking and off-street loading requirements and ratios per Section 36-365(2)(c) of the Zoning Ordinance.

Section 36-455 (7) (a):

(a) Portions of a yard where motor vehicles and trailers are prohibited. Motor vehicles shall not be parked in that portion of a yard, on a lot or a tract of land in any residential district or a lot or tract of land used primarily for residential purposes in any other district, in the open space between the street right-of-way and a line, as established in this section, extending from one side of the lot to the opposite side of the lot.

As viewed from the street, the line shall start at a point on the left lot line and shall extend parallel to the street to the nearest corner of the principal structure and then along the face of the principal structure to the right corner, and from that point on a line parallel to the street to a point on the right lot line.

The Zoning Ordinance requires that motor vehicles shall not be parked in that portion of a yard, on a lot or a tract of land in any residential district or a lot or tract of land used primarily for residential purposes in any other district. The adjacent properties and properties across the street are zoned GR, General Retail District, and their primary uses (hotel and bank) are not residential, so front yard parking is permitted, and the subject property is on 1.62 acres.

The applicant states that they are seeking this Variance to allow parking on the front yard of the property that is to be developed for Homeless Veterans and in order to meet the required parking they would need to utilize the front yard as additional parking for the tenants.

The applicant further states that the reason this property was selected was due to its proximity to the new VA Clinic on Republic Road, and the hope is that the Veterans that will be housed in this facility will have a short distance to travel to the Clinic. However, due to the number of parking spaces required for this development, they will need to utilize the front yard for

additional parking. The proposed development for this property is designed for full ADA accessibility accommodation, thereby necessitating the excess parking needed for the development.

- The proposed multi-family residential building will be constructed approximately 99 feet from the existing right-of-way of Kingsley Street.
- The existing bank to the east of the subject property is approximately 88 feet from the existing right-of-way of Kingsley Street.
- The existing hotel to the west of the subject property is approximately 90 feet from the existing right-of-way of Kingsley Street.
- The existing dental office at 2125 W. Kingsley Street is approximately 100 feet from the existing right-of-way of Kingsley Street.

The applicant states that existing properties have front yard parking which is permitted in the GR district and for commercial uses.

The Community Physical Image and Character Plan element of the Comprehensive Plan developed goals to improve the visual appearance of the urban area and the Growth Management and Land Use Plan element encourages the protection of residential neighborhoods from adverse impacts of proposed development and inappropriate land use changes. New development should be compatible with existing development in terms of scale, materials, rooflines, setbacks, and open space.

If the variance is approved, the property owner will be allowed to construct a multi-family residential structure with front yard parking as shown on the attached exhibits. The granting of a variance shall be valid for a period of no longer than one year from the date of such order unless a building permit is obtained for the multi-family structure. If the variance is denied, the applicant must construct the proposed apartment building without any off-street parking in the front yard to comply with all applicable Zoning Ordinance requirements.

Mr. Robert Sweere asked if anyone had submitted any objectives to this variance.

Mr. Daniel Neal stated that he has received a few phone calls, but no objections.

Mr. Sweere opened the public hearing.

Mr. John Oke-Thomas, 1192 E. Chestnut Expressway, representing the Housing Authority of Springfield stated that they had an agreement with the Veteran's Clinic to relocate homeless veterans and help to bring them back into society. This development (multi-family residential structure) is near the Veteran's Administration Clinic and this allows for full assistance that is needed. The development will be 4 stories with 45 units and six will be two-bedroom units and with ADA accessible required parking. There will also be shuttle service to the VA clinic for their use and with connectivity from the development and the VA. He noted that if they are not allowed front street parking then they will not be able to meet the requirements, for the parking for this development and mentioned that there are properties to the east and west that allow for front street parking. He also mentioned that this is an issue with accessibility for the homeless veterans that will be staying at this facility. There are many of them that will need assistance and they will need entrances and parking spaces as close to the building and from as many parts of the building that is possible.

Mr. Sweere closed the public hearing.

Members Action:

Bryan Fisher motioned to **approve** Variance 581 (2009 West Kingsley Street). Shelby Lawhon seconded the motion carried as follows: Ayes: Sweere, Lee, Fisher, Lawhon, and Alden. Nays: None. Abstain: None. Absent: Jackson.

Variance Findings of Fact and Conclusions of Law:

Approved: 5/0 The variance requested arises from such condition which is unique to the property in question and which is not ordinarily found in the same zoning district and is not created by an action or actions of the property owner, the applicant, or predecessors in title. **Narrowness of lot and drainage in lot.**

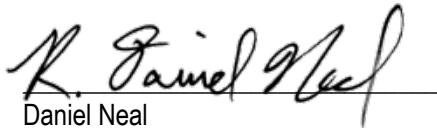
Approved: 5/0 The granting of the variance will not affect the rights of adjacent property owners or residents. **Also have front yard parking.**

Approved: 5/0 The strict application of the provisions of the Land Development Code from which a variance is requested will constitute unnecessary hardship upon utilization of the property. **Can't be developed as adjacent properties.**

Approved: 5/0 The variance desired will not adversely affect the public health safety, morals, order, convenience, prosperity, or general welfare. **No Comment.**

Approved: 5/0 Grant the variance desired will not be opposed to the general spirit and intent of the Land Development Code. **No Comment.**

OTHER BUSINESS: None

A handwritten signature in black ink, appearing to read "Daniel Neal", written over a horizontal line.

Daniel Neal
For Executive Secretary

Development Review Staff Report



BOARD OF ADJUSTMENT PUBLIC HEARING:

JUNE 8, 2021



CASE NUMBER:

Special Exception 1304

LOCATION:

1110 S. Scenic Avenue

ACRES:

3.11 acres

EXISTING LAND USE:

Vacant/undeveloped land

APPLICANT:

Simmons First National Bank

STAFF:

Daniel Neal, 864-1036

REQUIRED VOTES: Approval requires four members in favor (4 members is a quorum).

SUMMARY OF SPECIAL EXCEPTION:

Request a special exception to reduce the minimum required off-street parking spaces in Section 36-455, Off-Street Parking Requirements, for a proposed multi-family development in a Planned Development District No. 269

STAFF FINDINGS:

1. In this special exception, the Board of Adjustment has jurisdiction and authority to grant special exceptions from the terms of this article in certain instances. In this case, the Board of Adjustment must determine whether to reduce the minimum off-street parking spaces required for a proposed multi-family development based on age restrictions within the private development.
2. Per Special Exception Section 36-366 (1) (a) Off-street parking. The board of adjustment may grant a special exception from the minimum off-street parking requirements if it can be shown that, due to unique circumstances, a particular activity would not reasonably be expected to generate parking demand sufficient to justify the parking requirement. Any special exception granted by the board of adjustment shall not allow a greater building area than would have been possible had the original parking requirement been enforced. The board of adjustment may place conditions upon the granting of a special exception and may require that the parking area not required upon the granting of the special exception be landscaped.
3. The applicant is proposing to construct a three-story, 60-unit senior independent housing development as shown on the attached site plans (Exhibit 4).
4. Because the City does not enforce age restrictions on private developments and future owners of the property may operate without an age restriction, thus generating greater parking demand, staff is recommending that the special exception be approved with the following conditions:

This special exception shall remain in effect so long as the following conditions are met: (1) the property is used or qualifies as senior (55+) housing, and (2) parking demand does not result in consistent overflow of parking onto adjacent properties (at least two or more violations).

Development Review Staff Report



5. The City of Springfield requires 2 off-street parking spaces per dwelling unit with 2 or more bedrooms. The City's current codes and ordinances do not have a provision for reduction in off-street parking of dwelling units for seniors or any other age groups. The applicant has provided off-street parking information from other multi-family developments for senior (55+) housing in other cities. They show most cities provide a reduction of 1 or 1.5 parking stalls per unit for senior housing developments. These cities include Kansas City, St. Louis and O'Fallon, Missouri. The ratio of spaces to units ranges from 1.00 to 1.50 in these cities.
6. The applicant has submitted a special exception request to reduce the off-street parking requirement to 1.5 spaces/unit for the entire development. This will reduce the overall off-street parking required from 110 spaces to 90 spaces. They explain that the overall parking demand for a senior development is typically around 1.0 stall per unit while their special exception request it for 1.50 stalls per unit. They believe the additional parking of 0.5 stalls/unit will be ample for the site. The proposed off-street parking reduction will also increase the amount of open space on the site.
7. Public Works Traffic Division has reviewed the application and parking study and are generally supportive of the request to reduce off-street parking in this situation (Exhibit 3).
8. The applicant highlights a study named "Active Adult (55+) Community Trip Generation Rates" by The University of Delaware in 2006 elaborates on how the active adults (55+) communities produce less trips than younger communities.
9. Another study highlighted by the applicant named "Parking Requirement Impacts on Housing Affordability" by the Victoria Transport Policy Institute in April of 2021 goes into detail on how lower income households own fewer vehicles and therefore need less parking.
10. If the special exception is approved; the proposed 55+ multi-family development will be allowed to have reduced off-street parking requirements per the parking study and attached site plan exhibits.
11. If this special exception is denied; the applicant must comply with the current off-street parking requirements for multi-family development per the Zoning Ordinance.

APPLICANTS RESPONSES TO STANDARDS

36-366 (1) (a) Off-street parking:	Applicant Response:
1. The board of adjustment may grant a special exception from the minimum off-street parking requirements if it can be shown that, due to unique circumstances, a particular activity would not reasonably be expected to generate parking demand sufficient to justify the parking requirement. Any special exception granted by the board of adjustment shall not allow a greater building area than would have been possible had the original parking requirement been enforced. The board of adjustment may place conditions upon the granting of a special exception, and may require that the parking area not required upon the granting of the special exception be landscaped.	See Exhibit 2

SURROUNDING ZONING AND LAND USES:

	NORTH	SOUTH	EAST	WEST
ZONING	PD 350	PD 269	PD 269	GM
LAND USE	Multi-family apartments	Multi-family apartments	Single-family residential uses	Industrial and office uses

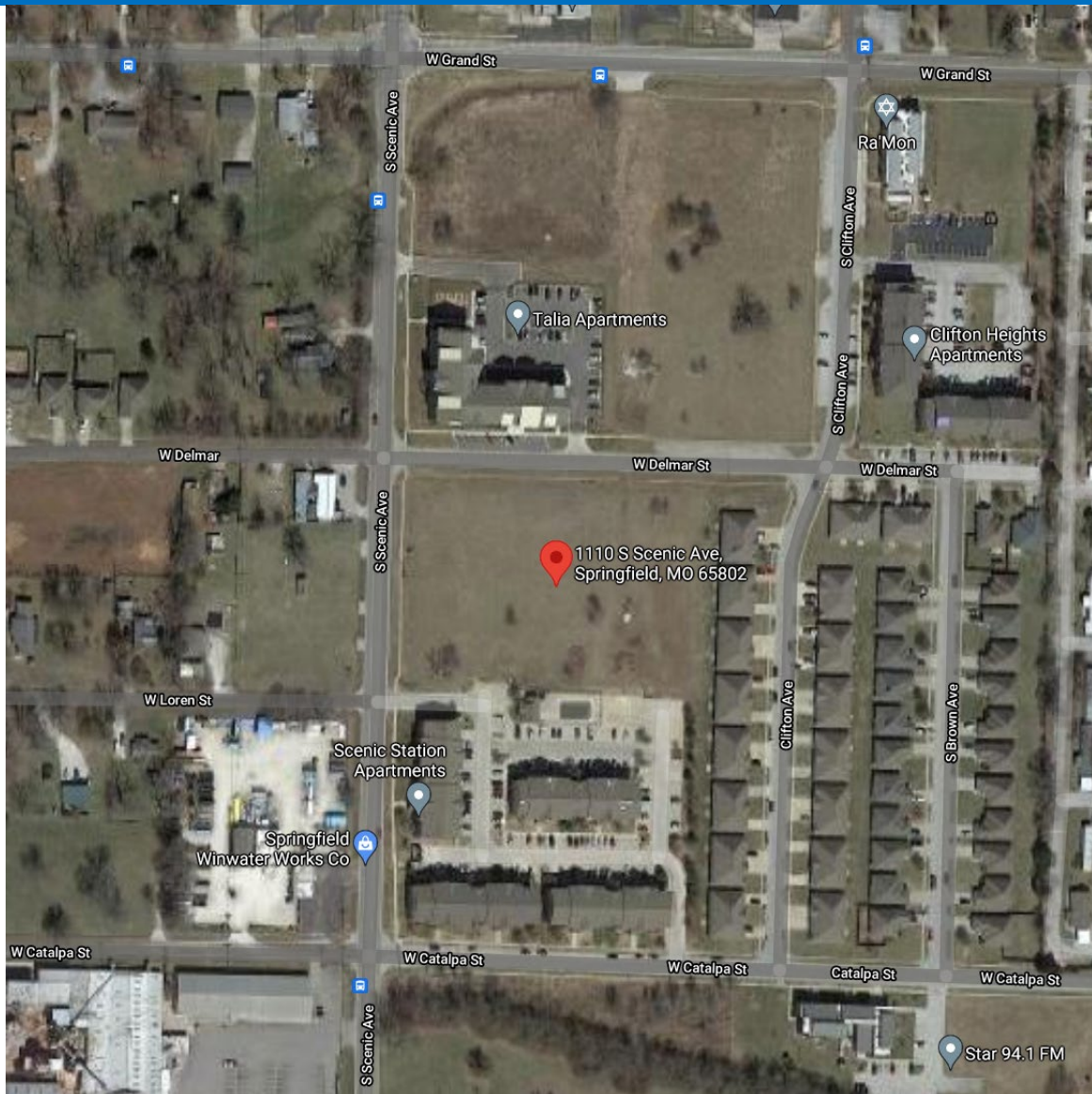
Development Review Staff Report



Development Review Staff Report



SURROUNDING ZONING AND LAND USES: (GOOGLE AERIAL VIEW)



GOOGLE STREET VIEW:



Development Review Staff Report



BOARD OF ADJUSTMENT ORDINANCE AUTHORIZATION:

The following excerpt from the Zoning Ordinance lists the limits of the Board of Adjustment's authorization in this instance:

Sec. 36-366. - Special exceptions.

(1) *Jurisdiction and authority.* The board of adjustment shall have jurisdiction and authority to grant special exceptions from the terms of this article in the following instances:

- (a) *Off-street parking.* The board of adjustment may grant a special exception from the minimum off-street parking requirements if it can be shown that, due to unique circumstances, a particular activity would not reasonably be expected to generate parking demand sufficient to justify the parking requirement. Any special exception granted by the board of adjustment shall not allow a greater building area than would have been possible had the original parking requirement been enforced. The board of adjustment may place conditions upon the granting of a special exception and may require that the parking area not required upon the granting of the special exception be landscaped.

Sec. 36-351. - Board of adjustment.

In considering and deciding appeals and applications for variances and special exceptions, the board acts in a quasi-judicial capacity.

(4) Conduct of hearings by board of adjustment. Public hearings conducted by the board of adjustment on any matter over which it has jurisdiction shall be subject to the following rules.

(a) Any person, or his agent, who has an interest in the subject matter of the hearing shall be afforded an opportunity to present evidence, exhibits and argument, and to question, through the chairman of the board of adjustment, witnesses on all relevant issues, subject to the chairman's imposition of reasonable limitations on the number of witnesses, and the nature and length of testimony and questioning.

(b) All testimony at the hearing shall be under oath, or by affirmation, administered by the chairman.

(c) The board of adjustment shall have a written record of each public hearing and the deliberations of the board kept.

(d) Members of the board of adjustment shall base their consideration of matters on which the board conducts a public hearing upon the following information and evidence:

1. Testimony, exhibits, and argument presented at the hearing, and not upon direct or indirect communication with any party or representative of such party made outside of the hearing;
2. Reports, memoranda and other materials prepared by the director of planning and development, director of building development services, director of public works, other employees of the City of Springfield or consultants in connection with the application and made a part of the record at the time of hearing; and
3. Inspections of the site when all interested parties or their representatives have the opportunity to be present, or when no such parties or their representatives are present.

(e) The board of adjustment shall adopt, and may from time to time amend, such additional procedural rules as it may deem necessary or desirable for the efficient and orderly conduct of its business. Copies of such rules shall be available in the office of the director of building development services.

Development Review Staff Report



(5) Required vote. The concurring vote of four members of the board shall be necessary to reverse any order, requirement, decision, or determination of any administrative official of the city, or to decide in favor of the applicant on any matter upon which it is required to act under this article, such as granting a variance or allowing a special exception.

(6) Limitation on refiling. No appeal, request, or application to the board of adjustment shall be allowed with respect to the same parcel of land, building, or structure prior to the expiration of six months from the date of the ruling of the board unless a substantial change of circumstances or conditions can be demonstrated by the applicant.

(7) Recordation of orders of the board. Whenever the board of adjustment shall have acted upon an appeal, application for special exception, or variance the board shall cause its order granting or denying said appeal or application to be recorded in the land records of the county recorder of deeds, however, no order shall be recorded until the order has become final by the passage of 30 days from the date said order is filed in the department of planning and development without an action being filed in a court of competent jurisdiction challenging the issuance of said order or until a court of competent jurisdiction upholds said order if it is challenged within said 30-day period.

ZONING ORDINANCE SECTIONS SUBJECT TO THE SPECIAL EXCEPTION:

The following excerpts contain pertinent passages from the Zoning Ordinance:

Section 36-455. Off-street parking requirements.

(2) *Required spaces.*

(a) *Residential and lodging uses.*

Use	Number of Required Spaces
1. Single-family, townhouse and two-family dwellings and mobile homes on individual lots.	One for each dwelling unit.
2. Multifamily dwellings.	
a. Micro-efficiency dwelling unit.	One for each dwelling unit.
b. Efficiency and one-bedroom dwelling units.	One and one-half for each dwelling unit.
c. Dwelling units with two or more bedrooms.	Two for each dwelling unit.
The number of spaces required for multifamily dwellings may be reduced by one percent for each ten dwelling units over 50 dwelling units (excluding micro-efficiency dwelling units). But the reduction in parking shall not exceed 20 percent of the total parking requirement.	

(e) *Other uses.* The number of parking spaces for any use not listed above shall be determined by the administrative review committee taking into account the number of employees, the number of spaces reasonably required by the visiting public, the number required for the most nearly comparable use and nationally accepted standards.

(f) *Computation.* When determination of the number of off-street parking spaces required by this article results in a requirement of a fractional space, the fraction shall be counted as one parking space.

(g) *Shared parking areas.* The parking spaces required of two or more uses located on the same lot may be combined and used jointly, provided, however:

Development Review Staff Report



1. Where off-street parking space is combined and used jointly by two or more uses having different standards for determining the amount of off-street parking space required, the parking space shall be adequate in area to provide the aggregate number of off-street parking spaces required for all such uses.
 2. Where off-street parking space is combined and used jointly by two or more uses having the same standard for determining the amount of off-street parking space required, all such uses, for the purposes of this section, shall be considered as a single use and the gross floor area of all such uses in all structures on the same lot or the number of employees of all such uses in all structures on the same lot as fixed by the applicable standard, shall be taken as a single total for the purpose of determining the number of off-street parking spaces required.
- (h) *Employee parking.* Parking spaces required on an employee basis shall be based on the maximum number of employees on duty or residing, or both, on the premises at any one time.
- (i) *Bicycle parking reduction allowance.* Up to ten percent of required automobile parking may be substituted with bicycle parking at a rate of two bicycle spaces for each required automobile space. The reduction allowance is applicable only to those land uses that are required by subsection 36-455(8) to provide bicycle parking; and to parking lots that contain at least ten or more automobile spaces.
- (3) *Exceptions.*
- (a) The off-street parking requirements in this section shall not apply to structural changes in existing buildings which do not expand the building horizontally or vertically or increase the usable floor space or to changes in occupancy of a building unless the use is changed.
 - (b) When a building or structure is located within an established public parking benefit district and there is sufficient parking available for all uses within the district as determined by provisions of the ordinances establishing the public parking benefit district such public parking established by the benefit district shall be deemed to meet the parking requirements of this section.
 - (c) Buildings and structures in a zone that has been designated as a historic district that do not have the number of accessory off-street parking spaces required by this section shall not be required to provide any additional parking that would otherwise be required by a change in use, an expansion of the building or structure, or reconstruction after the building or structure has been destroyed or damaged by fire or other casualty, provided:
 1. The number of existing off-street parking spaces is not diminished;
 2. An attempt has been made to provide all required spaces, but more parking would significantly change the character of the site as viewed from the street or another historical perspective; and
 3. A certificate of appropriateness is issued by the landmarks board pursuant to subsection 36-404(3) of this article.

COMPREHENSIVE PLAN:

The *Community Physical Image and Character Plan* element of the *Comprehensive Plan* developed goals to improve the visual appearance of the urban area and the *Growth Management and Land Use Plan* element encourages the protection of residential neighborhoods from adverse impacts of proposed development and inappropriate land use changes. New development should be compatible with existing development in terms of scale, materials, rooflines, setbacks and open space.

PUBLIC NOTIFICATION:

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: 10 Returned: 0

DEPARTMENT COMMENTS

Development Review Staff Report



BUILDING DEVELOPMENT SERVICES COMMENTS:

No comments.

CITY UTILITIES:

No issues with parking special exception.

CLEAN WATER SERVICES COMMENTS:

No objection to the reduction of parking. No impact on public sewer.

FIRE DEPARTMENT COMMENTS:

No issues with parking.

PUBLIC WORKS TRAFFIC DIVISION COMMENTS:

Based on the information provided, Traffic has no issues with the reduction in parking request.

PUBLIC WORKS STORMWATER COMMENTS:

There are no issues with stormwater with proposed special exception.

Development Review Staff Report



PROPERTY DESCRIPTION:

EXHIBIT 1

All of Lot 2 of the Administrative Replat of Lot 6 of SSS Land and Development, a subdivision in the City of Springfield, Greene County, Missouri

Exhibit 2

Engineering Surveys & Services

Consulting Engineers, Land Surveyors, and Geoprofessionals
Analytical and Materials Laboratories

1113 Fay Street
Columbia, Missouri 65201
Telephone: 573-449-2646

ess@ess-inc.com
www.ess-inc.com

May 3, 2021

Mr. Daniel Neal
Senior City Planner
840 Boonville Avenue
Springfield, MO 65802

RE: Request to Reduce Required Parking
Scenic Meadows
Springfield, Missouri

Dear Mr. Neal:

On behalf of Scenic Meadows, L.P., we request a special exception to the required off-street parking for the proposed Scenic Meadows on the southeast corner of South Scenic Avenue and West Delmar Street; which is located in Planned Development #269. This development proposes construction of 60-units of independent senior housing consisting of (20) 1-bedroom units and (40) 2-bedroom units. Per section 36-455 of the City Code of Ordinances, one and a half stalls shall be provided for each one-bedroom unit; two stalls shall be provided for each two-bedroom units; or a total of 110 stalls. However, this parking requirement well exceeds the anticipated parking demand for this development. We request that the required parking be reduced to 1.5 stalls per unit throughout the development, or 90 stalls. The site plan showing our proposal has already been submitted for review. The following provides justification for our request.

This development is not intended to serve the family or the student population. The proposed development will be age restricted to 55+. Most residents will only have 1 vehicle per unit, which provides ample additional parking spaces for visitors. The multiple bedroom units will be used primarily as a spare room for senior couples in the development and will not require parking for each bedroom. The proximity to the public transit system will also allow the seniors to travel about the city, which further reduces the need for additional parking stalls. Furthermore, a parking ratio of 1.5 stalls/unit has found to provide more than adequate parking for the residents and their visitors based on pervious developments with similar characteristics of Scenic Meadows.

Unused additional parking needlessly increases the impervious surface. This increase decreases greenspace and trees as well as negatively impacts the appearance of the property. Furthermore, this additional impervious surface increase runoff rates and pollutants in the runoff. In addition, the unused pavement will increase the heat island impact. Reducing the required parking will offset these negative impacts of parking.

Page 2
Mr. Neal
May 3, 2021

Based on the anticipate and typical parking demand for independent senior housing, the negative impacts of pavement (particularly unneeded pavement), and the typical parking requirements, we believe a reduction in required parking for the 2-bedroom units from 2 stalls/unit to 1.5 stalls/unit is justified. Resulting in a decrease from 110 required parking stalls to 90. We appreciate your review of this matter. Please do not hesitate to contact us with any questions.

Sincerely,


Matthew A. Kriete, P.E.
MO PE 2007002811



Enclosures

cc: 1-Jay Burchfield – Scenic Meadows, LP
1-Matt Covington - AEP
1-File ESS Job # 15007



Engineering Surveys & Services

Consulting Engineers, Land Surveyors, and Geoprofessionals
Analytical and Materials Laboratories

1113 Fay Street
Columbia, Missouri 65201
Telephone: 573-449-2646

ess@ess-inc.com
www.ess-inc.com

May 12, 2021

Mr. Daniel Neal
Senior Planner – City of Springfield
840 Boonville Avenue
Springfield, MO 65802

RE: Traffic Generation Report/Parking
Stall Requirements Information
Scenic Meadows
Springfield, Missouri

Dear Mr. Neal:

Scenic Meadows is a proposed 60-unit (20 1-bedroom units, 40 2-bedroom units) senior independent housing development including one three-story building on the southeast corner of Scenic Avenue and West Delmar Street in Springfield, Missouri. The proposed property will be restricted to residents age 55 and over. The property is currently undeveloped. Since the City Code defines only multi-family development parking and does not have a provision for senior parking, the applicant has submitted for a Special Exception to reduce the parking requirement to 1.5 stalls/unit throughout, reducing the overall required parking from 110 stalls, to 90 stalls. We have prepared this letter to provide additional justification for the request.

Parking demand closely follows trip generation for the site. Therefore, to illustrate the parking demand for senior housing is less than the typical multi-family housing, the trip generation for senior housing vs multi-family has been calculated utilizing the *Institute of Transportation Engineers Manual (ITE)*. Table 1 below estimates the traffic generated by both developments.

Table 1: Traffic Generation Rates per Trip Generation Manual (ITE, 10th Edition)

	ITE Rate	Trip Generation	
	(vpd/unit)	(units)	(vpd)
Multi-Family Apartment (ITE Code 220)	7.32	60	439
Senior Adult Housing – Attached (ITE Code 252)	3.70	60	222
Difference in Total Trip Generation:			217

Senior adult housing generates roughly half of the trips that multi-family does. Fewer trips made by seniors correlates with the fewer number of vehicles owned per unit in a senior community compared to a multi-family community.

A study named “*Active Adult (55+) Community Trip Generation Rates*” by The University of Delaware in 2006 elaborates on how the active adults (55+) communities produce less trips than younger communities. The study goes into detail explaining that the number of working adults, children, income level, and travel characteristics are typically less in the 55+ communities. The study also concludes that adults who are 55+ that live in an apartment opposed to a house generate less trips. The calculation of trips generated per unit in the study

for senior adult housing-attached category are as follows: Weekday (3.48), Saturday (2.41), and Sunday (2.70); page 6 of the study. These numbers closely coincide with the *Institute of Transportation Engineers Manual (ITE)* trip generation numbers used in Table 1 to calculate the expected number of daily trips from the Scenic Meadows development for weekday traffic, for weekend traffic the study mention actually has fewer trips than the ITE manual. When taking into the account of number of seniors living in the same apartment, the study noted that one person of age 55+ will likely generate 3.8 trips per day, whereas two persons of age 55+ will generate 3.4 trips per day based on a national average (page 20). When comparing seniors living in an apartment vs a single-family home, the trips generated per day is 2.7 trips per day compared to 3.7 trips per day; signifying senior living in apartments make even fewer trips than seniors living in single family homes (page 25).

A second study called “*Parking Requirement Impacts on Housing Affordability*” by the Victoria Transport Policy Institute in April of 2021 goes into detail on how lower income households own fewer vehicles and therefore need less parking. This study is not written specifically for senior housing, but provides good information on how vehicles owned fluctuate with income and age. A portion of the units within Scenic meadows will be designated as low-income housing. Page 2 of this study mentions that lower income houses tend to own fewer vehicles, and by having increased parking requirements the cost of development is increased and subsequently increases housing costs; which reduces the amount of affordable low-income housing. Figure 13 illustrates how the parking costs of the lower income household are far more of the percentage of household income compared to a wealthier household. The lower income households are directly harmed by generous off-street parking; since they own fewer vehicles, they are paying more for parking as a percentage of housing costs.

We have also completed research of surrounding communities, or communities of similar size parking requirements to compare on a regional standard level. Currently the City of Springfield does not have a separate parking requirement per code for senior housing. The multi-family housing requirement is 1.5 stalls/1-bedroom units and 2 stalls/2-bedroom units. Communities noted below have both multi-family and senior housing parking requirements, an acknowledgement from these cities that senior developments require fewer parking stalls than typical multi-family developments. These city parking requirements are included in Appendix A.

<u>Community:</u>	<u>Parking Requirement:</u>	
Branson, MO	Multi-Family:	1.5 stall/1-bedroom & 2 stall/2-bedroom
	Senior:	1 stall/2 bed + 1 stall/100 sf assembly area
Joplin, MO	Multi-Family:	2 stall/unit
	Senior:	1 stall/2 units
Lee’s Summit, MO	Multi-Family:	1.5 stall/ 1- or 2-bedroom unit
	Retirement Community:	1 stall/unit + 1 stall/employee per shift
Independence, MO	All Other Housing:	1 stall/unit
	Elderly Housing:	1 stall/unit

<u>Community:</u>	<u>Parking Requirement:</u>	
Kansas City, MO	All Other Housing:	1 stall/unit
	Elderly Housing:	1 stall/3 units
O'Fallon, MO	Multi-Family:	1.5 stall/1 bedroom & 2.5 stall/2 bedroom
	Senior:	0.5 stall/unit
Jennings, MO	Multi-Family:	1.5 stall/1 bedroom & 2 stall/2 bedroom
	Senior:	0.5 stall/unit
St. Louis, MO	Multi-Family:	1 stall/unit
	Senior:	0.6 stall/unit
Tulsa, OK	Apartment:	1.25 stall/1 bedroom & 2 stall/2 bedroom
	Elderly/Retirement Center:	0.65 stall/unit
Oklahoma City, OK	Multi-Family:	1.5 stall/1 bedroom & 2 stall/2 bedroom
	Senior:	0.5 stall/unit
Fayetteville, AR	Multi-Family:	1 stall/bedroom
	Senior:	1 stall/2 units

In addition to the above cities' requirements, other similar senior (55+) developments that were designed by Engineering Surveys & Services and managed by Fairway Management Co. have proven to be successful in accommodating demographic demands. See Table 2 below for a summary of other senior developments that we have designed and their parking ratios. Parking has been adequate at these developments.

Table 2: Other Senior Development Parking Ratios

<u>Name of Community</u>	<u>Location</u>	<u>No. of Units</u>	<u>Parking Spaces</u>	<u>Ratio of Spaces to Units</u>
Park Avenue Estates	Oklahoma City, OK	90	92	1.02
Gentry Estates I	Columbia, MO	42	62	1.48
Gentry Estates II	Columbia, MO	48	66	1.38
Hillmann II	O'Fallon, MO	56	79	1.41
Jennings Place II	Jennings, MO	54	66	1.22
Memorial Hills	Joplin, MO	54	54	1.00
Sinclair Estates	Columbia, MO	40	60	1.50
Vandeventer Place	St. Louis, MO	54	55	1.02
Wilshire Hills II	Lee's Summit, MO	42	60	1.43
Design Average				1.27

Based on our history of designing senior developments and then seeing them being occupied post construction we have the understanding that most residents will only have 1 vehicle per unit, which provides ample additional parking spaces for visitors. The multiple bedroom units will be used primarily as a spare room for senior couples in the development and will not require parking for each bedroom. The proximity to the public transit system will also allow the seniors to travel about the city, which further reduces the need for additional parking stalls.

Page 4
Mr. Neal
May 12, 2021

The overall demand for parking at senior developments is typically around 1.0 stalls per unit, our special exception request is for 1.50 stalls per unit. This additional parking of 0.5 stalls/unit will be ample additional parking for the site.

Thank you for your review of this addition information. Support by the Planning & Development Department for the Special Exception parking reduction at the Board of Adjustment meeting would be greatly appreciated. Please contact me if you have any questions, comments, or concerns.

5/12/21

Sincerely,



Matthew A. Kriete, P.E.
MO PE 2007002811

Enclosures

cc: 1-Jay Burchfield – Scenic Meadows, LP
1-Matt Covington - AEP
1-File ESS Job # 15007

APPENDIX A: OTHER CITIES' PARKING REQUIREMENTS

Sec. 94-87. - Off-street parking standards.

(a) *Computation of required off-street parking spaces.*

- (1) *Fractions.* When measurements of the number of required parking spaces result in fractions, the space standard shall be rounded upward to the next highest whole number.
- (2) *Different use areas.* Except as provided for in this section, parking shall be calculated separately for each different use area in a building or on a site, including all accessory uses.
- (3) *Combinations of uses.* If the planning and development director determines that a proposed use represents a combination of uses listed in Table 94-87.1, Off-Street Parking Standards, the parking space standards shall be those that would apply if the two (or more) uses were developed separately, unless the planning and development director determines that a lower standard would be adequate because of differences in peak operating hours pursuant to this chapter.
- (4) *On-street parking.* Except as permitted as part of an approved Alternative Parking Plan, on-street parking on streets, shall not be used to satisfy the off-street parking standards of this article.
- (5) *Parking based on seating.* When the standards use seating as a unit of measurement, all calculations shall be based on the occupant load of the areas used for seating.
- (6) *Parking based on floor area.* Except as provided for in this section, when the standards use amount of square footage in buildings as a unit of measurement, all calculations shall be based on gross floor area minus ten percent except as may hereinafter be modified.
- (7) *Parking based on occupants.* Except as provided for in this section, when the standards use the number of occupants as a unit of measurement, all calculations shall be based on the maximum fire-rated capacity.
- (8) *Fleet parking.* For the purpose of calculating parking requirements, fleet vehicle parking spaces shall not count against either the minimum or maximum requirements.

(b) *Determination by planning and development director.*

- (1) Parking standards for uses not specifically listed in Table 94-87.1, Off-Street Parking Standards, shall be determined by the planning and development director based on the standards for the closest comparable use, or by reference to standard parking resources published by the National Parking Association, the American Planning Association or similar organization.
 - (2) The planning and development director may alternately require the submittal of a parking demand study that justifies estimates of parking demand based on the recommendations of the Institute of Transportation Engineers (ITE), and includes relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity and location.
- (c) *Off-street parking spaces required.* Off-street parking spaces shall be provided in accordance with Table 94-87.1, Maximum Off-Street Parking Standards. Where this table does not specify a parking requirement, the standards of subsection 94-87(d) apply.

Table 94-87.1: Maximum Off-Street Parking Standards

Dwelling Unit = du Gross Floor Area = GFA

Use	Parking Requirements
Residential	
Household Living	
Dwelling	
Single-Family, Detached	None
Single-Family, Attached (3 or more units)	None
Single-Family, Duplex	None
Single-Family, Patio Home	None
Multi-Family	1 per studio; 1.5 per 1 br; 2.0 per 2 br; 2.5 per 3 br; 2.5 + 0.5 for each br more than 3; plus 1 per 5 units
Home-Based Occupation	As required for dwelling type and <u>Sec. 94-62(b)(1)</u>
Live/Work	1 per du plus parking for work use
Loft	1 per du
Manufactured Home	2 per du
Modular Housing	2 per du
Mobile Home Community	Per <u>94-62(a)(3)</u>
Group Living	
Congregate Living Facility/Senior Housing	1 per 2 beds plus 1 per 100 sf of assembly area
Group Home	1 per 4 beds plus 1 per 100 sf of assembly area
Nursing, Convalescent, and Rest Home	1 per 2 beds plus 1 per 100 sf of assembly area

radius, the edge of the driveway throat shall be 135 feet from the curb face of the perpendicular intersecting street. The driveway radius shall not compound with the intersection corner radius. Corner Clearance Arterial and Collector Streets: All direct access driveways shall be constructed such that the point of tangency of the curb return radius closest to a signalized or stop sign-controlled intersection shall be at least 150 feet right-in, right-out, or 250 feet right/left in-out, from the perpendicular curb face of the intersecting street. The driveway radius shall not compound with the intersection corner radius.

- G. Driveway Width: Except for dual driveways approved by the City Engineer, the width of the driveway throats shall not exceed 35 feet in width. Provided, however, driveway widths shall be between 30 feet and 55 feet for those driveways exiting or entering upon arterial and collector streets. The specific width shall be established by the City Engineer based upon traffic volumes and the proposed sign design.
- H. Access Easement Agreements: In order to guarantee the above standards and improvements will be maintained by future owners, Access Agreements shall be required. These Agreements will be recorded in the appropriate Reorder of Deeds Office and will be binding upon inure to the benefit of future owners of the property unless modified and amended.
- I. Driveway Profiles: The grade of a 2-way, 1-way or divided commercial driveway shall not exceed five percent (5%) for a minimum distance of 25 feet from the edge of the pavement.

Sec. 29A-1904. Required Spaces

Off-street parking spaces shall be provided as follows:

A.. Dwelling and Lodging Uses:

1. Boarding or rooming houses: One parking space per each three sleeping rooms.
2. Dormitories, fraternities, sororities: Two parking spaces for each three occupants based on the maximum design capacity of the structure.
3. Hotels and motels: One space per each rental unit plus one space per each two employees in the largest working shift and such spaces as are required for restaurants, assembly rooms, and other affiliated facilities provided.
4. Manufactured home parks: Two parking spaces per each manufactured home.
5. Nursing homes, rest homes, etc.: One parking space per each five beds based on the designed maximum capacity of the structure, plus one parking space for each employee.
6. Single-family: Two spaces per dwelling unit.

7. Two-family and multifamily: Two spaces per dwelling unit. Two-family and multifamily dwelling units designed specifically for the elderly, one space per two dwelling units.

B. Business, Commercial, and Industrial Uses:

1. Automobile, truck, recreational vehicle and manufactured home sales and rental lots: One parking space for each 3,000 square feet of open sales lot area devoted to the sale, display and rental of said vehicles, plus one parking space for each employee.
2. Automobile salvage yards: One parking space for each employee, plus one parking space for each 10,000 square feet of storage area.
3. Financial, business, and professional offices: One parking space for each 300 square feet of gross floor area.
4. Bowling alleys: Four parking spaces for each lane.
5. Cartage, express, parcel delivery and freight terminal establishments: One parking space for each two employees in the largest working shift in a 24-hour period, plus one parking space for each vehicle maintained on the premises.
6. Automobile wash: Three holding spaces for each car washing stall plus two drying spaces for each car washing stall.
7. Funeral homes and mortuaries: One parking space for each four seats based upon the designed maximum capacity of the parlor, plus one additional parking space for each employee and each vehicle maintained on the premises.
8. Furniture and appliance stores, household equipment or furniture repair shop: One parking space for each 400 square feet of floor area.
9. Manufacturing, production, processing, assembly, disassembly, cleaning, servicing, testing or repairing of goods, materials or products: One per three employees based upon the largest working shift in any 24-hour time period.
10. Medical and dental clinics or offices: One parking space for each 200 square feet of gross floor area.
11. Restaurants, private clubs and taverns: One parking space for 2.5 seats based on the maximum designed seating capacity; provided, however, that drive-in restaurants shall have a minimum of at least ten parking spaces.

Sec. 8.530. - Vehicle parking.

A. Required spaces.

1. Table 8-1 shall be utilized to determine the minimum number of parking spaces to be provided. For uses not specifically identified, the Director shall establish the parking requirements either based upon a listed use deemed most similar to the proposed use or based upon industry standards.
2. The number of parking spaces to be provided for a particular use or development may be established through approval of an Alternate Parking Plan as described in this division. Use of an Alternate Parking Plan is encouraged in order to tailor the parking to the particular needs of the use or development and to allow introduction of operational solutions such as ride-sharing programs, shared parking or remote employee parking lots.

B. Dedication to parking use.

1. Parking lots. Unless approved otherwise, parking spaces located in parking lots provided to meet the minimum requirements of this division, along with the aisles and driveways necessary to provide access to those spaces, shall not be used for any other purpose than temporary vehicle parking. Specifically, no such parking area may be used for the sale, repair, dismantling or servicing of any vehicles, or for the sale, display or storage of equipment, goods, materials or supplies, except as further provided in this chapter.
2. Multi-family residential parking. Multi-family residential parking lots shall comply with Subsection 1. above.
3. Single-family residential parking. Enclosed garage parking and associated driveways shall be used to meet minimum parking requirements. Garages may also be used for accessory storage provided there is still room for at least one vehicle. For inoperable vehicle maintenance and repair see Section 8.650.B. of this division.

C. Computation of required parking.

1. Multiple uses. Except as approved otherwise, developments containing two or more uses shall have the total number of parking spaces required for each use.
2. Floor area. All required parking calculations shall be based on gross floor area unless otherwise stated. Gross floor area (gfa) shall mean the total area of all floors, measured between the exterior walls of a building. Gross leasable area (gla) shall mean the total area of all floors intended for occupancy and the exclusive use of tenants, specifically excluding public or common areas such as utility rooms, stairwells, enclosed malls and interior hallways.
3. Fractions. Whenever the computation of the number of parking spaces required by this division results in a fractional parking space, one additional parking space shall be

required for one-half or more fractional parking space, and any fractional space less than one-half of a parking space shall not be counted.

Table 8-1
MINIMUM PARKING BY USE

Use	Number of Parking Spaces	Required for Each
RESIDENTIAL		
Single-family residence	2	Dwelling unit (fully enclosed)
Single-family residence in a planned district	2	Dwelling unit (one must be fully enclosed)
Single-family residence — Old Lee's Summit Neighborhood	2	Dwelling unit (one must be fully enclosed)
Two-family, Three-family or Four-family residences	2	Dwelling unit (one must be fully enclosed) Visitor parking per plan approval
Loft dwelling	1	Dwelling unit
Dwelling units above 1st floor commercial in the Downtown Core area	.5	Dwelling unit
Multi-family residence	1 1.5 2 plus 0.5	Efficiency or studio unit 1 or 2 bedroom unit 3 or more bedroom unit per unit for visitor parking
Bed and breakfast — Home stay (max. 3 rooms), rooming house, boarding house	2 1	Residence Room for rent

Bed and breakfast inn (max. 12 rooms)	1 1	Room for rent Employee on maximum shift
Group homes	1.5	Employee on maximum shift
Group living quarters: Fraternity & sorority houses, dormitories, etc.	1	2 residents or beds
Hotel or motel with a restaurant or lounge open to the public	1.5	Room
Hotel or motel with no restaurant or lounge; or with a restaurant or lounge provided for guests only	1	Room
Nursing home/elder care	1 plus 1	2 beds Employee on maximum shift
Retirement community	1 plus 1	Dwelling unit Employee on maximum shift
COMMERCIAL		
Amusement center, recreational attraction, roller skating or ice skating rink	6	1,000 sq. ft. of gfa
Animal services (boarding, grooming and veterinary)	2.5	1,000 sq. ft. of gfa or determined by Director at plan approval
Automobile, truck, recreational vehicle, manufactured home or utility structure sales, equipment sales and service	2 plus 1 3	1,000 sq. ft. of indoor sales area 2,500 sq. ft. of outdoor display Service bay

14-501 PARKING AND LOADING

14-501-01 APPLICABILITY

14-501-01-A. NEW DEVELOPMENT

Unless otherwise expressly stated, the parking and loading standards of this article apply to all new buildings constructed and all new uses established in all zoning districts.

14-501-01-B. ENLARGEMENTS AND EXPANSIONS

1. Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measurement used for establishing off-street parking and loading requirements.
2. In the case of enlargements or expansions triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area, not the entire building or use. There is no requirement to address lawfully existing parking or loading deficits.

14-501-01-C. CHANGE OF USE OR OCCUPANCY

1. Unless otherwise expressly stated, when the use or occupancy of property changes to a more intensive use (e.g., an office use changing to a restaurant), additional off-street parking and loading facilities must be provided to serve a new use or occupancy, in accordance with the minimum parking ratios of Sec. 14-501-05.
2. Parking and loading facilities must be provided to serve a new nonresidential uses only when the number of parking or loading spaces required for the new nonresidential use exceeds the number of spaces required for the use that most recently occupied the building, based on the standards of this development ordinance. In other words, “credit” is given to the most recent lawful use of the property for the number of parking spaces that would be required under this development ordinance, regardless of whether such spaces are actually provided. A new nonresidential use is not required to address a lawful, existing parking deficit.

14-501-02 DAMAGE OR DESTRUCTION

When a use that has been damaged or destroyed by fire, collapse, explosion, or other cause is re-established, off-street parking or loading facilities must also be re-established or continued in operation in an amount equal to the number maintained at the time of such damage or destruction. It is not necessary, however, to restore or maintain parking or loading facilities in excess of those required by this development ordinance.

14-501-03 EXEMPTIONS AND REDUCTIONS

14-501-03-A. HISTORIC SQUARE

Nonresidential uses in the Historic Square zoning district are not required to provide off-street parking unless such uses exceed 4,000 square feet of gross floor area, in which case off-street parking must be provided for the floor area in excess of 4,000 square feet.

14-501-03-B. PEDESTRIAN STREETS

Nonresidential uses within the Pedestrian Street Overlay district are not required to provide off-street parking unless such uses exceed 10,000 square feet of gross floor area, in which case off-street parking must be provided for the floor area in excess of 10,000 square feet.

14-501-03-C. LANDMARKS AND HISTORIC DISTRICTS

1. No additional off-street parking or loading spaces are required for rehabilitation or reuse of an official historic landmark.
2. No additional off-street parking or loading spaces are required for rehabilitation or reuse of an existing contributing building within an official historic district.

14-501-04 COMPLIANCE REQUIRED

Existing parking and loading spaces may not be reduced below the minimum ratios established in this article. Any off-street parking areas that are not required by this article but are provided voluntarily shall meet all the standards of this article for parking space design, signage requirements and aisle dimensions. (History: Ordinance No. 17832)

14-501-05 PARKING RATIOS

Off-street parking must be provided in accordance with the following minimum ratios. In lieu of complying with these minimum standards, applicants may apply for approval of an alternative compliance parking plan, in accordance with Sec. 14-501-13.

(History: Ordinance No. 18210, 18618)

USE GROUP		
Use Category		Minimum Vehicle Parking Spaces
↳specific use type		
RESIDENTIAL		
Household Living		
↳Elderly Housing, Independent		1 per dwelling unit
↳Elderly Housing, Semi-Independent		1 per 2 dwelling units
↳Elderly Housing, Dependent		1 per 4 dwelling units
↳All other		1 per dwelling unit
Group Living		1 per 4 dwelling units or 1 per 4 beds/sleeping rooms
PUBLIC/CIVIC		
College/University		As determined in accordance with Sec. 14-501-07
Day Care		
↳Home-based (1-4)		None
↳All other		3 per 1,000 square feet
Hospital		1 per 2 beds plus 1 per 2 employees
Library/Cultural Exhibit		2.5 per 1,000 square feet
Park/Recreation		
↳Community center		1 per 4 seats
↳All other park/recreation		As determined in accordance with Sec. 14-501-07
Religious Assembly		1 per 4 seats
Safety Service		
↳Fire station		1 per 4 employees
↳Police station		1 per 3 employees
↳Ambulance service		1 per 4 employees
School		
↳Elementary/Junior High		2 per classroom
↳Senior High		2 per classroom plus 1 per 15 students
Utilities and Services		
↳Basic, minor		None
↳All other utilities and services		As determined in accordance with Sec. 14-501-07
COMMERCIAL		
Animal Service		3 per 1,000 square feet
Artist Work or Sales Space		3 per 1,000 square feet
Building Maintenance Service		2 per 1,000 square feet
Business Equipment Sales and Service		3 per 1,000 square feet

For any single family or duplex structure on a lot platted prior to September 10, 1951, no off-street parking shall be required.

(Ord. No. 160454, § B, 6-23-2016; Ord. No. 180723, § A, 4-18-19; Ord. No. 190501, § B, 7-11-2019)

88-420-05 - COMPLIANCE REQUIRED

Existing parking and loading spaces may not be reduced below the minimum ratios established in this article or increased above any maximum parking ratios established in this article.

(Ord. No. 160454, § B, 6-23-2016)

88-420-06 - PARKING RATIOS

Except as otherwise expressly stated, off-street parking must be provided in accordance with the following minimum ratios. In lieu of complying with these minimum standards, applicants may apply for approval of an alternative compliance parking plan, in accordance with 88-420-15. See also the exemptions reductions and special area standards of 88-420-04. Bicycle parking must be provided in accordance with 88-420-09.

Table 420-1 Parking Ratios	
USE GROUP	
Use Category » specific use type	Minimum Vehicle Parking Ratio
RESIDENTIAL	
Household Living	
» Elderly Housing	1 per 3 dwelling units
» All other	1 per dwelling unit (unless exempted by 88-420-04-N)
Group Living	1 per 4 dwelling units or 1 per 4 beds/sleeping rooms
PUBLIC/CIVIC	

Chapter 400. Zoning Code

Article XII. Off-Street Parking and Loading Requirements

Section 400.480. Off-Street Automobile Parking Space Requirements.

[R.O. 2007 §400.480; Ord. No. 4742 §1, 11-18-2004; Ord. No. 5009 §§1—2, 8, 5-16-2006; Ord. No. 6291 §1, 1-12-2017; Ord. No. 6350 § 4, 5-25-2017; Ord. No. 6562, 3-28-2019]

The Table 400.480 lists the minimum off-street parking spaces required for motorized vehicles by land use category:

TABLE 400.480 OFF-STREET PARKING SPACE REQUIREMENTS

LAND USE	NUMBER OF SPACES REQUIRED
Dwelling and Lodging	
Children's homes	One (1) space for each six (6) beds
Dormitories	One (1) space for each two (2) beds, plus one (1) space for each 100 sq. ft. of floor area
Fraternity and sorority homes	One (1) space for each two (2) members or residents
Group homes	One (1) space per three (3) residents, plus one (1) space for each employee
Mobile homes	Two (2) spaces per dwelling unit
Multi-family (3+ dwelling units)	One and one-half (1.5) spaces for each efficiency and one (1) bedroom unit, plus one (1) additional space for each additional bedroom (covered parking is optional)
Residential subdivision recreational amenity areas	One (1) space per ten (10) dwelling units within the residential subdivision
Rooming, boarding, lodging and tourist homes	One (1) space for each guest room, but not less than three (3) total spaces
Senior citizen communities	See Section 400.162(E)(3) of the Zoning Code
Single-family homes	Two (2) spaces per dwelling unit
Two-family homes	Two (2) spaces per dwelling unit
Institutional Uses	
Correctional facilities	One (1) space per five (5) beds, plus one (1) space per two (2) employees
Hospitals	One (1) space per four (4) beds, plus one (1) space per staff doctor, plus one (1) space per three (3) employees, plus adequate area for emergency vehicles
Nursing and convalescent homes	One (1) space per three (3) beds, plus one (1) space per two (2) employees
Places of Assembly	

Chapter 400. Zoning Code

Article IV. District Regulations

Section 400.162. Senior Community Overlay District.

[R.O. 2007 §400.162; Ord. No. 4383 §8, 7-1-2002; Ord. No. 4660 §§1—2, 6-1-2004; Ord. No. 5727 §3, 8-25-2011]

- A. *Purpose.* The purpose of the Senior Community Overlay District is to encourage development of residential communities for persons fifty-five (55) years of age and older by allowing for a greater variety of uses and building types at a higher density than would normally be allowed and allowing greater flexibility in site planning so as to promote affordable housing and the preservation of open space within the development. It is intended that a senior community development provide a range of housing types and facilities that are responsive to the health care and recreational needs of senior residents. The senior community should be a well integrated development in terms of land use, functional systems, and major design elements such as buildings, roads, utilities, sewers, drainage systems and open space. Design standards should be supportive of a cohesive development while providing a sense of community.
- B. *General Requirements.*
1. *Locations.* The Senior Community Overlay District is an overlay zoning district that shall be superimposed on the "R-1", "R-2", "R-3", "R-4", "R-5", "C-O", "C-2" and "MUTDD" Districts.
 2. *Conditional use permit.* Senior communities shall be authorized only by a conditional use permit granted by the City Council in compliance with Section **400.300** et seq. of this Code.
- C. *Permitted Uses.*
1. *Uses allowed by right.* The following uses shall be allowed by right within the Senior Community Overlay District:
 - a. All uses permitted by right in the underlying base zoning district.
 2. *Uses allowed by conditional use permit.* In addition to the conditional uses listed in Appendix A, the following uses may be permitted within a Senior Community Overlay District upon the granting of a conditional use permit:
 - a. A senior community development (senior community).
- D. *General Standards And Density Determination.*
1. *General standards.* A senior community shall comply with the following general standards:
 - a. All dwellings in a senior community shall be subject to an age restriction described in a deed/deed rider or restrictive covenant and shall be reviewed by the City Attorney and approved by the City Council. The age restriction shall limit the dwelling units to occupancy by seniors age fifty-five (55) or older; or their spouses of any age; or other persons if medical need can be established to the satisfaction of the association. The

conditional use permit and the age restrictions described above shall run with the land and shall be enforceable by any owner(s) of dwelling units in the senior community.

- b. A senior community shall contain a minimum of four (4) housing units as defined in this Section.
- c. Upon approval by the Council, a senior community may include accessory retail uses intended for use and benefit of the senior community residents. The total amount of gross building floor area used for accessory retail uses shall not exceed five percent (5%) of the total gross building floor area for the entire senior community.
- d. Upon approval by the Council, a senior community also may include a Senior Community Center or community building(s) intended for the use and benefit of the senior community residents, provided that such use(s) shall not occupy more than ten percent (10%) of the total gross building floor area constructed within the approved senior community. The maintenance of such facilities shall be the responsibility of the residents, owners or their agents.

2. *Density determination.*

- a. For the purposes of this Section, one (1) housing unit shall be defined as equal to:
 - (1) One (1) home site in a senior community residential subdivision or one (1) senior community townhouse;
 - (2) Two (2) dwelling units or rooms in an assisted living or congregate living residence facility, or independent living residence facility;
 - (3) Three (3) dwelling units or rooms in a long-term care or skilled nursing facility.

TABLE ONE	"R-1" and "R-2"	"R-3", "R-4", "R-5", "C-O", "C-2" and "MUTDD"
Single-Family Homes	4 housing units per acre	8 housing units per acre
Townhouses		
Assisted Living or Independent Living	8 housing units per acre	12 housing units per acre
Long-Term or Skilled Nursing	12 housing units per acre	16 housing units per acre

- b. The preceding table illustrates the maximum number of housing units per acre permitted for a given senior community site.
- c. An applicant or developer of a senior community is not entitled to the maximum number of housing units described above. The allowable increased density, up to the calculated maximum number of housing units for the given senior community site, is at the discretion of the Council based on an evaluation of the proposed development plan's impacts and benefits.

E. *Senior Community Site Development Standards.*

1. *Open space standards.*

- a. Provide a minimum of thirty percent (30%) of the lot area as permanent, protected open space.
- b. A minimum of forty percent (40%) of the required senior community open space shall be suitable for use for passive and/or active recreational purposes.

- c. The following shall not be counted as part of the required senior community open space: median strips, landscaped areas within parking lots, constructed stormwater management facilities including retention basins, lawn/landscaped areas on individual home site lots or private residential yards.

2. *Dimensional standards.*

- a. There shall be no minimum standards for internal setbacks within the senior community unless required by the Council in its issuance of a conditional use permit based on specific findings that there is need for greater physical separation of specific buildings or uses, except where noted in this Section.
- b. In a senior community residential subdivision, each lot in the senior community shall have a minimum front yard of not less than twenty-five (25) feet; a side yard of not less than six (6) feet, except in the case of a corner lot or parcel where the side yard on the road or street shall not be less than twenty-five (25) feet; and a rear yard of not less than twenty-five (25) feet.
- c. Each building in the senior community shall be set back a minimum of twenty-five (25) feet from a senior community's perimeter lot lines. This minimum setback shall be increased by two (2) feet for each foot the proposed building is over thirty (30) feet in height. The maximum height of any structure in a senior community shall be no greater than thirty-five (35) feet, except buildings in the "R-4" Residence District and the "C-O" and "C-2" Commercial Districts where the maximum height of any structure shall be no greater than forty-five (45) feet. The setback or buffer area shall be maintained as a densely planted landscape buffer.
- d. In a senior community residential subdivision, each lot shall be a minimum of five thousand (5,000) square feet. All other provisions of the Chapter **405** Subdivision and Land Development shall be met as applicable.

3. *Parking standards.*

- a. Within a senior community residential subdivision, a minimum of one (1) off-street parking space shall be required for each dwelling unit; a minimum of five-tenths (0.5) parking spaces shall be provided for each independent living or congregate living unit; a minimum of two-tenths (0.2) parking space for each assisted living facility, long-term care or skilled nursing facility. Additionally, one (1) space for every two (2) employees on the maximum shift plus one (1) space for every vehicle customarily used in the operation of the use shall be provided.
- b. The parking spaces shall be provided on the same lot as the dwellings or on a contiguous lot within the senior community provided that there are easements ensuring rights of access, use and maintenance. The Council may, as a condition of granting a conditional use permit for the senior community, require additional off-street parking areas be provided for use in common by dwelling unit owners, employees of the facility and guests.
- c. No parking facility shall contain more than fifty (50) parking spaces and shall be sited to the side or rear of buildings and shall minimize visibility from public and private streets.
- d. Parking facilities shall be adequately buffered and shaded. Parking lots containing three (3) or more spaces shall be planted with at least two (2) trees per three (3) spaces. Shade trees shall be a minimum of two and one-half (2½) inches in diameter.
- e. A minimum of one (1) off-street parking space shall be required for each three hundred (300) square feet of gross building area occupied by a permitted accessory retail use. The Council may reduce this requirement if the nature and design of a particular senior

community indicates that parking demand will be lower due to enhanced pedestrian access or a reduced reliance on motor vehicle travel within the senior community. The required parking spaces shall be provided on the same lot as the permitted use or on a contiguous lot (within the senior community) provided that there are easements ensuring rights of access, use and maintenance. The Council may, as a condition of granting a conditional use permit for the senior community, require additional off-street parking areas to be provided for accessory uses within the senior community.

4. *Landscaping, shade trees and infrastructure.*

- a. Street trees shall be planted on each side of public and private streets. Street trees shall be at least two and one-half (2½) inches in diameter and shall be spaced at intervals no greater than twenty (20) feet along both sides of the street.
- b. Senior community perimeter bufferyards shall provide for a minimum of five (5) plant units, as defined in Section **402.020**^[1] of this Code, for every one hundred (100) lineal feet of frontage where the bufferyard is required when abutting commercial, industrial, high tech and mixed use districts and two and one-half (2½) plant units when abutting residential districts. Landscape materials shall consist of evergreen trees measuring eight (8) to ten (10) feet tall, deciduous trees measuring four (4) inches in caliper, flowering or ornamental trees measuring two (2) inches in caliper and shrubs measuring twenty-four (24) inches tall.

[1] *The reference herein to "Section 400.425(D)" was changed to "Section 402.020", since ord. no. 5752 §1, adopted 12-8-11 repealed this subsection and enacted Chapter **402** and more specifically Section **402.020** as it's replacement.*
- c. All roadways and driveways serving more than one (1) dwelling shall be a maximum paved width of twenty-five (25) feet. Sidewalks shall be provided along both sides of the street.
- d. All private roadways, driveways and parking areas within the senior community shall be maintained by the applicant, developer of the senior community, its assigns or owners or their agents in perpetuity unless dedicated for public use.
- e. All utilities shall be underground.
- f. No mobile homes or trailers shall be allowed to be used as dwelling units in the senior community.
- g. Solid waste storage, air conditioners, loading areas and the like shall be shielded from view by walls, dense vegetation or fences.

5. *Compliance.*

- a. No conditional use permit shall be issued without appropriate restrictions to ensure that the provisions of this Section are made binding upon the applicant and his/her successors and heirs. These deed restrictions and indentures shall be enforceable by the City and can not be changed or otherwise amended without the City's consent.
- b. No certificate of occupancy, temporary or permanent, shall be issued for any unit in a senior community until all deed restrictions, covenants, transactions and/or other documents necessary to ensure compliance by the applicant with the requirements of this Section have been submitted and executed.

Residential uses shall provide off-street parking and loading facilities as follows:

USE	MINIMUM PARKING REQUIREMENT	MINIMUM LOADING REQUIREMENT (Section <u>20.19</u>)
Dormitories or group living facilities	0.33/Resident	None
Dwellings, multiple-family, row houses, or other group house arrangements	For studio: 1.25/Dwelling Unit For 1 bedroom: <u>1.5</u> /Dwelling Unit For 2 or more bedrooms: 2/Dwelling Unit	None
Dwellings, single-family (Including single-family earth sheltered)	2/Dwelling Unit	None
Dwellings, two-family	For studio: 1.25/Dwelling Unit For 1 bedroom: <u>1.5</u> /Dwelling Unit For 2 or more bedrooms: 2/Dwelling Unit	None
Group homes for the developmentally disabled	0.33/Resident	None
Group homes for the elderly	0.5/Dwelling Unit	None
Residential group living facility	For 30 beds or less: .4/bed For 31 beds or more: .25/bed for each bed over 30 beds	None None

Chapter 26.28 - "C" MULTIPLE-FAMILY DWELLING DISTRICT

Prior ordinance history: Ords. 60483 and 59979

Sections:

26.28.010 - District regulations.

The regulations set forth in this Chapter or set forth elsewhere in the Zoning Code when referred to in this Chapter are the district regulations in the "C" Multiple-Family Dwelling District.

(1994 C., § 26.28.010; Ord. No. 62588, § 4(part), 1992.)

26.28.020 - Use regulations.

A building or premises shall be used only for the following purposes:

- A. Any use permitted in the "B" Two-Family Dwelling District;
- B. Town houses that front wholly and directly upon a public street;
- C. Multiple-family dwellings;
- D. Parks or playgrounds;
- E. Accessory structures and uses customarily incidental to any of the above uses;
- F. Temporary buildings for use incident to construction work, which buildings shall be removed upon the completion or abandonment of the construction.

(1994 C., § 26.28.020; Ord. No. 62588, § 4(part), 1992.)

26.28.025 - Conditional uses.

The following conditional uses may be allowed in the "C" Multiple-Family Dwelling District, subject to the provisions of Section 26.28.010:

- A. Any uses eligible to be a conditional use in the "B" Two-Family Dwelling district;
- B. Bed and breakfast inn, subject to the additional provisions of Chapter 8.25;
- C. Day care centers;
- D. Town houses where one or more dwelling units front wholly or partially on a private place or upon a court-yard or way through which the owner of the town house dwelling unit has legally guaranteed ingress and egress to a public street or private place.

(1994 C., § 26.28.025; Ord. No. 62588, § 4(part), 1992.)

26.28.030 - Parking regulations.

The parking standards in "A" Single-Family Dwelling District shall apply, except as modified by Section 26.28.010.

(1994 C., § 26.28.030; Ord. No. 62588, § 4(part), 1992.)

26.28.040 - Parking space.

Each new multiple-family dwelling shall provide parking space sufficient to accommodate one motor car for each one dwelling unit. Each rehabilitated or reconstructed dwelling shall provide parking space sufficient to accommodate three motor cars for each four dwelling units. Notwithstanding the foregoing two sentences, in the case of multiple-family dwelling constructed exclusively for occupancy by elderly or blind or other physically handicapped person and structurally designed in accordance with specific Federal Housing Administration requirements for such dwellings, the required amount of parking is reduced from the specified ratio by 40 percent if adequate space is provided in the dwelling, in an accessory building, or on the lot to ensure that parking space as otherwise required by zoning district regulations will be available in the event of a change in occupancy. No such parking space, including any interior aisle of any parking lot shall extend into any minimum required rear or side yard area.

(1994 C., § 26.28.040; Ord. No. 62588, § 4(part), 1992.)

26.28.050 - Height regulations.

Dwelling and accessory structures may not exceed a height of three stories and 45 feet, unless 40 percent or more of the dwellings or accessory structures having the same frontage are higher, in which case a height equal to or less than that greatest height may be used. Any church, school, governmental building or hospital may be erected to a height not exceeding 85 feet, providing the side yards are increased in width beyond the area regulations 1 foot for each 3 feet of height that the buildings exceeds 35 feet.

(1994 C., § 26.28.050; Ord. No. 62588, § 4(part), 1992.)

26.28.060 - Front yard area.

- A. When 25 percent of a frontage within the district is improved with dwellings and a majority of such improved frontage has observed a front yard line with a variation in depth of not more than 6 feet, no building hereafter constructed shall project beyond the average front yard line so established, except that in no event shall the front yard line be greater than 50 feet. If less than 25 percent of such frontage is developed, then a front yard line for such frontage shall be the same as that for any other frontage located within two City blocks, as designated by house numbers in any direction from the site. If no such precedent is available, then the front yard line shall be a minimum of 10 feet, but may not be required to exceed 25 feet from the lot line at the front of the lot.
- B. Notwithstanding the preceding paragraph, no front yard shall be required to exceed the average depth of the front yard line in either of the lots abutting, and no front yard line shall be required to be greater than 50 feet from the front lot line.

(1994 C., § 26.28.060; Ord. No. 62588, § 4(part), 1992.)

26.28.070 - Side yard.

- A. All detached dwelling units shall provide a side yard of 4 feet on one side and may provide no side yard on the other. All attached units shall provide a side yard of 4 feet for one end unit. The other end may

Section 55.020. - Minimum parking ratios.

Off-street motor vehicle parking spaces must be provided in accordance with the minimum ratios established in Table 55-1. See [Section 55.050](#) for an explanation of exemptions and allowed reductions of minimum motor vehicle parking requirements. See [Section 55.060](#) for additional information about bicycle parking requirements.

Table 55-1: Minimum Motor Vehicle Parking Ratios

USE CATEGORY	Measurement (spaces per)	CBD District	CH District and MX District	All Other Districts and PI Overlay [1]	Additional requirements/notes
Subcategory Specific use					
[1] See Section 20.040 for information on PI Overlay.					
RESIDENTIAL					
Household Living					
Detached house	dwelling unit	0.00	1.00	2.00	
Townhouse	dwelling unit	0.00	1.00	2.00	
Duplex	dwelling unit	0.00	1.00	2.00	
Manufactured housing unit	dwelling unit	0.00	1.00	2.00	
Mobile home	dwelling unit	0.00	1.00	2.00	
Multi-unit house	0-1 bedroom dwelling unit	0.00	1.10	1.25	
Multi-unit house	2+ bedroom dwelling unit	0.00	1.50	2.00	
Apartment/condo	0-1 bedroom dwelling unit	0.00	1.10	1.25	

Apartment/condo	2+ bedroom dwelling unit	0.00	1.75	2.00	
Group Living					
Assisted living facility	dwelling unit	0.00	0.33	0.45	
Community group home	1,000 sq. ft.	0.00	0.65	0.85	
Convent/monastery/novitiate	1,000 sq. ft.	0.00	0.65	0.85	
Elderly/retirement center	dwelling unit	0.00	0.50	0.65	
Fraternity/Sorority	bed	0.00	0.33	0.45	
Homeless Center	established as part of special exception				
Life care retirement center	dwelling unit	0.00	0.50*	0.65*	*plus 0.20 per nursing center bed
Re-entry facility	1,000 sq. ft.	0.00	0.65	0.85	
Residential treatment center	1,000 sq. ft.	0.00	0.65	0.85	
Rooming/boarding house	bed	0.00	0.33	0.45	
Shelter, emergency and protective	1,000 sq. ft.	0.00	0.65	0.85	
Transitional living center	1,000 sq. ft.	0.00	0.65	0.85	
PUBLIC, CIVIC & INSTITUTIONAL					
Airport		0.00	established as part of special exception/development plan		
Cemetery		0.00	established as part of special exception		

§ 59-10600. - Off-street parking requirements.

10600.1. List of Specific Standards. Most use units in this chapter have a minimum number of off-street parking spaces that the developer must provide to ensure adequate parking for that use. For use units that do not have a standard identified under this code, the Public Works Director shall make a determination of need after review of the site plan. Table 10600.1 below lists each use unit and shows the parking requirements for that use or if the use is subject to determination by the Public Works Director. Certain use units are subject to a parking requirement that varies according to the gross area of the proposed use. These standards are covered in Table 10600.2.

- A. For mixed-uses containing any combination of retail, office, manufacturing, and industrial or warehousing activity, parking requirements shall be tabulated separately for each use within the development. Mixed-uses regulated under separate parking requirements shall not be combined to achieve a larger square footage total that would result in a reduced parking requirement. Where any part of a mixed-use is converted to another use category, the parking requirements shall be recalculated based on the new square footage figure.
- B. Where a manufacturing and industrial use has more than one working shift of employees, parking facilities shall be adequate to accommodate overlap requirements during transition periods.
- C. Where a multi-purpose retail or industrial building is proposed to be occupied by a use which can be demonstrated by the occupant to require less parking than the standards contained herein, the Public Works Director may permit paving of a smaller parking area to meet the estimated need. However, that the balance of the land required by these regulations shall be held in reserve as an unpaved area to meet future needs generated by an expansion of the business or a change in land use.

10600.2. Queuing Space Requirements. Automatic teller machines and any building utilizing a drive-up service window shall provide an unencumbered queuing lane in accordance with regulations outlined in Section 59-10350 (Queuing Space Requirements for Drive-Through Facilities).

10600.3. Off-Street Parking Exemptions: The erection, expansion or use of any principal building or secondary structure located in the following districts shall not be required to provide minimum off-street parking:

- A. Fringe Parking Overlay District.
- B. NB Neighborhood Business District.
- C. DBD Downtown Business District.
- D. DTD-1 Downtown Transitional District Limited.
- E. DTD-2 Downtown Transitional District General.
- F. C-CBD Central Business District.

- G. NC Neighborhood Conservation District, Tract 5, as defined in Appendix A of this chapter.
- H. UD Urban Design Overlay, except west of North Classen Boulevard and in the Lincoln Boulevard Corridor Subdistrict.
- I. BC Bricktown Core.
- J. The Farmers Market District of the Scenic River Overlay Design District (SRODD).

TABLE 10600.1: PARKING REQUIREMENTS

USE UNIT		PARKING STANDARD ^{1,2}
<u>59-8150</u>	AGRICULTURE USE UNITS	
8150.1	Agricultural Processing: General	Director approval
8150.2	Agricultural Processing: Limited	Director approval
8150.3	Animal Raising: Commercial	Director approval
8150.4	Animal Raising: Commercial Feedlots	Director approval
8150.5	Animal Raising: Personal	Director approval
8150.6	Animal Waste Processing	Director approval
8150.7	Horticulture	For Building Area (Excluding Greenhouse): See Table 10600.2 I Retail + Greenhouse: See Table 10600.2 IV, Warehouse
8150.8	Row and Field Crops	Director approval
<u>59-8200</u>	RESIDENTIAL USE UNITS	
8200.1	Congregate Care Housing and Convalescent Homes	1/3 beds + 1/300 sf of administrative area

8200.3	Group Residential	1/2 occupants
8200.4	Live/Work Units	1/du
8200.5	Low Impact Institutional: Residential-Oriented	2/du + garage
8200.6	Manufactured Home Residential	2/du
8200.7	Manufactured (Mobile) Home Residential	2/du
8200.12	Multiple-Family Residential	
	Per Efficiency and One Bedroom Unit	1.5/du
	Per Two or More Bedroom Unit	2/du
8200.13	Senior Independent Living	0.5/du
8200.14	Single-Family Residential	2/du + garage
8200.15	Three- and Four-Family Residential	2/du
8200.16	Two-Family Residential	2/du + garage
<u>59-8250</u>	CIVIC USE UNITS	
8250.2	Community Recreation: General	
	Golf Courses	5/green
	Clubhouses	1/100 sf GFA
	Swim Centers	1/150 sf of pool area

(A) *Required Parking.*

- (1) *Non-Residential Use.* There shall be no minimum number of spaces required for non-residential use. The maximum number of spaces shall be limited based on the ratios in Table 3 and the allowable increases over the baseline ratio as described in subsection 172.05. The applicant shall provide a statement or parking analysis indicating how they will provide adequate parking for the proposed non-residential use to succeed without negatively impacting adjacent properties or creating or compounding a dangerous traffic condition.
- (2) *Residential.* The minimum and maximum number of spaces required for residential use shall conform to the parking ratios listed in Table 3. The minimum and maximum number of spaces required for a use not specifically included in this section shall be as required for the most similar use listed or as otherwise determined by the Planning Division utilizing reference standards.
 - (a) *Reductions for Residential Use.* Residential uses may utilize the following reductions to the minimum number required off-street parking ratios listed in Table 3 when the following standards are met:
 - (i) *Transit Stops.* Properties located within a ¼ mile radius of a transit stop may further reduce the minimum off-street parking requirements by up to 15%.
 - (ii) *Motorcycle and Scooter Spaces.* Up to 10% of the required automobile parking spaces may be substituted with motorcycle/scooter parking at a rate of one (1) motorcycle/scooter space for one (1) automobile space.
 - (iii) *Bike Racks.* Up to 10% of required automobile parking may be substituted with bicycle parking at a rate of one (1) additional bicycle rack for one (1) automobile space. This reduction shall be allowed in addition to other variances, reductions and shared parking agreements.
 - (iv) *Shared Parking.* Parking requirements may be shared where it can be determined that the peak parking demand of the existing or proposed occupancy occur at different times (either daily or seasonally). Such arrangements are subject to the approval of the Planning Commission.
 - (1) *Shared Parking Between Developments.* Formal arrangements that share parking between intermittent uses with non-conflicting parking demands (e.g. a church and a bank) are encouraged as a means to reduce the amount of parking required.
 - (2) *Shared Parking Agreements.* If a privately owned parking facility is to serve two (2) or more separate properties, then a "Shared Parking Agreement" is to be filed with the city for consideration by the Planning Commission.
 - (3) *Shared Spaces.* Individual spaces identified on a site plan for shared users shall

not be shared by more than one (1) user at the same time.

- (3) *Maximum Number Allowed for Residential and Non-Residential Uses.* Residential and non-residential developments may utilize the following increases to the required spaces listed in Table 3 when the following standards are met:
- (a) Developments may increase the number of off-street parking spaces by 15% above the parking ratios listed in Table 3.
 - (b) Developments may increase the number of off-street parking spaces by an additional 10% when alternative stormwater treatment techniques are utilized, such as:
 - (i) Bioswales
 - (ii) Constructed wetlands
 - (iii) Pervious pavement
 - (iv) Other such techniques that aid in improving water quality and quantity as approved by the City Engineer
 - (c) Developments may increase the number of off-street parking spaces by an additional 5% when one (1), 2-inch caliper tree for every ten (10) additional parking spaces is planted on-site in addition to all other landscaping requirements.
- (4) *Parking Ratio Calculation.* The number of spaces required for a use not specifically included in Table 3 shall be as required for the most similar use listed or as otherwise determined by the City Planning Division utilizing industry standards. For all parking space requirements resulting in a fraction, the fraction shall be:
- (a) Rounded to the next higher whole number when the fraction is 0.5 or higher.
 - (b) Rounded to the next lower whole number when the fraction is less than 0.5.
- (5) *On-Street Parking.* Each permitted on-street parking space adjacent to a project frontage may count toward the parking requirements for all development. The approval of on-street parking is subject to approval by the Zoning and Development Administrator.
- (6) *Motorcycle and Scooter Parking.* One (1) Motorcycle and scooter parking. In parking lots containing twenty-five (25) parking spaces or more, one (1) space for every twenty-five (25) parking spaces of the required number of parking spaces for a use or combination of uses shall be striped as a motorcycle and scooter parking space.
- (7) Increases or reductions in excess of those identified herein shall be allowed only by the Planning Commission as a variance and shall be granted in accordance with Chapter 156.03

TABLE 3
PARKING RATIOS
(Use/Required Spaces)

Residential

Single-family, duplex, triplex	2 per dwelling unit
Multi-family or townhouse	1 per bedroom

Commercial

Agricultural supply	1 per 500 sq. ft. of GFA
Amusement	1 per 200 sq. ft. of GFA
Auditorium	1 per 4 seats
Auto/motorcycle service stations	4 per each enclosed service bay
Bank	1 per 200 sq. ft. of GFA
Barber or beauty shop	2 per chair
Building/home improvement supply	1 per 500 sq. ft. of GFA
Coin-operated laundry	1 per 3 machines
Dry cleaning	1 per 300 sq. ft. of retail area and 1 per employee
Hotels and motels	1 per guest room, plus 75% of spaces required for accessory uses.
Furniture and carpet store	1 per 500 sq. ft. of GFA
Plant nursery	1 per 1,000 sq. ft of indoor/outdoor retail area

Restaurants	1 per 100 sq. ft. GFA plus 4 stacking spaces per drive-thru window.
Retail	1 per 250 sq. ft. of GFA
Retail fuel sales with convenience stores	1 per 250 sq. ft. of retail floor area. Owner may count spaces at pump islands as parking spaces.
Retail fuel sales only	1 per employee. Owner may count spaces at pump islands as parking spaces.

Office

Medical/Dental office	1 per 250 sq. ft. of GFA
Professional office	1 per 300 sq. ft. of GFA
Sales office	1 per 200 sq. ft. of GFA

Public and Institutional Uses Nonprofit Commercial

Art gallery, library, museum	1 per 1,000 sq. ft. of GFA
Auditorium	1 per 4 seats, provided only auditorium space is counted in determining parking

Child care center, nursery school	1 per employee plus on-site loading and unloading spaces at a rate of 1 per 10 children accommodated
Church/religious institution	1 per 4 seats in the main auditorium or 1 per 40 sq. ft. of assembly area, whichever provides more spaces
College auditorium	1 per 4 seats
College dormitory	1 per sleeping room
College or university	1 per 500 sq. ft. of classroom area
Community center	1 per 250 sq. ft. of GFA
Cooperative housing	1 per 2 occupants
Convalescent home, assisted living, nursing home	1 per 2 beds
Detention home	1 per 1,500 sq. ft. of GFA
Elderly Housing	1 per 2 units
Funeral homes	1 per 4 seats in main chapel plus 1 per 2 employees plus 1 reserved for each vehicle used in connection with the business
Government facilities	1 per 500 square feet of floor area
Hospital	1 per bed
Convalescent home	1 per bed

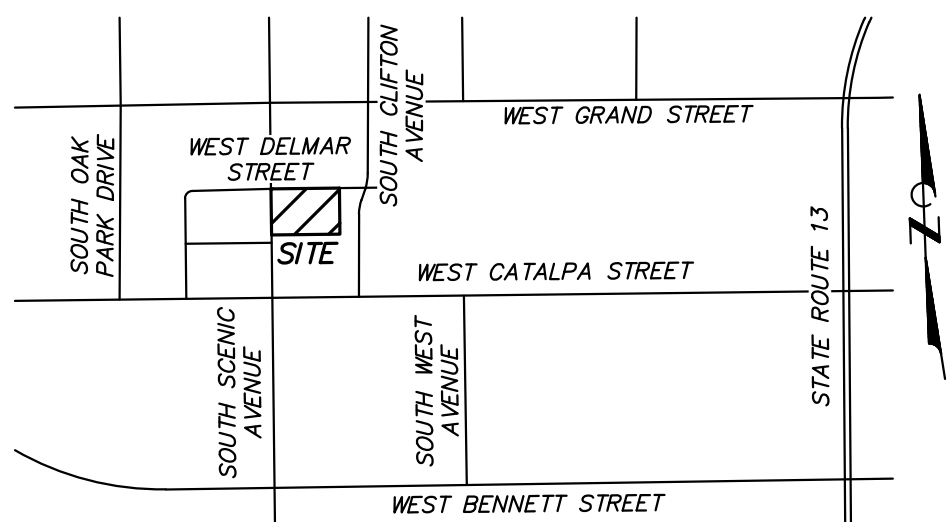
Y:\CURRENTDRAWINGS\SCENIC MEADOWS\15007\15007 COVER & DETAILS.DWG 4/15/2021

SCENIC MEADOWS

SPRINGFIELD, GREENE COUNTY, MISSOURI

SPECIAL EXCEPTION SITE PLAN

APRIL 14, 2021



SITE LOCATION MAP

NOT TO SCALE

LEGEND

	PROPERTY LINE
	ELECTRIC LINE
	TELECOMMUNICATIONS LINE
	UNDERGROUND ELECTRIC LINE
	UNDERGROUND TELECOMMUNICATIONS LINE
	SANITARY SEWER LINE
	STORM SEWER LINE
	WATER LINE
	TREE & BRUSH LINE
	EXISTING CONTOUR
	IRON
	CONTROL POINT
	BACK OF CURB
	CATCH BASIN
	CURB INLET
	CLEANOUT
	DRAIN BASIN
	FLARED END SECTION
	FIRE HYDRANT
	FLOW LINE
	HIGH DENSITY POLYETHYLENE PIPE
	IN-LINE DRAIN BASIN
	JUNCTION BOX
	LANDING
	LIGHT POLE
	MANHOLE
	OUTFLOW CONTROL STRUCTURE
	POLYVINYL CHLORIDE PIPE
	RAMP
	REINFORCED CONCRETE PIPE
	TELECOMMUNICATIONS PEDESTAL
	UTILITY POLE
	WATER METER
	WATER VALVE
	SILT FENCE
	FINISH CONTOUR
	PROPOSED SANITARY SEWER LINE
	PROPOSED WATER LINE
	PROPOSED UNDERGROUND ELECTRIC
	PROPOSED UNDERGROUND TELECOMMUNICATIONS
	PROPOSED STORM SEWER
	PROPOSED WATER VALVE
	PROPOSED FIRE HYDRANT & VALVE
	THRUST BLOCK
	THRUST COLLAR
	ELECTRIC TRANSFORMER
	HEAVY DUTY CONCRETE

PARKING NOTE

REQUIRED PARKING		
1 BEDROOM UNIT	20 UNITS AT 1.5 SPACES / UNIT	= 30 SPACES
2 BEDROOM UNIT	40 UNITS AT 2 SPACES / UNIT	= 80 SPACES
TOTAL REQUIRED		= 110 SPACES

PROVIDED PARKING		
STANDARD SPACES		= 80 SPACES
ACCESSIBLE SPACES		= 10 SPACES
TOTAL PROVIDED		= 90 SPACES*

BIKE SPACES		= 4 SPACES
-------------	--	------------

*SPECIAL EXCEPTION REQUIRED

UTILITY NOTES

THE LOCATIONS, SIZES, AND MATERIAL TYPES OF UNDERGROUND UTILITIES INDICATED ON THE PLAT, NOT VISIBLE OR APPARENT FROM THE SURFACE, ARE SHOWN IN THEIR APPROXIMATE LOCATIONS FROM A MISSOURI ONE-CALL SYSTEM LOCATE, OR UTILITY COMPANY RECORDS AND WERE NOT VERIFIED IN THE FIELD. UNDERGROUND UTILITY SERVICES TO BUILDINGS WERE NOT LOCATED.

WATER
CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

ELECTRIC
CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

GAS
CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

TELECOMMUNICATIONS
CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

ATT DISTRIBUTION
222 W MAIN STREET
PARK HILLS, MISSOURI 63601
CONTACT: 573-431-4589
AS SHOWN

SANITARY SEWER
CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

STORM SEWER
CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN



Call BEFORE you DIG
TOLL FREE
1-800-DIG-RITE
MISSOURI ONE-CALL SYSTEM, INC.

FLOOD PLAIN NOTE

THIS PROPERTY IS LOCATED IN ZONE "X" AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN 1 FOOT OR WITH DRAINAGE AREAS OF LESS THAN 1 SQUARE MILE, AS SHOWN BY FLOOD INSURANCE RATE MAP NUMBER 29077C0329E, DATED DECEMBER 17, 2010.

BENCH MARK

- BM - MISSOURI DEPARTMENT OF TRANSPORTATION VRS NETWORK.
- TBM 1 - CHISELED "X" ON TOP OF THE SOUTHEAST CORNER FLANGE BOLT LOCATED AT THE SOUTHWEST CORNER OF THE SURVEYED PROPERTY. ELEVATION = 1268.41
- TBM 2 - CHISELED "X" ON TOP OF THE SOUTHEAST CORNER FLANGE BOLT LOCATED ON THE NORTH SIDE OF WEST DELMAR STREET. ELEVATION = 1266.10

SURVEY CONTROL POINTS

MODIFIED STATE PLANE COORDINATES NAD 83, MISSOURI CENTRAL ZONE, NAVD 88, U.S. SURVEY FEET				
POINT #	NORTH	EAST	ELEVATION	DESCRIPTION
CP150	496681.37	1398806.93	1270.35	IRON
CP151	496707.57	1398294.04	1265.91	IRON
CP152	497066.42	1398319.13	1258.88	IRON
CP153	497011.48	1398839.77	1264.92	IRON

PROPERTY DESCRIPTION

ALL OF LOT TWO (2), FINAL PLAT SSS LAND AND DEVELOPMENT, A SUBDIVISION RECORDED IN PLAT BOOK AAA PAGE 107 IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI

APPLICANT/DEVELOPER

SCENIC MEADOWS, L.P.
ATTN: JAY BURCHFIELD
302 CAMPUSVIEW DRIVE, SUITE 211
COLUMBIA, MISSOURI 65201

PROPERTY OWNER

SIMMONS FIRST NATIONAL BANK
4033 NORTH SHILOH DRIVE
FAYETTEVILLE, ARKANSAS 72703

SITE INFORMATION NOTE

ZONING = PD PLANNED DEVELOPMENT, NO. 269
EXISTING USE = VACANT LOT
PROPOSED USE = INDEPENDENT SENIOR LIVING (MULTI-FAMILY)
SITE AREA = 3.11 ACRES
DENSITY (29 UNITS/ACRE MAX) = 60 UNITS/3.11AC = 19.3 UNITS/AC

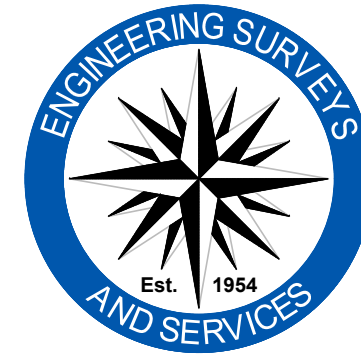
BUILDING INFORMATION
GROSS FLOOR AREA = 21,936 SF
FLOOR AREA RATIO (FAR) = 65,808 SF/3.11 AC = 21,160.13 SF/AC
BUILDING HEIGHT = 3 STORIES/ 47'-8"
MAXIMUM BUILDING HEIGHT = 185'
1 BEDROOM UNITS = 20 UNITS
2 BEDROOM UNITS = 40 UNITS

SITE INFORMATION
IMPERVIOUS SURFACE = 1.58 AC
IMPERVIOUS SURFACE RATIO (0.70 MAX)= 1.58 AC/3.11 AC = 0.51
OPEN SPACE = 1.53 AC
OPEN SPACE RATIO (30% MIN) = 49%
USABLE OPEN SPACE = 0.80 AC
SETBACKS
SCENIC = 15' MAX
DELMAR = 15' MAX
EAST = 20' MIN
VEHICULAR USE AREA = 0.88 AC (28%)
PEDESTRIAN USE AREA = 0.22 AC (0.07%)

SHEET INDEX

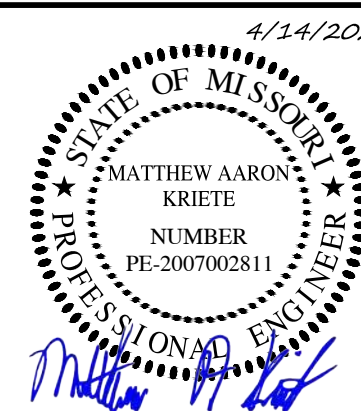
C0.01	COVER
-	ALTA SURVEY
C1.01	SITE PLAN
C2.01	GRADING & DRAINAGE PLAN
C3.01	UTILITY PLAN
C4.01	INITIAL EROSION CONTROL PLAN
C4.02	FINAL EROSION CONTROL PLAN
L1.01-L1.05	LANDSCAPE PLAN
LS1.01	EXTERIOR LIGHTING PLAN

SCENIC MEADOWS



Engineering Surveys & Services
Consulting Engineers, Land Surveyors, and Geoprosessionals
Analytical and Material Laboratories
1113 Ivy Street, Columbia, Missouri 65201
573-449-2646 | www.ess-inc.com
Other Offices: Jefferson City - Sedalia - Wildwood
Missouri Engineering Corporation # 2040605018

SCENIC MEADOWS
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY, MISSOURI



MATTHEW A. KRIETE
PROFESSIONAL ENGINEER
PE-2007002811

IF ORIGINAL SIGNATURE OR DIGITAL AUTHENTICATION IS NOT PRESENT THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT

Date

APRIL 14, 2021

Revised

Design: KAH Drawn: RTM

COVER

Sheet

C1.01

ES&S PROJECT NO. 15007

SPECIAL EXCEPTION SITE PLAN

SCENIC MEADOWS
SPRINGFIELD, GREENE COUNTY, MISSOURI
MHDC PROJECT NO. 20-084
ALTA/NSPS LAND TITLE SURVEY
MARCH 25, 2021

0 20 40
SCALE: 1" = 20'

BEARINGS ARE REFERENCED TO MISSOURI
STATE PLANE COORDINATE SYSTEM CENTRAL ZONE,
GRID NORTH, MoDOT VRS NETWORK.

LEGEND

—	PROPERTY LINE
—E—	ELECTRIC LINE
—T—	TELECOMMUNICATIONS LINE
—UE—	UNDERGROUND ELECTRIC LINE
—UT—	UNDERGROUND TELECOMMUNICATIONS LINE
—S—	SANITARY SEWER LINE
—SS—	STORM SEWER LINE
—W—	WATER LINE
—	TREE & BRUSH LINE
—	EXISTING CONTOUR
+	IRON
△ CP#	CONTROL POINT
FH	FIRE HYDRANT
FL	FLOW LINE
LP	LIGHT POLE
MH	MANHOLE
PVC	POLYVINYL CHLORIDE PIPE
RCP	REINFORCED CONCRETE PIPE
TELECOM	TELECOMMUNICATIONS
TP	TELECOMMUNICATIONS PEDESTAL
UP	UTILITY POLE
WM	WATER METER
WV	WATER VALVE

ALL MONUMENTS ARE SET UNLESS SHOWN (F) FOUND

BENCH MARK

- BM - MISSOURI DEPARTMENT OF TRANSPORTATION VRS NETWORK.
- TBM 1 - CHISELED "+" ON TOP OF THE SOUTHEAST FIRE HYDRANT FLANGE BOLT LOCATED AT THE SOUTHWEST CORNER OF THE SURVEYED PROPERTY. ELEVATION = 1268.41
- TBM 2 - CHISELED "+" ON TOP OF THE SOUTHEAST FIRE HYDRANT FLANGE BOLT LOCATED ON THE NORTH SIDE OF WEST DELMAR STREET, 300 FEET EAST OF SOUTH SCENIC AVENUE. ELEVATION = 1266.10

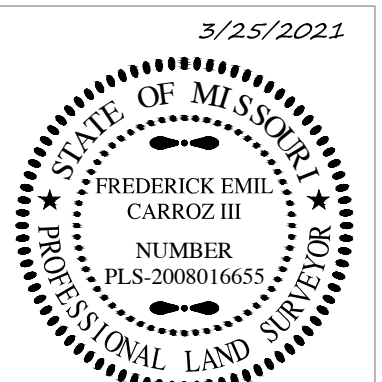
SURVEY CONTROL POINTS

MODIFIED STATE PLANE COORDINATES NAD 83, MISSOURI CENTRAL ZONE, NAVD 88, U.S. SURVEY FEET				
POINT #	NORTH	EAST	ELEVATION	DESCRIPTION
CP150	496681.37	1398806.93	1270.35	IRON
CP151	496707.57	1398294.04	1265.91	IRON
CP152	497066.42	1398319.13	1258.88	IRON
CP153	497011.48	1398839.77	1264.92	IRON

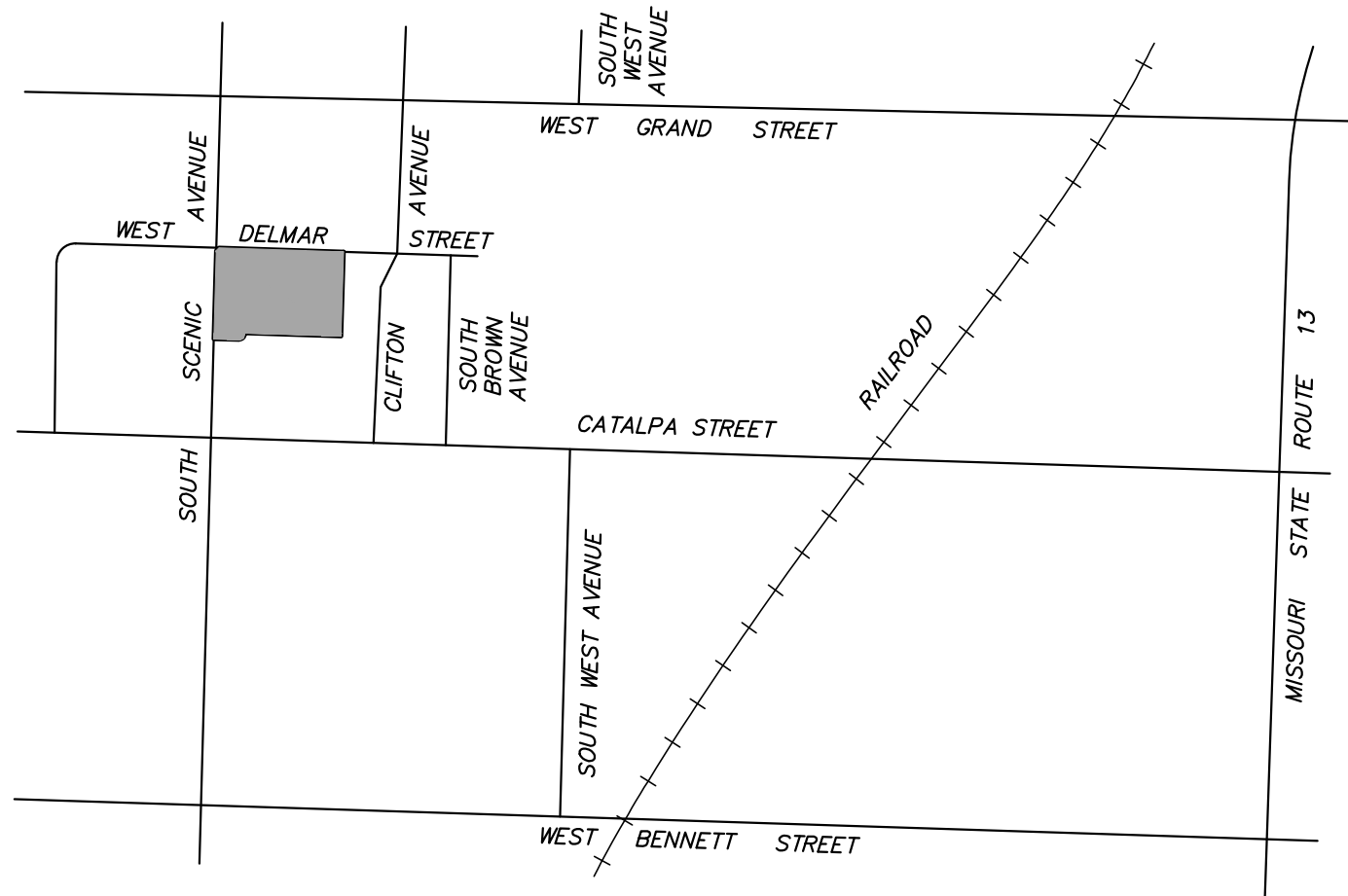
NOTE:
ACCURATE ELEVATIONS HAVE BEEN SURVEYED AS SHOWN. CONTOURS SHOWN
ARE INTERPOLATED BASED ON THESE ELEVATIONS.

ENGINEERING SURVEYS & SERVICES
MISSOURI L.S. CORP. #2004004672
1113 FAY STREET
COLUMBIA, MO 65201
PHONE: (573) 449-2646
EMAIL: FCARROZ@ESS-INC.COM

FREDERICK E. CARROZ III
PROFESSIONAL LAND SURVEYOR
PLS - 2008016655



SCENIC MEADOWS
LOT 2 SSS LAND DEVELOPMENT
SECTION 27 T29N R22W
SPRINGFIELD, GREENE COUNTY, MISSOURI



VICINITY MAP

NOT TO SCALE

FLOOD PLAIN NOTE

THIS PROPERTY IS LOCATED IN ZONE "X" AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN 1 FOOT OR WITH DRAINAGE AREAS OF LESS THAN 1 SQUARE MILE, AS SHOWN BY FLOOD INSURANCE RATE MAP NUMBER 29077C0329E, DATED DECEMBER 17, 2010.

ZONING NOTE

THIS LOT IS ZONED PLANNED DEVELOPMENT

UTILITY NOTES

THE LOCATIONS, SIZES, AND MATERIAL TYPES OF UNDERGROUND UTILITIES INDICATED ON THE PLAT, NOT VISIBLE OR APPARENT FROM THE SURFACE, ARE SHOWN IN THEIR APPROXIMATE LOCATIONS FROM A MISSOURI ONE CALL SYSTEM LOCATE, OR UTILITY COMPANY RECORDS AND WERE NOT VERIFIED IN THE FIELD. UNDERGROUND UTILITY SERVICES TO BUILDINGS WERE NOT LOCATED.

WATER

CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

ELECTRIC

CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

GAS

CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

TELECOMMUNICATIONS

CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

ATT DISTRIBUTION
222 W MAIN STREET
PARK HILLS, MISSOURI 63601
CONTACT: 573-431-4589
AS SHOWN

SANITARY SEWER

CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

STORM SEWER

CITY OF SPRINGFIELD
840 BOONVILLE AVENUE
SPRINGFIELD, MISSOURI 65802
CONTACT: DAN SMITH 417-864-1902
AS SHOWN

SCENIC MEADOWS

SPRINGFIELD, GREENE COUNTY, MISSOURI

MHDC PROJECT NO. 20-084

ALTA/NSPS LAND TITLE SURVEY

MARCH 25, 2021

FIDELITY NATIONAL TITLE INSURANCE COMPANY
COMMITMENT NUMBER: 2002478
POLICY DATED: MAY 14, 2020

FIDELITY NATIONAL TITLE INSURANCE COMPANY DESCRIBES THIS TRACT AS:

ALL OF LOT TWO (2), FINAL PLAT SSS LAND AND DEVELOPMENT, A SUBDIVISION IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI.

SCHEDULE B - EXCEPTIONS

- ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEAR FOR THE FIRST TIME IN THE PUBLIC RECORDS....
(NOT OF A SURVEY NATURE)
- THE LIEN OF REAL ESTATE TAXES OR ASSESSMENTS IMPOSED ON THE TITLE BY A GOVERNMENTAL AUTHORITY DUE OR PAYABLE, BUT UNPAID....
(NOT OF A SURVEY NATURE)
- RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.
(NONE PROVIDED)
- EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS.
(NONE PROVIDED)
- ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION OR ADVERSE CIRCUMSTANCES AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE SURVEY AND COMPLETE LAND SURVEY OF THE LAND.
(NONE OBSERVED)
- ANY LIEN, OR RIGHT TO LIEN, FOR SERVICES, LABOR, OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW....
(NOT OF A SURVEY NATURE)
- TAXES, OR SPECIAL ASSESSMENTS, IF ANY, NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS.
(NOT OF A SURVEY NATURE)
- ALL RIGHTS-OF-WAY, EASEMENTS, SETBACK LINES, AND INFORMATIONAL NOTES WHICH ARE SHOWN ON THE RECORDED PLAT FOR SCENIC STATION, IN PLAT BOOK 22, AT PAGE 107, RECORDER'S OFFICE, GREENE COUNTY, MISSOURI.
(AS SHOWN ON SURVEY)
- TERMS AND PROVISIONS OF DEED OF DEDICATION OF ROADS TO THE PUBLIC AS CONTAINED IN BOOK 472, AT PAGE 60, RECORDER'S OFFICE, GREENE COUNTY, MISSOURI.
(AS SHOWN ON SURVEY)
- TERMS AND PROVISIONS OF RIGHT-OF-WAY EASEMENT GRANTED TO THE CITY OF SPRINGFIELD AS CONTAINED IN BOOK 2335, AT PAGE 2387, RECORDER'S OFFICE, GREENE COUNTY, MISSOURI.
(AS SHOWN ON SURVEY)
- TERMS AND PROVISIONS OF UTILITY EASEMENT GRANTED TO THE CITY OF SPRINGFIELD AS CONTAINED IN BOOK 2008, AT PAGE 34859-08, RECORDER'S OFFICE, GREENE COUNTY, MISSOURI.
(EXHIBIT A IS LOCATED 380 FEET SOUTH OF THE SUBJECT PROPERTY, EXHIBITS B & C WERE NOT PROVIDED AND MAY NOT HAVE BEEN RECORDED.)
- NOTICE OF PLAT RECORDING AS SET OUT IN BOOK 2009, AT PAGE 21578-09, RECORDER'S OFFICE, GREENE COUNTY, MISSOURI.
(NOT OF A SURVEY NATURE)
- TERMS AND PROVISIONS OF CERTIFICATION OF TITLE AS CONTAINED IN BOOK 2009, AT PAGE 21579-09, RECORDER'S OFFICE, GREENE COUNTY, MISSOURI.
(NOT OF A SURVEY NATURE)
- ALL RIGHTS-OF-WAY, EASEMENTS, SETBACK LINES, AND INFORMATIONAL NOTES WHICH ARE SHOWN ON THE RECORDED PLAT FOR SSS LAND & DEVELOPMENT, AN ADMINISTRATIVE RE-PLAT OF LOT 6 SCENIC STATION SUBDIVISION, IN PLAT BOOK AAA, AT PAGE 107, RECORDER'S OFFICE, GREENE COUNTY, MISSOURI.
(AS SHOWN ON SURVEY)
- TENANCY RIGHTS OR WRITTEN LEASES OF PERSONS IN POSSESSION OF THE PREMISES IN QUESTION, NOT SHOWN OF PUBLIC RECORD.
(NONE PROVIDED)
- ALL INQUIRIES SHOULD BE DIRECTED TO HOLLY FOSS AT 1605 E. SUNSHINE - SPRINGFIELD, MO. 65804. PHONE 417-882-0909 FAX 417-823-2617.
(NOT OF A SURVEY NATURE)

THIS IS TO CERTIFY TO SCENIC MEADOWS, L.P., LOGAN LAND TITLE, TAX CREDIT HOLDINGS - SCENIC MEADOWS, L.L.C., MISSOURI HOUSING DEVELOPMENT COMMISSION, AND LEGACY BANK, AND THEIR SUCCESSORS AND ASSIGNS, THAT ON MARCH 25, 2021, I MADE A SURVEY OF A TRACT OF LAND LOCATED IN THE NORTHWEST QUARTER OF SECTION 27 T29N R22W, IN SPRINGFIELD, GREENE COUNTY, MISSOURI, BEING ALL OF LOT 2 OF SSS LAND AND DEVELOPMENT, RECORDED IN PLAT BOOK AAA PAGE 107, CONTAINING 3.11 ACRES.

IN ADDITION, I HAVE EXAMINED AND NOTED THE APPLICABILITY OF THE EXCEPTIONS IN FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NUMBER 2002478, DATED MAY 14, 2020.

I HEREBY CERTIFY TO SCENIC MEADOWS, L.P., LOGAN LAND TITLE, TAX CREDIT HOLDINGS - SCENIC MEADOWS, L.L.C., MISSOURI HOUSING DEVELOPMENT COMMISSION, AND LEGACY BANK, AND THEIR SUCCESSORS AND ASSIGNS, THAT:

I MADE AN ON THE GROUND SURVEY PER RECORDED DESCRIPTION OF THE LAND SHOWN HERON, LOCATED IN THE NORTHWEST QUARTER OF SECTION 27 T29N R22W, IN SPRINGFIELD, GREENE COUNTY, MISSOURI, ON MARCH 25, 2021; AND THAT IT AND THIS MAP WERE MADE IN ACCORDANCE WITH THE HUD SURVEY INSTRUCTIONS AND SURVEYOR'S REPORT, HUD 91073M, AND THE REQUIREMENTS FOR AN ALTA/NSPS LAND TITLE SURVEY, AS DEFINED IN THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS.

TO THE BEST OF MY KNOWLEDGE, BELIEF AND INFORMATION, EXCEPT AS SHOWN HEREON: THERE ARE ENCROACHMENTS ACROSS PROPERTY LINES AS SHOWN ON THE SURVEY; TITLE LINES AND LINES OF ACTUAL POSSESSION ARE THE SAME; AND THE PREMISES ARE SUBJECT TO A 100/500 YEAR RETURN FREQUENCY FLOOD HAZARD, AND SUCH FLOOD CONDITION IS SHOWN ON FEDERAL FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 29077C0329E, DATED DECEMBER 17, 2010.

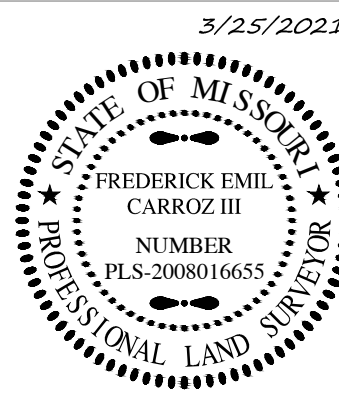
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a)(b), 7(a), 8, 9, 10(a)(b), 11, 12, 13, 16, 17, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 11, 2021.

THIS SURVEY OF URBAN PROPERTY WAS MADE IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS.

ENGINEERING SURVEYS & SERVICES
MISSOURI L.S. CORP. #2004004672
1113 FAY STREET
COLUMBIA, MO 65201
PHONE: (573) 449-2646
EMAIL: FCARROZ@ESS-INC.COM

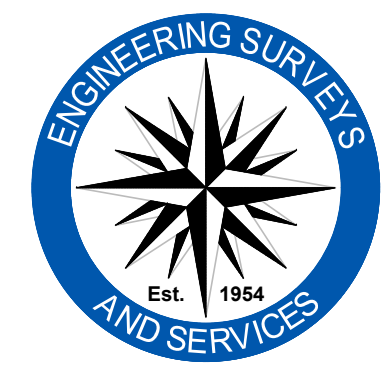
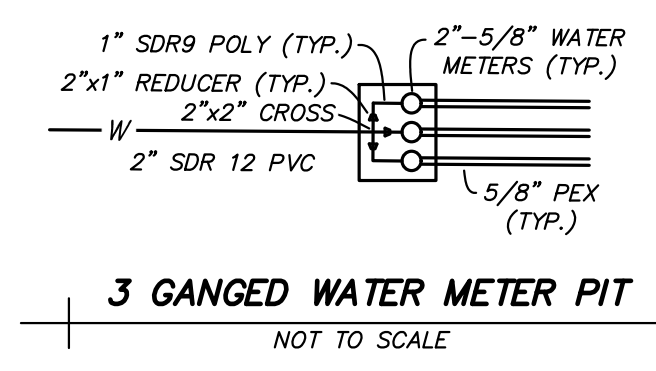
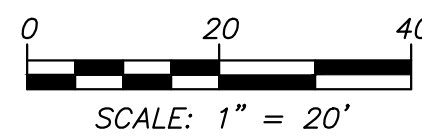
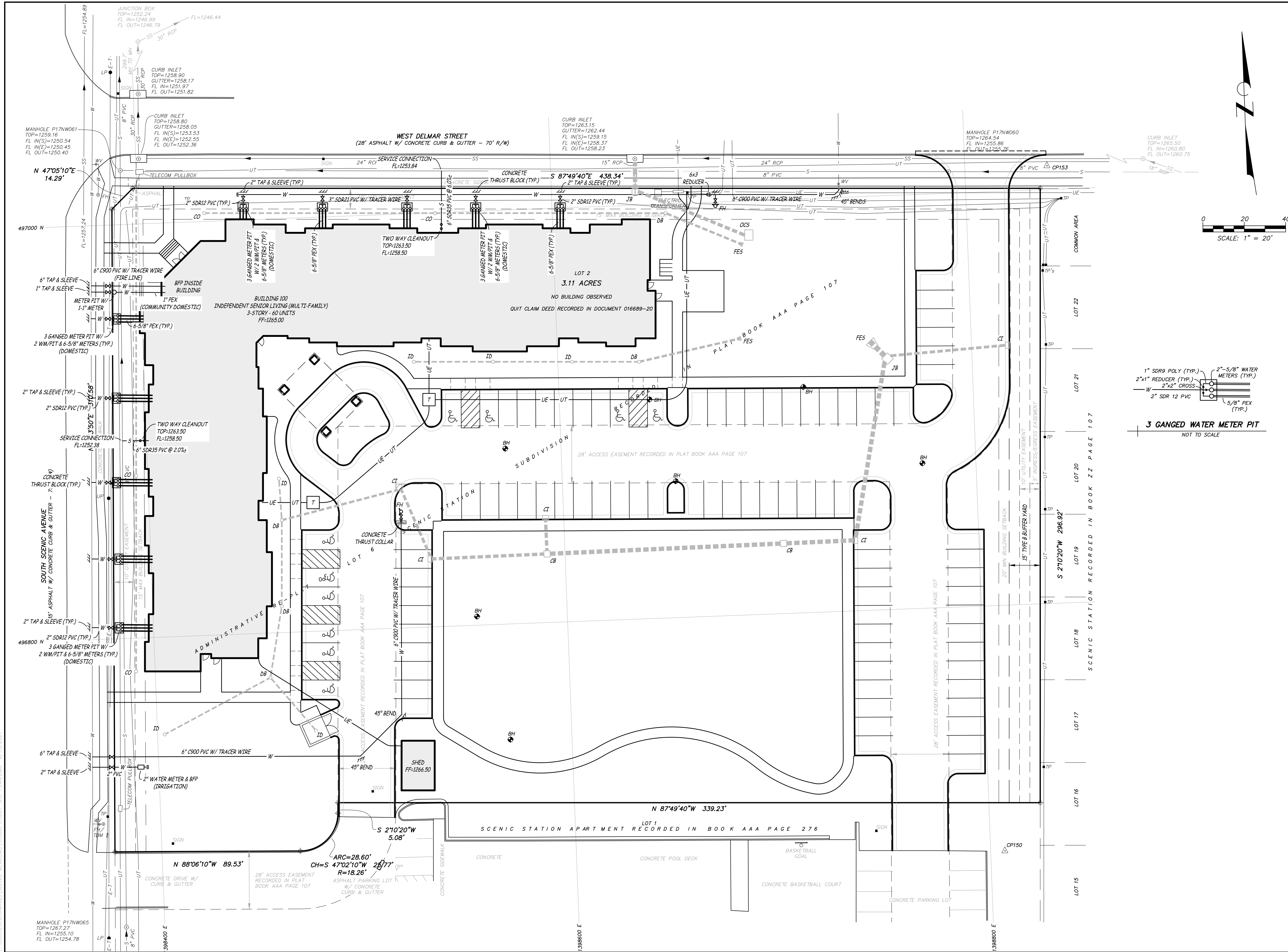
Frederick E. Carroz III

FREDERICK E. CARROZ III
PROFESSIONAL LAND SURVEYOR
PLS - 2008016655



SCENIC MEADOWS
LOT 2 SSS LAND DEVELOPMENT
SECTION 27 T29N R22W
SPRINGFIELD, GREENE COUNTY, MISSOURI

Y:\CURRENTDRAWINGS\SCENIC MEADOWS\15007 SITE PLANDWG 4/15/2021



Engineering Surveys & Services
Consulting Engineers, Land Surveyors, and Geoprosessionals
Analytical and Material Laboratories
1113 Ivy Street, Columbia, Missouri 65201
573-449-2646 | www.ess-mo.com
Other Offices:
Jefferson City - Sedalia - Wildwood
Missouri Engineering Corporation # 204060018

SCENIC MEADOWS
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY, MISSOURI



MATTHEW A. KRIETE
PROFESSIONAL ENGINEER
PE-200700281

IF ORIGINAL SIGNATURE OR DIGITAL
AUTHENTICATION IS NOT PRESENT THIS
MEDIA SHOULD NOT BE CONSIDERED A
CERTIFIED DOCUMENT

Date
APRIL 14, 2021

Revised

Design: KAH Drawn: RTM

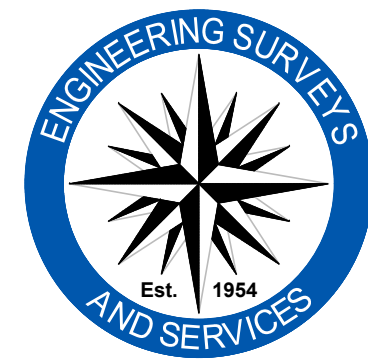
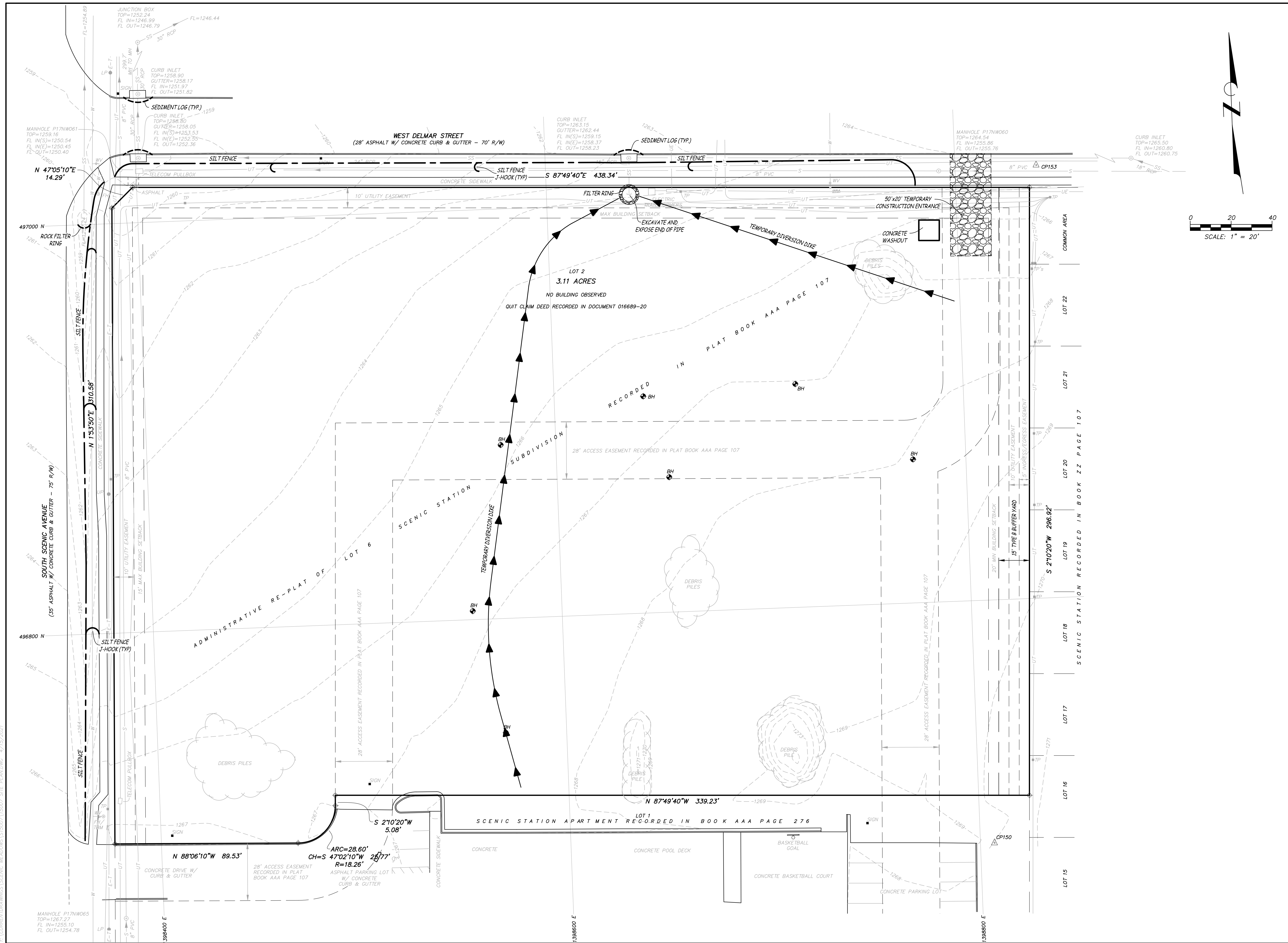
UTILITY PLAN

Sheet

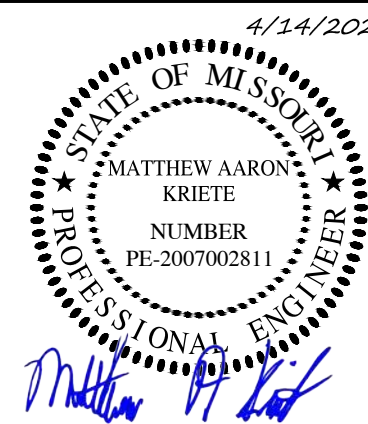
C3.01

ES&S PROJECT NO. 15007

SPECIAL EXCEPTION SITE PLAN



SCENIC MEADOWS
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY, MISSOURI



IF ORIGINAL SIGNATURE OR DIGITAL
AUTHENTICATION IS NOT PRESENT THE
MEDIA SHOULD NOT BE CONSIDERED
CERTIFIED DOCUMENT.

Revised

Design: KAH Drawn: RTH

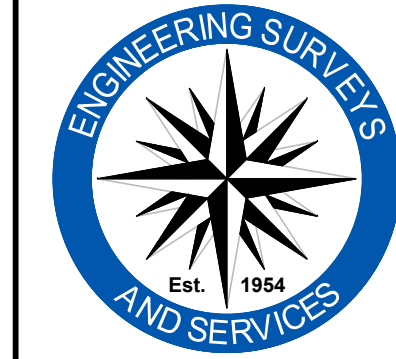
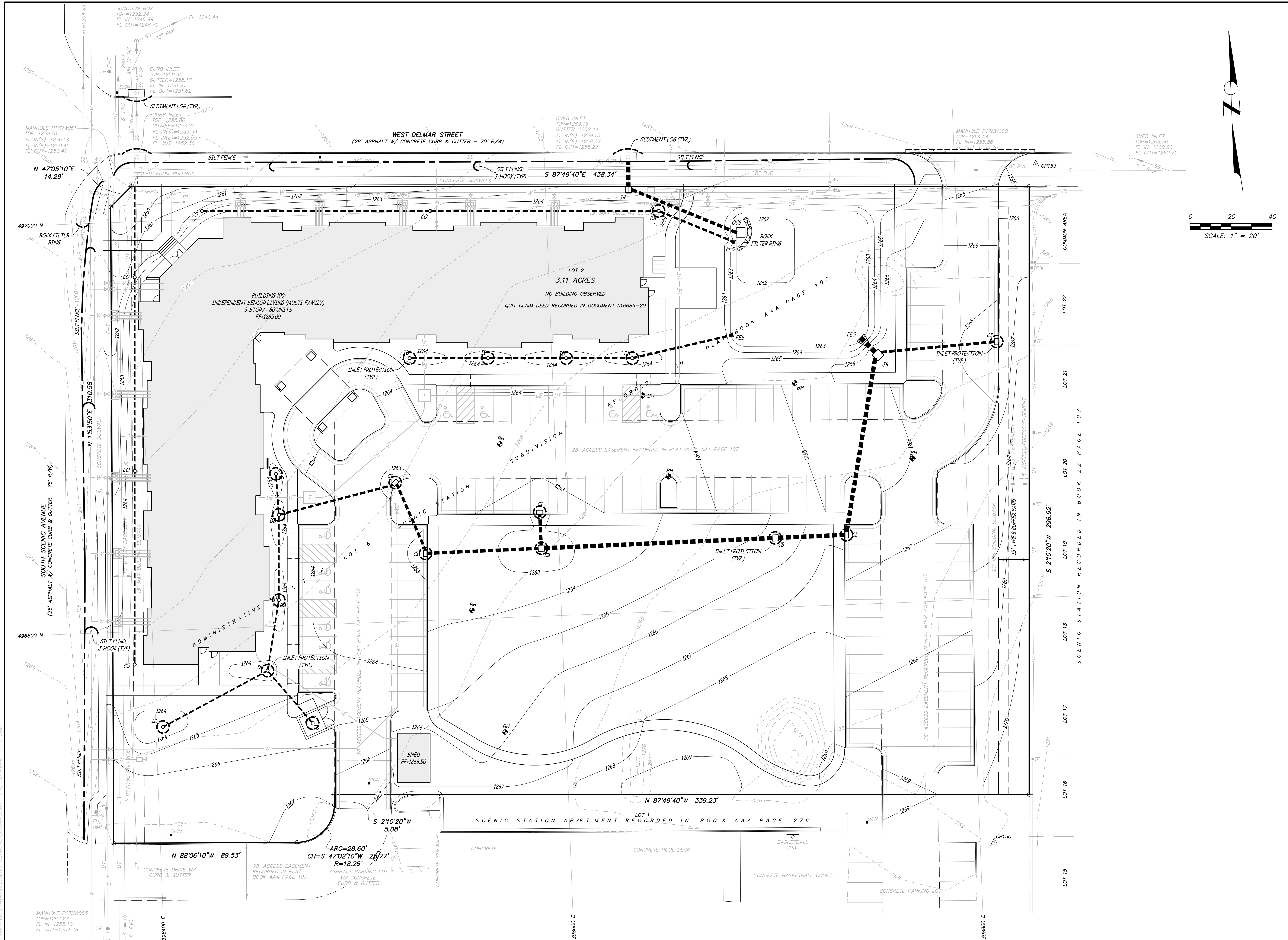
***INITIAL EROSION
CONTROL PLAN***

Sheet

C4.01

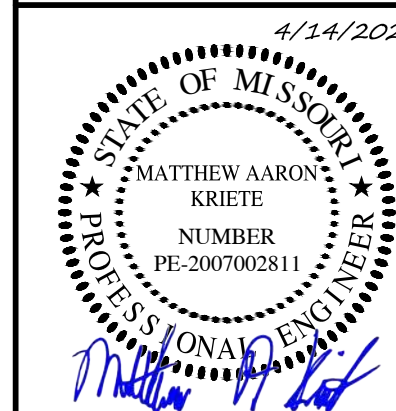
ES&S PROJECT NO. 15007

Y:\CURRENTDRAWINGS\SCENIC MEADOWS\15007 SITE PLANDWG 4/15/2021



Engineering Surveys & Services
Consulting Engineers, Land Surveyors, and Geoprosessionals
Analytical and Material Laboratories
1113 Ivy Street, Columbia, Missouri 65201
573-449-2646 | www.ess-inc.com
Other Offices:
Jefferson City - Sedalia - Wildwood
Missouri Engineering Corporation # 204060018

SCENIC MEADOWS
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY, MISSOURI



MATTHEW A. KRIETE
PROFESSIONAL ENGINEER
PE-2007002811

IF ORIGINAL SIGNATURE OR DIGITAL
AUTHENTICATION IS NOT PRESENT THIS
MEDIA SHOULD NOT BE CONSIDERED A
CERTIFIED DOCUMENT

Date
APRIL 14, 2021

Revised

Design: KAH Drawn: RTM

**FINAL EROSION
CONTROL PLAN**

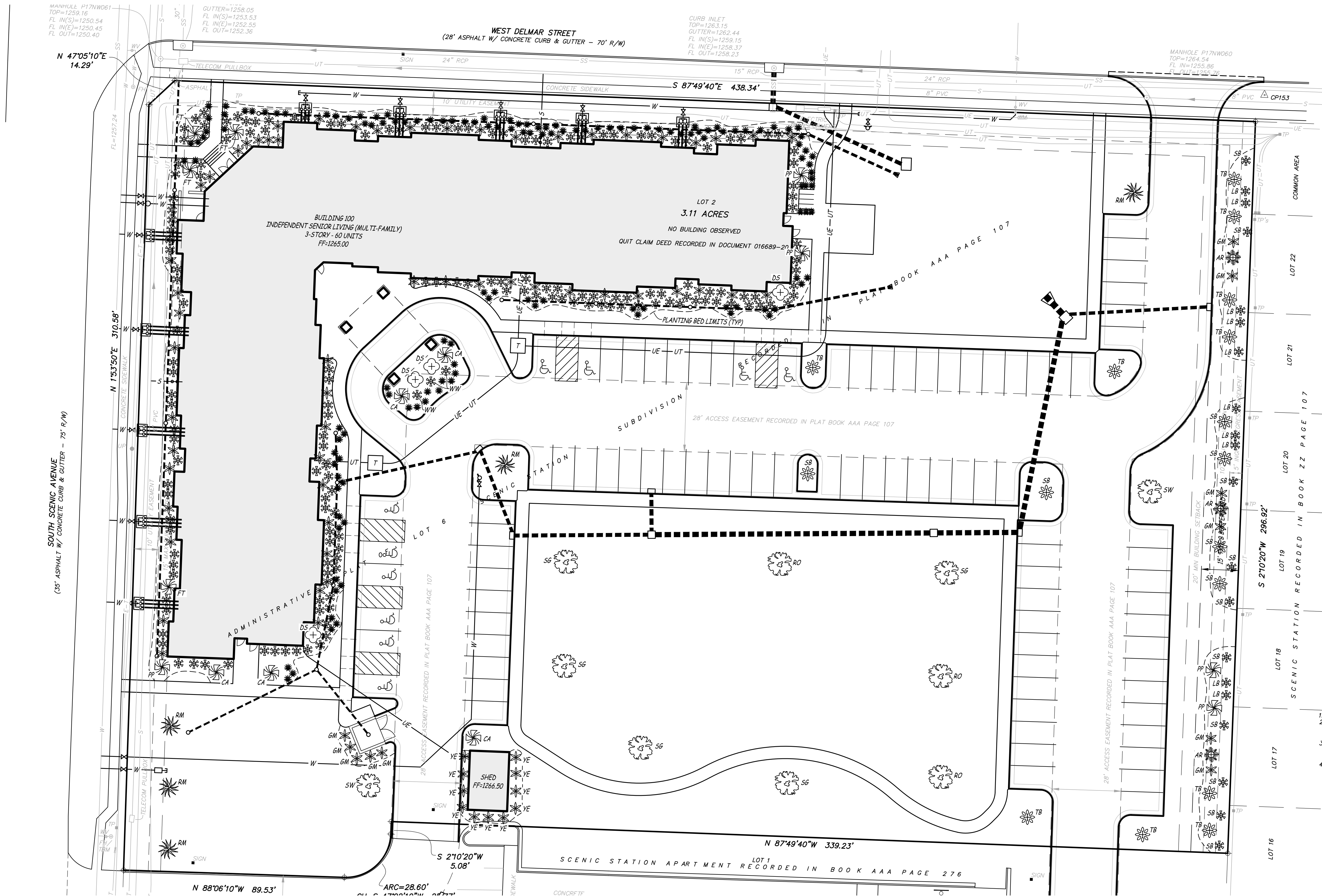
Sheet

C4.02

ES&S PROJECT NO. 15007

SPECIAL EXCEPTION SITE PLAN

Y:\CURRENTDRAWINGS\SCENIC MEADOWS\15007 LANDSCAPE PLANNING 4/15/2021



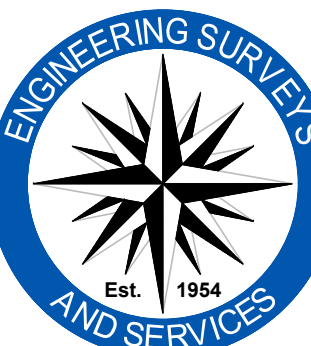
LANDSCAPING REQUIREMENTS

- EXISTING TREES: NONE
- PERIMETER LANDSCAPING
 - REQUIRED FOR PARKING WITHIN 50' OF RIGHT OF WAY: NONE
 - LENGTH OF PARKING WITHIN 50' OF RIGHT OF WAY: NONE
- OPEN SPACE
 - REQUIRED: 0.62 ACRE (20%)
 - PROVIDED: 1.53 ACRE (49%)
- BUFFER YARDS
 - EAST PROPERTY LINE (PD/MULTIFAMILY TO PD/DUPLEX): TYPE B
 - NORTH PROPERTY LINE (DELMAR STREET): NONE
 - WEST PROPERTY LINE (SCENIC AVE): NONE
 - SOUTH PROPERTY LINE (PD/MULTIFAMILY TO PD/MULTIFAMILY): NONE
- TYPE B BUFFER REQUIREMENTS
 - LENGTH: 297 FEET
 - CANOPY TREES REQUIRED (1 / 100 LF): 3
PROVIDED: 0 SUBSTITUTED 6 UNDERSTORY DUE TO UTILITY EASEMENT
 - UNDERSTORY TREES REQUIRED (1 / 100 LF): 3
PROVIDED: 10
 - EVERGREEN TREE REQUIRED (1 / 100 LF): 3
PROVIDED: 3
 - SHRUBS (6 / 100 LF): 18
PROVIDED: 26

LANDSCAPING & IRRIGATION NOTES

- LIVING LANDSCAPING SHALL BE USED TO COVER ALL OPEN GROUND SUPPLEMENTED WITH HARD WOOD MULCH.
- CONTRACTOR SHALL PROVIDE IRRIGATION OF ALL PLANTING BEDS AND LAWN AREAS.
- ALL SLOPES SHALL BE TEMPORARILY IRRIGATED UNTIL VEGETATION IS FULLY ESTABLISHED.
- IRRIGATION SYSTEM SHALL BE DESIGN BUILD. THE SYSTEM SHALL BE DESIGNED TO PREVENT OVER WATERING AND INCLUDE RAIN SHUT-OFF DEVICES.
- LANDSCAPING SHALL BE PLANTED SUCH THAT THE MATURE SPREAD OF THE PLANT IS TO REMAIN 2' FROM THE BUILDING.
- IRRIGATION SYSTEM SHALL BE ZONED FOR SPECIFIC WATER NEEDS IN EACH PLANTING AREA.
- IRRIGATION OPERATION AND MAINTENANCE MANUAL TO BE SUPPLIED BY CONTRACTOR.

PARKING LOT TREES - REQUIRED TREE					
PARKING STALLS	REQUIRED TREES	TOTAL REQUIRED TREES	AREA REQUIRED/TREE	PROVIDED CANOPY TREES	PROVIDED UNDERSTORY TREES
90	1 CANOPY/30 STALLS OR 2 UNDERSTORY/30 STALLS	3 OR 6	200 SQUARE FEET 100 SQUARE FEET	4	6
					TOTAL PROVIDED TREES 10



Engineering Surveys & Services
Consulting Engineers, Land Surveyors, and Geoprosessionals
Analytical and Material Laboratories
1113 Ivy Street, Columbia, Missouri 65201
573-449-2646 | www.ess-ne.com
Other Offices:
Jefferson City - Sedalia - Wildwood
Missouri Engineering Corporation # 204005018

SCENIC MEADOWS
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY, MISSOURI

4/14/2021
STATE OF MISSOURI
MATTHEW AARON KRIETE
NUMBER PE-2007002811
Professional Engineer Seal

MATTHEW A. KRIETE
PROFESSIONAL ENGINEER
PE-2007002811

IF ORIGINAL SIGNATURE OR DIGITAL AUTHENTICATION IS NOT PRESENT THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT

Date
APRIL 14, 2021

Revised

Design: MAK Drawn: MAK

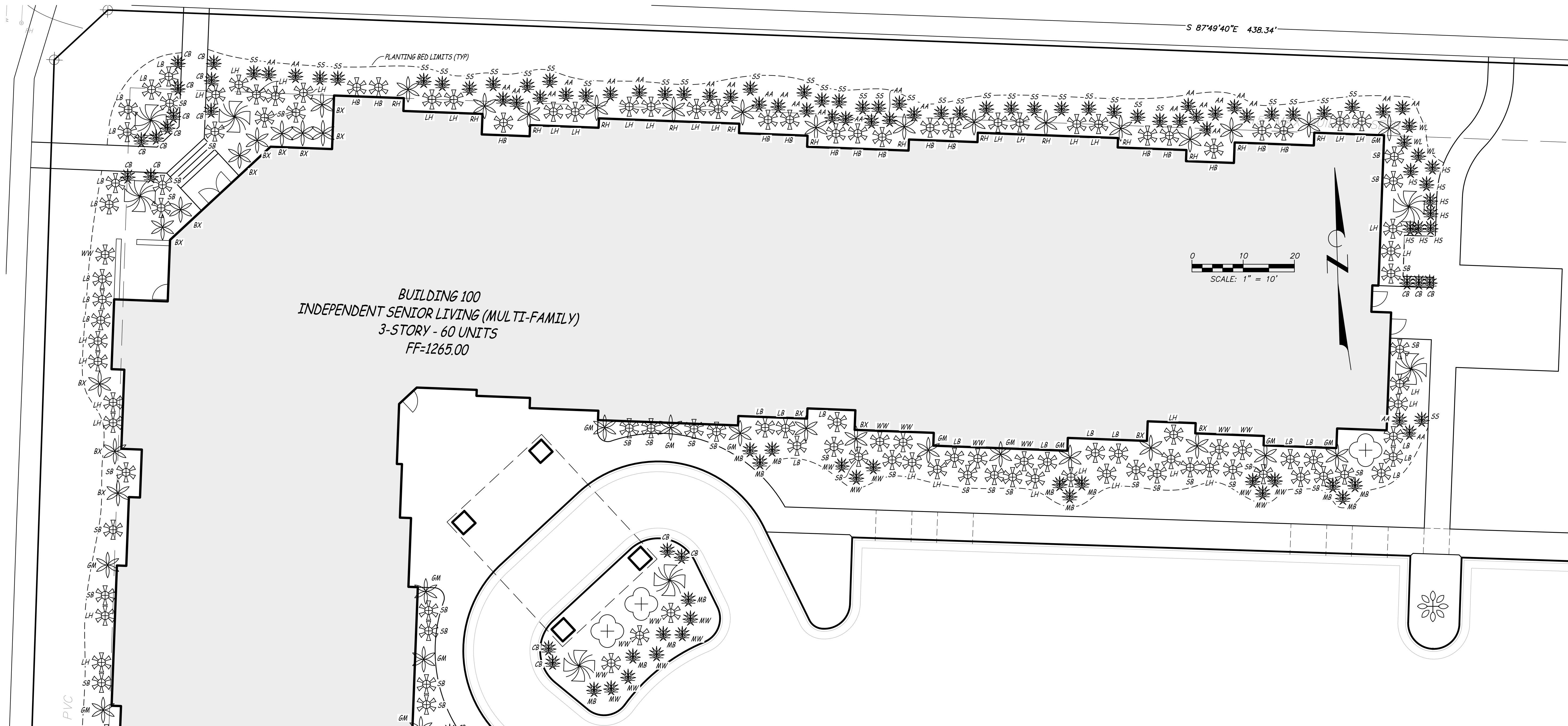
LANDSCAPE PLAN

Sheet
L1.01

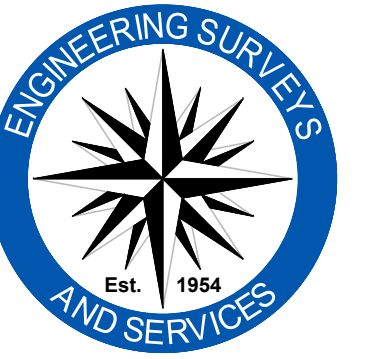
ES&S PROJECT NO. 15007

SPECIAL EXCEPTION SITE PLAN

Y:\CURRENTDRAWINGS\SCENIC MEADOWS\15007\15007 LANDSCAPE PLANNING 4/15/2021

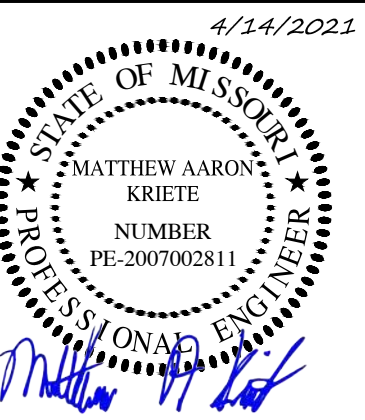


BUILDINGS PLANTING BEDS - NORTH



Engineering Surveys & Services
Consulting Engineers, Land Surveyors, and Geoprosessionals
Analytical and Material Laboratories
1113 Ivy Street, Columbia, Missouri 65201
573-449-2646 | www.es-inc.com
Other Offices: Sedalia - Wildwood
Missouri Engineering Corporation # 204005018

SCENIC MEADOWS
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY, MISSOURI



MATTHEW A. KRIETE
PROFESSIONAL ENGINEER
PE-2007002811

IF ORIGINAL SIGNATURE OR DIGITAL
AUTHENTICATION IS NOT PRESENT THIS
MEDIA SHOULD NOT BE CONSIDERED A
CERTIFIED DOCUMENT

Date
APRIL 14, 2021

Revised

Design: KAH Drawn: KAH

LANDSCAPING PLAN

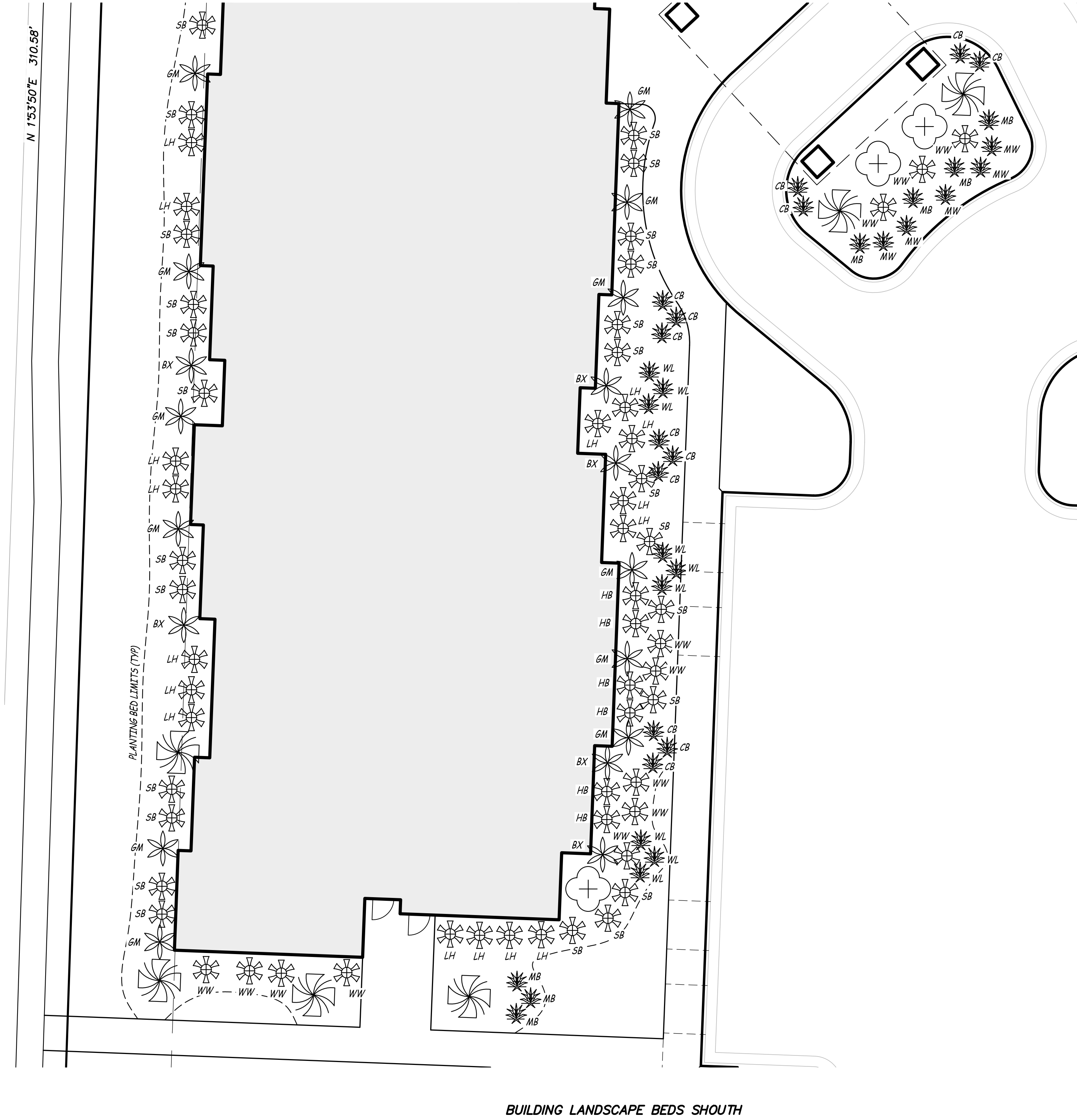
Sheet

L1.02

ES&S PROJECT NO. 15007

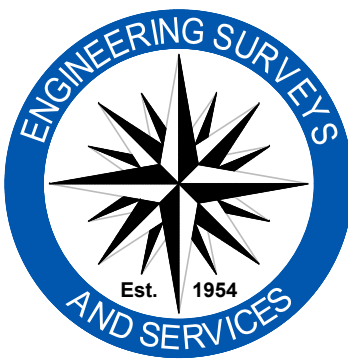
SPECIAL EXCEPTION SITE PLAN

X:\CURRENTDRAWINGS\SCENIC MEADOWS\15007\15007 LANDSCAPE PLANNING 4/15/2021



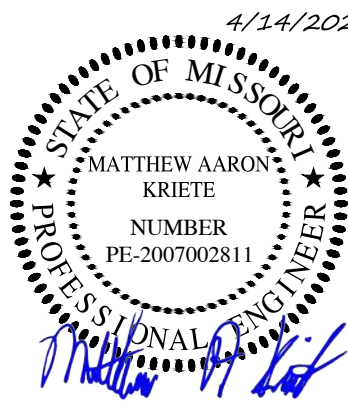
BUILDING LANDSCAPE BEDS SHOUTH

SPECIAL EXCEPTION SITE PLAN



Engineering Surveys & Services
Consulting Engineers, Land Surveyors, and Geoprosessionals
Analytical and Material Laboratories
1113 E. Street, Columbia, Missouri 65201
573-449-2646 | www.ess-inc.com
Other Offices:
Jefferson City - Sedalia - Wildwood
Missouri Engineering Corporation # 2040605018

SCENIC MEADOWS
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY, MISSOURI



MATTHEW A. KRIETE
PROFESSIONAL ENGINEER
PE-2007002811

IF ORIGINAL SIGNATURE OR DIGITAL
AUTHENTICATION IS NOT PRESENT THIS
MEDIA SHOULD NOT BE CONSIDERED A
CERTIFIED DOCUMENT

Date
APRIL 14, 2021

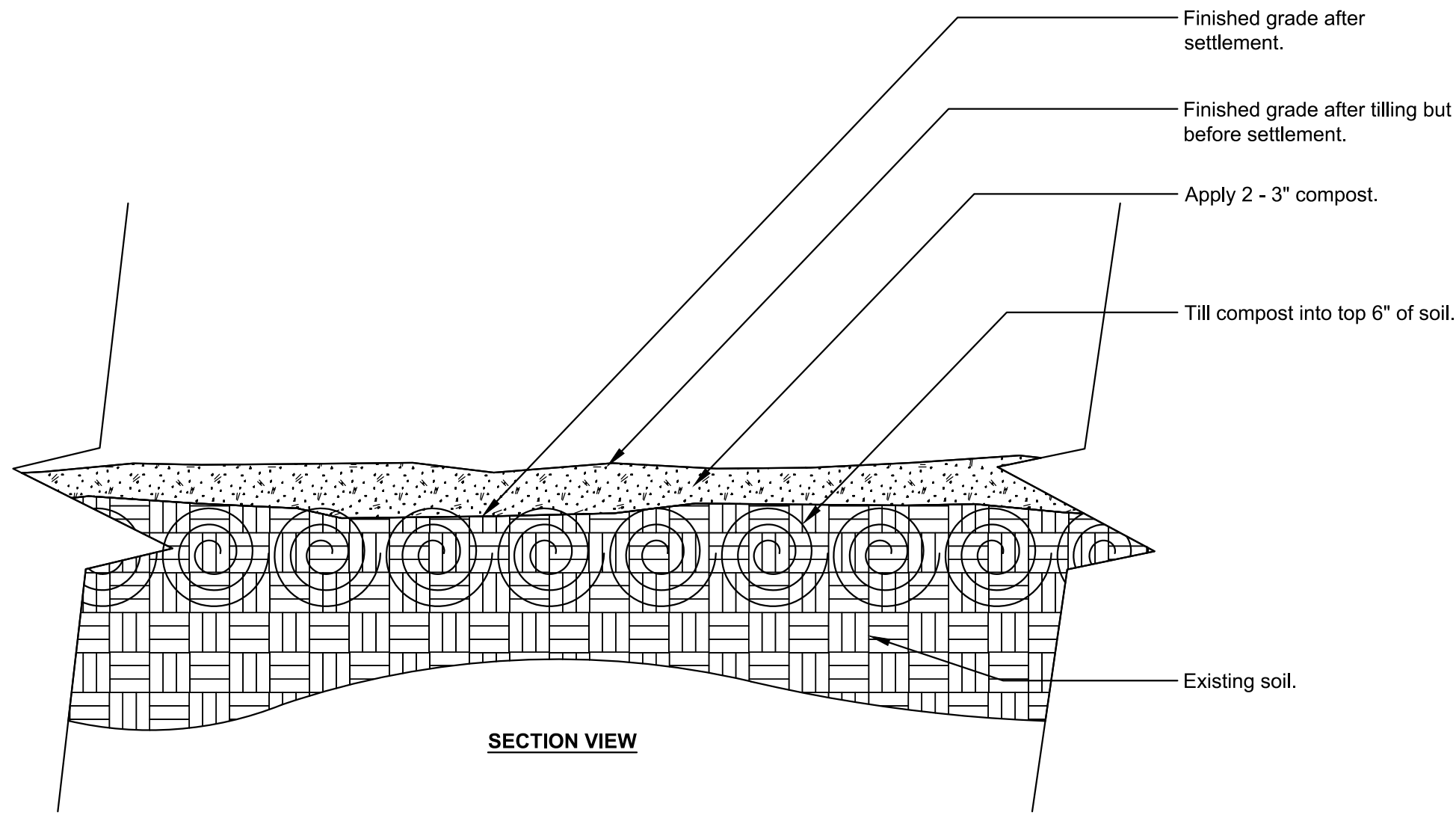
Revised

Design: KAH Drawn: KAH

LANDSCAPING PLAN

Sheet
L1.03

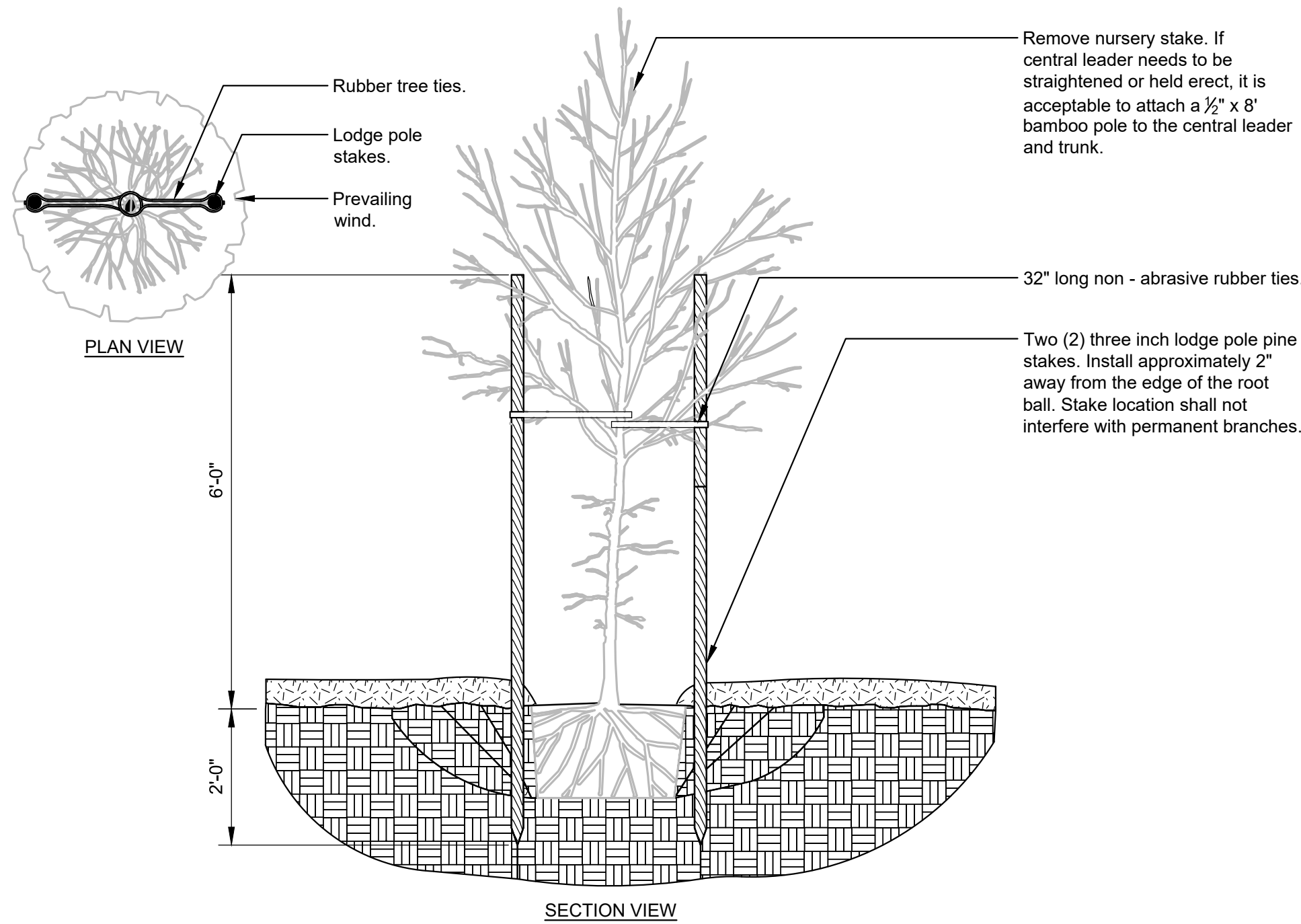
ES&S PROJECT NO. 15007



Notes:
1- See planting soil specifications for additional requirements.

MODIFIED EXISTING SOIL - COMPACTED SURFACE SOIL

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE



TREE STAKING - LODGE POLES (2)

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

PLANT SCHEDULE								
SYMBOL	LARGE DECIDUOUS SHADE TREES (CANOPY TREE)							
LABEL	QTY	COMMON NAME	BOTANICAL NAME	MATURE HEIGHT (FT)	MATURE SPREAD (FT)	SHADE/SUN	ZONE	NATIVE REGION
SW	2	SWAMP WHITE OAK	QUERCUS BICOLOR	50-60	50-60	FULL SUN	3-8	NORTHEASTERN U.S.
RO	3	NORTHERN RED OAK	QUERCUS RUBRA	50-75	50-75	FULL SUN	4-8	EASTERN U.S.
SG	5	HAPPIDAZE SWEETGUM	LIQUIDAMBAR STYRACIFLUA 'HAPDELL' (FRUITLESS)	60-80	40-60	FULL SUN	5-9	CENTRAL & EASTERN U.S.

SYMBOL	MEDIUM DECIDUOUS SHADE TREES (CANOPY TREE)							
LABEL	QTY	COMMON NAME	BOTANICAL NAME	MATURE HEIGHT (FT)	MATURE SPREAD (FT)	SHADE/SUN	ZONE	NATIVE REGION
RM	8	RED SUNSET RED MAPLE	ACER RUBRUM 'RED SUNSET'	40-50	30-40	FULL SUN-PART SHADE	3-9	CENTRAL & EASTERN U.S.

SYMBOL	SMALL DECIDUOUS SHADE TREES (UNDER STORY TREE)							
LABEL	QTY	COMMON NAME	BOTANICAL NAME	MATURE HEIGHT (FT)	MATURE SPREAD (FT)	SHADE/SUN	ZONE	NATIVE REGION
SB	10	SERVICEBERRY 'DOWNY'	AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE'	15-25	12-15	FULL SUN-PART SHADE	4-9	CENTRAL & EASTERN U.S.
TB	10	TEXAS REDBUD	CERCIS CANADENSIS VAR. TEXENSIS 'OKLAHOMA'	12-18	15-24	FULL SUN-PART SHADE	6-9	CENTRAL & EASTERN U.S.
AH	10	LILLIPUTIAN	MAGNOLIA X SOULANGIANA	10-20	10-20	FULL SUN-PART SHADE	6-9	JAPAN

SYMBOL	ORNAMENTAL DECIDUOUS SHADE TREES							
LABEL	QTY	COMMON NAME	BOTANICAL NAME	MATURE HEIGHT (FT)	MATURE SPREAD (FT)	SHADE/SUN	ZONE	NATIVE REGION
PP	5	CRABAPPLE 'PURPLE PRINCE'	MALUS 'PURPLE PRINCE'	14-18	11-15	FULL SUN	4-8	U.S.
FT	4	FRINGE TREE	CHIONANTHUS VIRGINICUS	12-20	12-20	FULL SUN-PART SHADE	3-9	CENTRAL & EASTERN U.S.
CA	5	PRAIRIFIRE CRABAPPLE	MALUS 'PRAIRIFIRE'	15-20	15-20	FULL SUN	4-8	U.S.

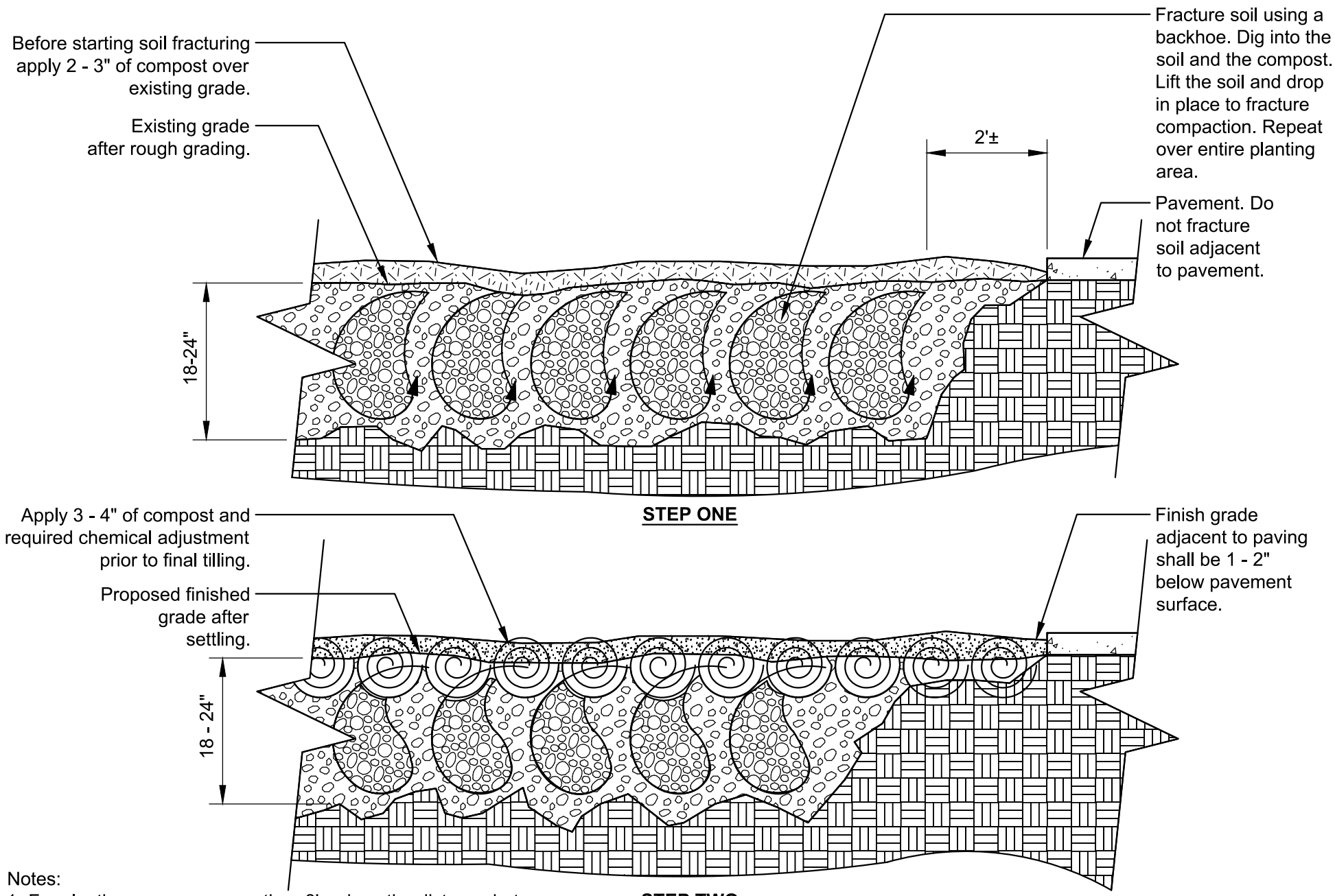
SYMBOL	CONIFERS OR EVERGREEN TREES							
LABEL	QTY	COMMON NAME	BOTANICAL NAME	MATURE HEIGHT (FT)	MATURE SPREAD (FT)	SHADE/SUN	ZONE	NATIVE REGION
AR	3	GREEN GIANT ARBORVITAE	THUJA 'GREEN GIANT'	40-60	12-18	FULL SUN-PART SHADE	5-8	CENTRAL & EASTERN U.S.

SYMBOL	EVERGREEN CONIFER							
LABEL	QTY	COMMON NAME	BOTANICAL NAME	MATURE HEIGHT (FT)	MATURE SPREAD (FT)	SHADE/SUN	ZONE	NATIVE REGION
DS	4	DWARF NORWAY SPRUCE	PICEA ABIES 'PUMILA'	3-4	3-4	FULL SUN	2-7	EUROPE

SYMBOL	EVERGREEN SHRUBS							
LABEL	QTY	COMMON NAME	BOTANICAL NAME	MATURE HEIGHT (FT)	MATURE SPREAD (FT)	SHADE/SUN	ZONE	NATIVE REGION
RH	14	RHODODENDRON	RHODODENDRON 'P.J.M. ELITE'	5-6	5-6	PART SHADE-FULL SHADE	4-8	YES, MARCH-APRIL ASIA & NORTH AMERICA
BX	20	BOXWOOD 'GREEN VELVET'	BUXUS 'GREEN VELVET'	3-4	3-4	FULL SUN-PART SHADE	5-8	NA EUROPE & ASIA
GM	31	BOXWOOD 'GREEN MOUNTAIN'	BUXUS 'GREEN MOUNTAIN'	3-5	2-3	FULL SUN-PART SHADE	5-9	NA EUROPE & ASIA
YE	11	YEW	TAXUS MEDIA 'EVERLOW'	1-1.5	4-5	FULL SUN-PART SHADE	4-7	NA EUROPE & EASTERN ASIA

SYMBOL	DECIDUOUS SHRUBS							
LABEL	QTY	COMMON NAME	BOTANICAL NAME	MATURE HEIGHT (FT)	MATURE SPREAD (FT)	SHADE/SUN	ZONE	NATIVE REGION
HB	23	BIGLEAF HYDRANGEA	HYDRANGEA MACROPHYLLA 'BAILMER' ENDLESS SUMMER	3-4	3-4	PART SHADE	4-9	YES, JULY-SEPTEMBER EAST ASIA & CENTRAL AMERICA
LB	32	LILAC 'BLOOMERANG'	SYRINGA 'PENDA' 'BLOOMERANG'	3-4	3-4	FULL SUN	4-7	YES, APRIL-MAY EUROPE & ASIA
WW	24	WEIGELA	WEIGELA FLORIDA 'BRAMWELL' FINE WINE	2-4	2-4	FULL SUN	4-8	YES, APRIL-JUNE EASTERN ASIA
LH	47	VIRGINA SWEETSPIRE	ITEA VIRGINICA 'SPRICH' LITTLE HENRY	1.5-2	2-2.5	FULL SUN-PART SHADE	5-9	YES, JUNE-JULY CENTRAL & SOUTHEASTERN U.S.
SB	64	SPIREA 'DOUBLE PLAY BIG BANG'	SPIRAEA JAPONICA 'DOUBLE PLAY BIG BANG'	2-3	2-3	FULL SUN-PART SHADE	3-9	YES, JUNE-SEPTEMBER U.S.

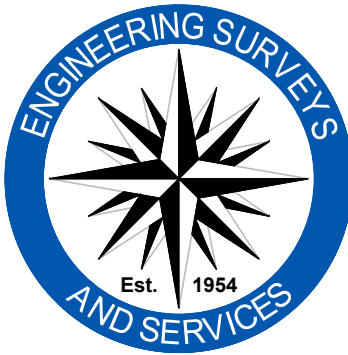
SYMBOL	PERENNIAL FLOWER							
LABEL	QTY	COMMON NAME	BOTANICAL NAME	MATURE HEIGHT (FT)	MATURE SPREAD (FT)	SHADE/SUN	ZONE	NATIVE REGION
MW	10	BUTTERFLY MILKWEED	ASCLEPIAS TUBEROSA	1.0-1.5	1-2.5	FULL SUN	3-9	YES, JUNE - AUGUST CENTRAL & EASTERN U.S.
HS	8	HOSTA	HOSTA 'FORTUNE' AUREOMARGINATA	1.0-1.5	1.5-2	PART SHADE-FULL SHADE	3-9	YES, JULY - AUGUST ASIA
CB	27	CORAL BELLS	HEUCHERA 'PLUM PUDDING'	1.0-1.5	1-1.5	FULL SUN -PART SHADE	4-9	YES, JUNE - JULY NORTH AMERICA
MB	16	THREADLEAF COREOPSIS	COREOPSIS VERTICILLATA 'MOONBEAM'	1.5-2	1.5-2	FULL SUN	3-9	YES, JUNE - AUGUST NORTH AMERICA
SS	33	SOLOMAN'S SEAL	POLYGONATUM ODORATUM 'VARIEGATUM'	2-3	0.75-1	PART SHADE-FULL SHADE	3-8	YES, APRIL - MAY NORTH AMERICA
AA	29	ASTILBE	ASTILBE 'FLAMINGO'	1.5-2	1-2	PART SHADE-FULL SHADE	4-8	YES, MAY - JULY NORTH AMERICA
WL	12	CATMINT	NEPETA RACEMOSA 'WALKER'S LOW'	2-2.5	2.5-3	FULL SUN -PART SHADE	4-8	YES, APRIL - SEPTEMBER NORTH AMERICA



Notes:
1- For planting areas narrower than 8' reduce the distance between paving and soil fracturing from 2' to 1'.
2- See planting soil specification for additional requirements.

MODIFIED EXISTING SOIL - COMPACTED SUB SOIL (FRACTURING)

URBAN TREE FOUNDATION ©2014
OPEN SOURCE FREE TO USE



Engineering Surveys & Services
Consulting Engineers, Land Surveyors, and Geoprosessionals
Analytical and Material Laboratories
1113 Ivy Street, Columbia, Missouri 65201
573-449-2646 | www.ess-inc.com
Other Offices:
Jefferson City - Sedalia - Wildwood
Missouri Engineering Corporation # 204005018

SCENIC MEADOWS
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY, MISSOURI



MATTHEW A. KRIETE
PROFESSIONAL ENGINEER
PE-2007002811

IF ORIGINAL SIGNATURE OR DIGITAL
AUTHENTICATION IS NOT PRESENT THIS
MEDIA SHOULD NOT BE CONSIDERED A
CERTIFIED DOCUMENT

Date
APRIL 14, 2021

Revised

Design: KAH Drawn: KAH
LANDSCAPING PLAN

Sheet
L1.04

ES&S PROJECT NO. 15007

SPECIAL EXCEPTION SITE PLAN

Notes:
1- Trees shall be of quality prescribed in crown observations and root observations details and specifications.

2- See specifications for further requirements related to this detail.

Trunk caliper shall meet ANSI Z60 current edition for root ball size.

Root ball modified as required.

Round-topped soil berm 4" high x 8" wide above root ball surface shall be constructed around the root ball. Berm shall begin at root ball periphery.

Bottom of root ball rests on existing or recompactd soil.

3x widest dimension of root ball.

SECTION VIEW

TREE IN POORLY DRAINED SOIL

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

Central leader. (See crown observations detail).

Root ball surface shall be positioned to be one - quarter above finished grade.

Prior to mulching, lightly tamp soil around the root ball in 6" lifts to brace tree. Do not over compact. When the planting hole has been backfilled, pour water around the root ball to settle the soil.

Existing site soil added to create a smooth transition from the top of the raised root ball to the finished grade at a 15% max. slope.

4" layer of mulch. No more than 1" of mulch on top of root ball. (See specifications for mulch).

Original grade.
Finished grade.

Loosened soil. Dig and turn the soil to reduce compaction to the area and depth shown.

Existing soil.

SECTION VIEW

Groundcover plants to be triangularly spaced.

Mulch.

Pavement.

PLAN

Notes:

1- See planting legend for groundcover species, size, and spacing dimension.

2- Small roots ($\frac{1}{2}$ " or less) that grow around, up, or down the root ball periphery are considered a normal condition in container production and are acceptable however they should be eliminated at the time of planting. Roots on the periphery can be removed at the time of planting. (See root ball shaving container detail).

3- Settle soil around root ball of each groundcover prior to mulching.

GROUNDCOVER

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

Notes:

1- Trees shall be of quality prescribed in crown observations and root observations details and specifications.

2- See specifications for further requirements related to this detail.

Trunk caliper shall meet ANSI Z60 current edition for root ball size.

Root ball modified as required.

Round-topped soil berm 4" high x 8" wide above root ball surface shall be centered on the downhill side of the root ball for 240". Berm shall begin at root ball periphery.

4" layer of mulch. No more than 1" of mulch on top of root ball. (See specifications for mulch).

Existing soil.

3x widest dimension of root ball

SECTION VIEW

TREE ON SLOPE 5% (20:1) TO 50% (2:1) - UNMODIFIED SOIL

Central leader. (See crown observations detail).

Original slope should pass through the point where the trunk base meets substrate/soil.

Prior to mulching, lightly tamp soil around the root ball in 6" lifts to brace tree. Do not over compact. When the planting hole has been backfilled, pour water around the root ball to settle the soil.

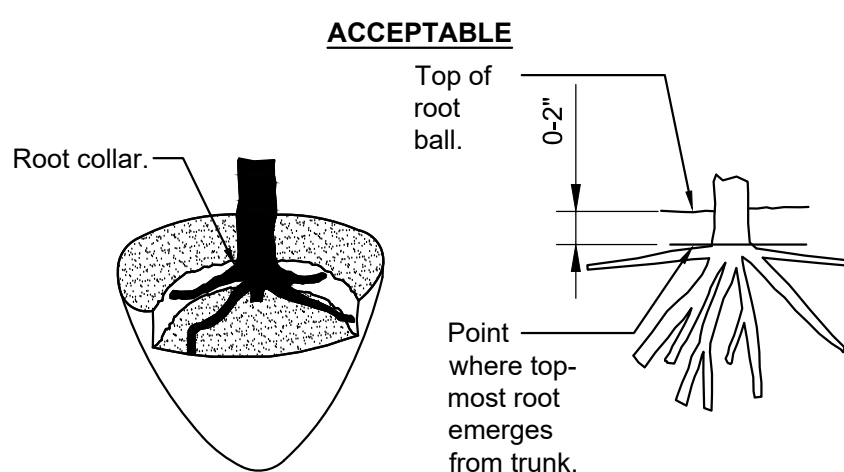
Loosened soil. Dig and turn the soil to reduce the compaction to the area and depth shown.

Slope sides of loosened soil.

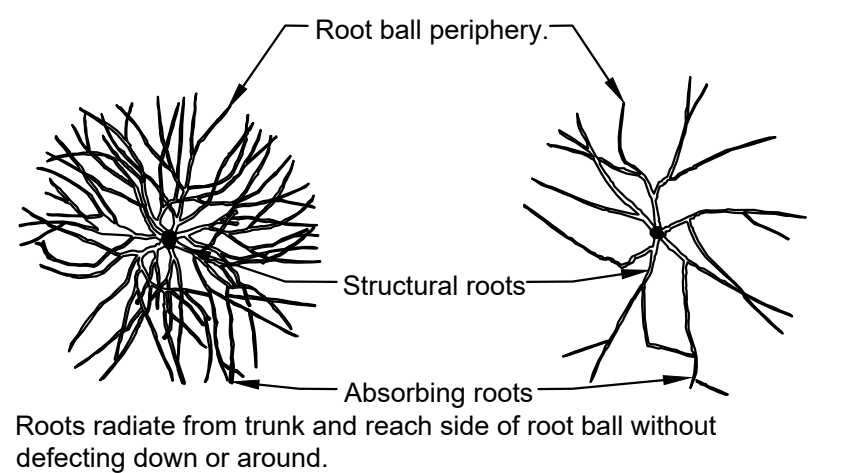
Original grade.

Bottom of root ball rests on existing or recompactd soil.

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE



The point where top-most root(s) emerges from the trunk (root collar) should be within the top 2" of substrate. The root collar and the root ball interior should be free of defects including circling, kinked, ascending, and stem girdling roots. Structural roots shall reach the periphery near the top of the root ball.



Notes:

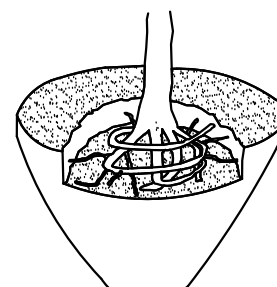
1- Observations of roots shall occur prior to acceptance. Roots and soil may be removed during the observation process; substrate/soil shall be replaced after the observations have been completed.

2- See specifications for observation process and requirements.

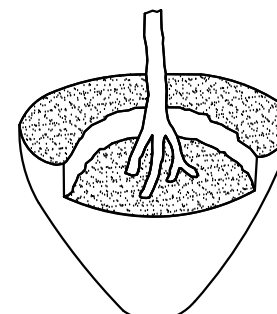
ROOT OBSERVATIONS DETAIL - BALLED AND BURLAPPED

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

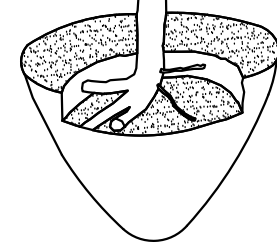
REJECTABLE



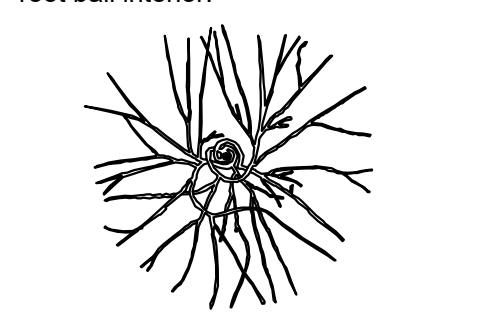
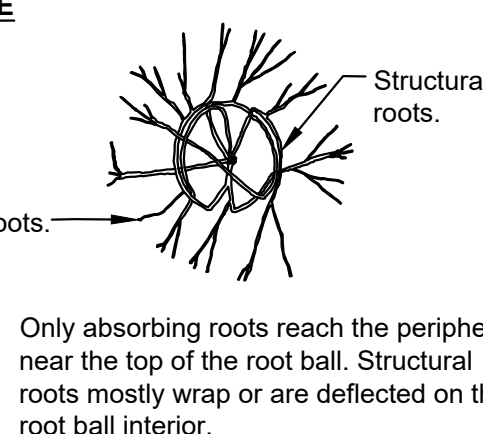
Structural roots circle interior of root ball. No structural roots are horizontal and reach the root ball periphery near the top of the root ball.



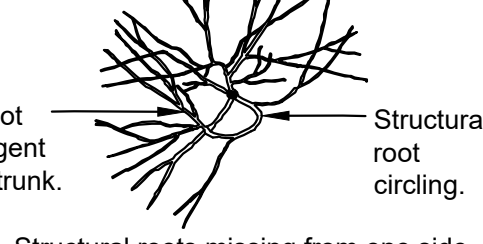
Structural roots descend into root ball interior. No structural roots are horizontal and reach the root ball periphery near the top of the root ball.



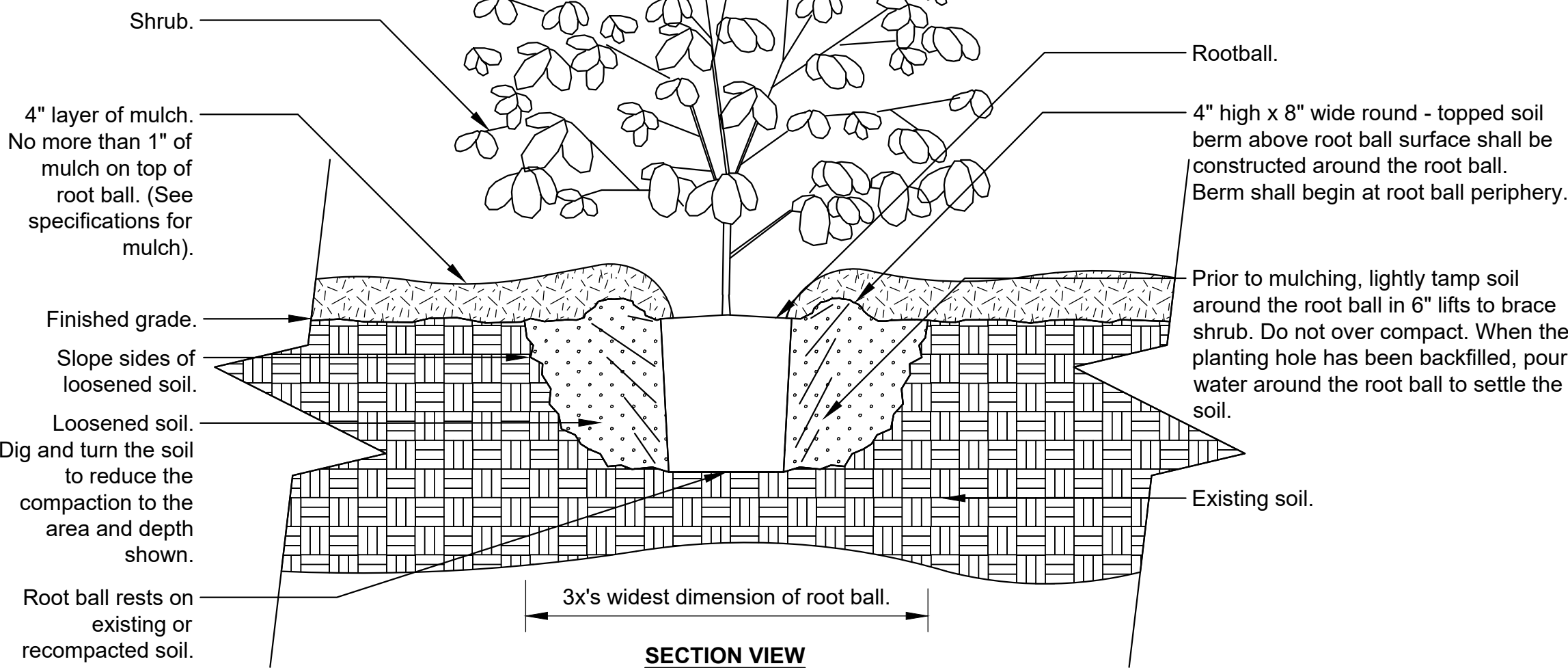
Structural roots descend into root ball interior. No structural roots are horizontal and reach the root ball periphery near the top of the root ball.



Structural roots descend into root ball interior. No structural roots are horizontal and reach the root ball periphery near the top of the root ball.



Structural roots descend into root ball interior. No structural roots are horizontal and reach the root ball periphery near the top of the root ball.



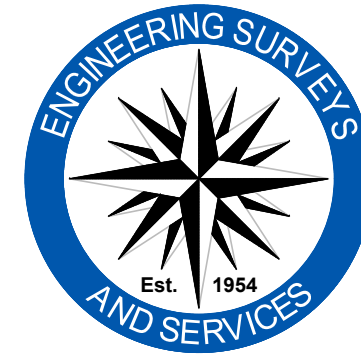
Notes:

1- Shrubs shall be of quality prescribed in the root observations detail and specifications.

2- See specifications for further requirements related to this detail.

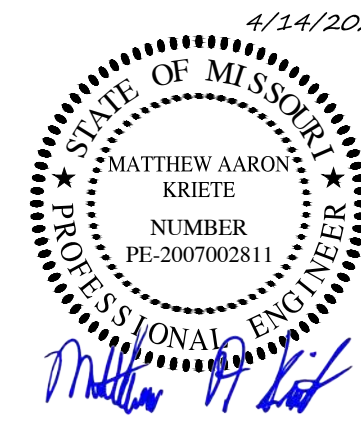
SHRUB - UNMODIFIED SOIL

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE



Engineering Surveys & Services
Consulting Engineers, Land Surveyors, and Geoprosessionals
Analytical and Material Laboratories
1113 Ivy Street, Columbia, Missouri 65201
573 - 449 - 2646 | www.ess-inc.com
Other Offices:
Jefferson City - Sedalia - Wildwood
Missouri Engineering Corporation # 204060018

SCENIC MEADOWS
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY, MISSOURI



MATTHEW A. KRIETE
PROFESSIONAL ENGINEER
PE-2007002811

IF ORIGINAL SIGNATURE OR DIGITAL AUTHENTICATION IS NOT PRESENT THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT

Date
APRIL 14, 2021

Revised

Design: KAH Drawn: KAH

LANDSCAPE PLAN

Sheet

L1.05

ES&S PROJECT NO. 15007

SCENIC MEADOWS

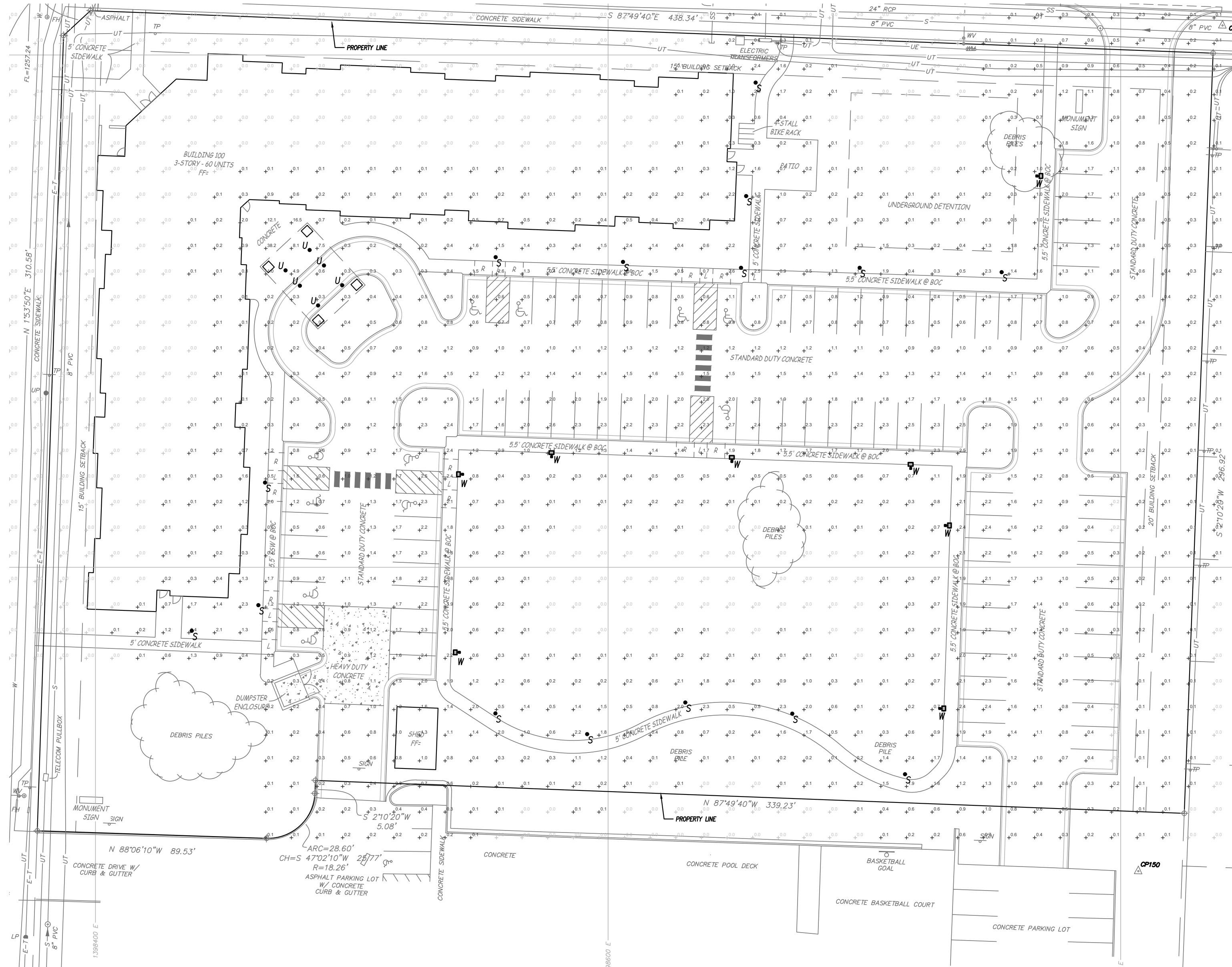
1110 SOUTH SCENIC AVENUE
SPRINGFIELD, GREENE COUNTY,
MISSOURI

SHEET TITLE
ELECTRICAL PHOTOMETRIC
CALCULATIONS

PROJECT NUMBER: 21012

SHEET NUMBER:

LS1.01

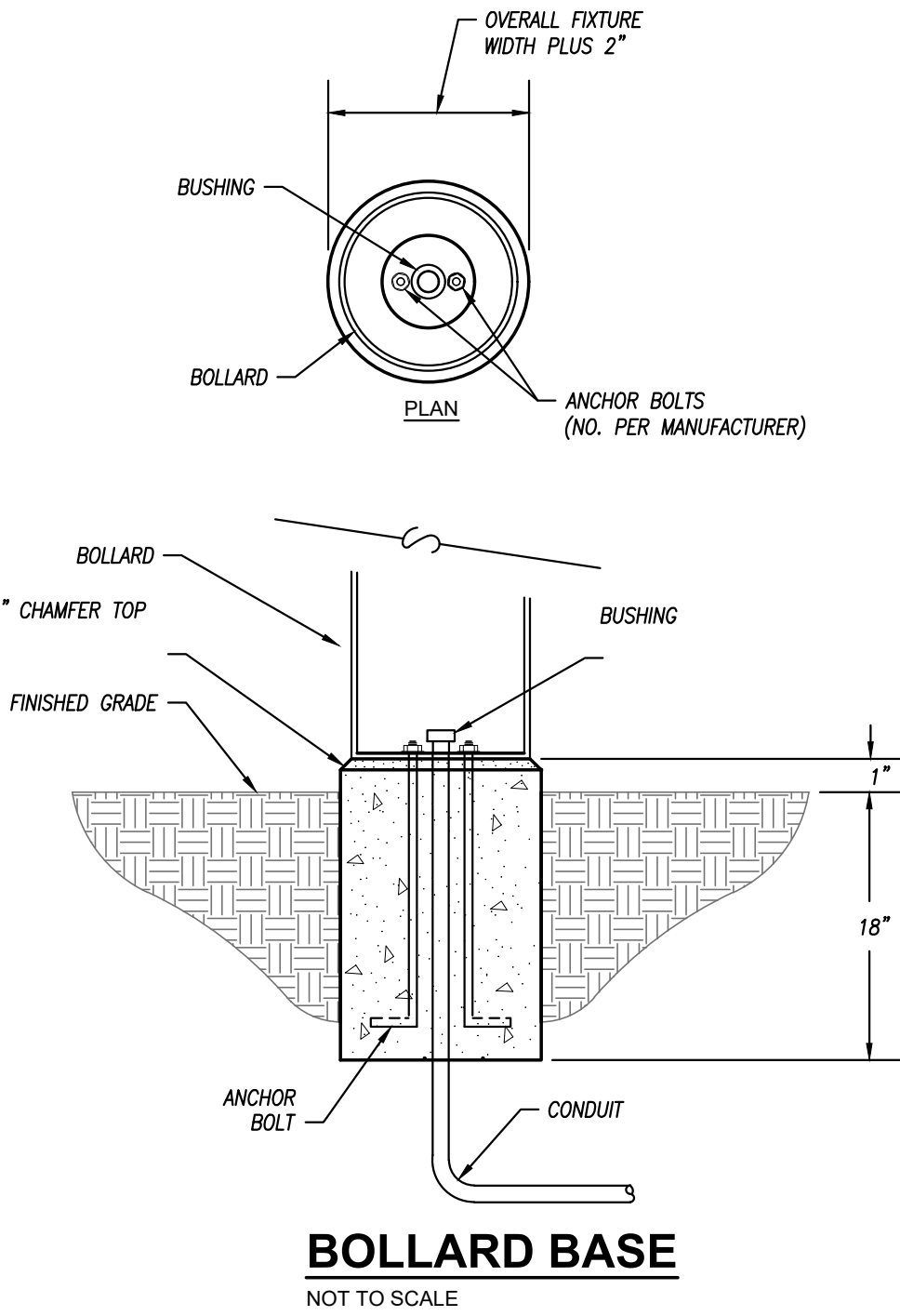
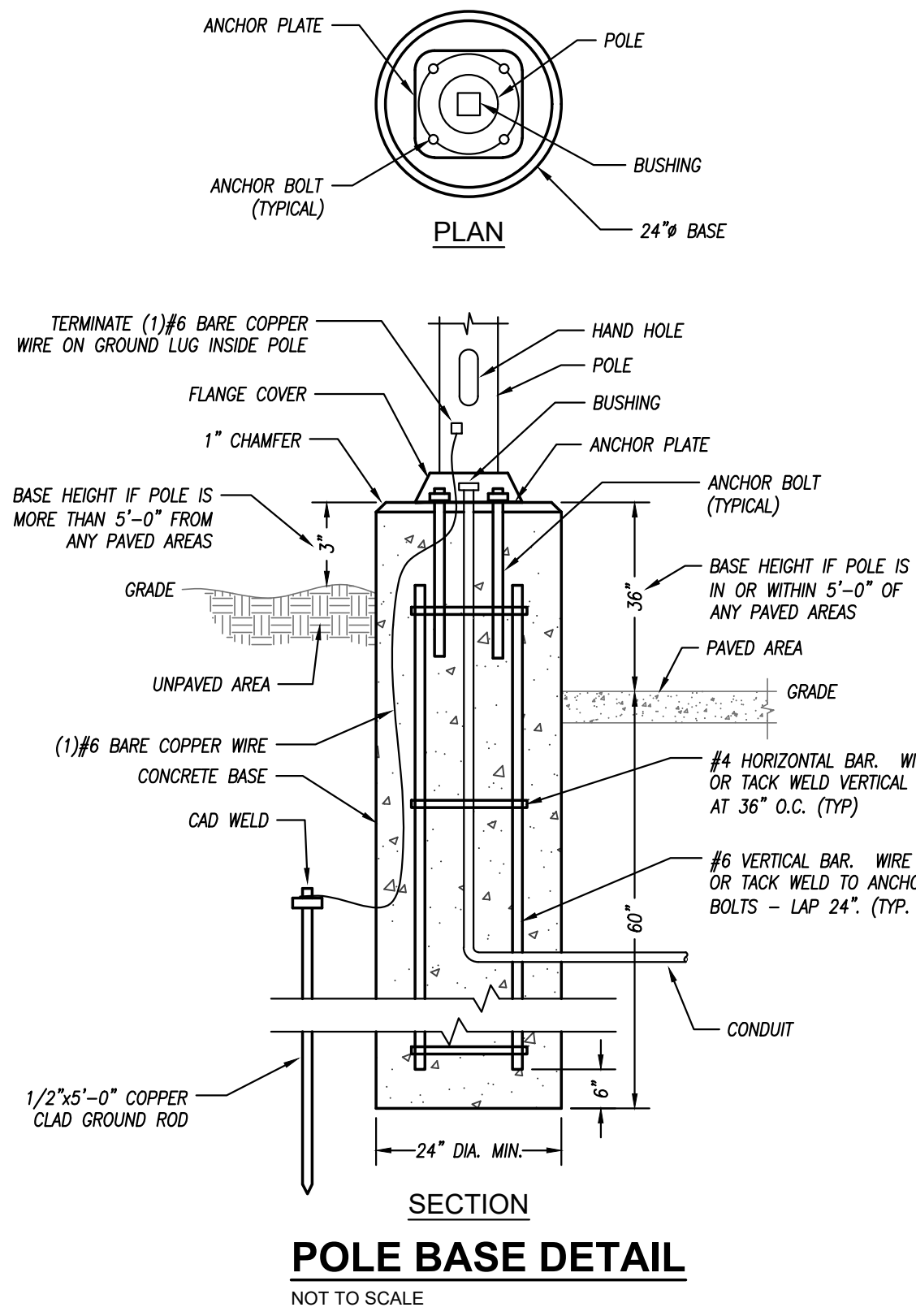


PHOTOMETRIC SITE PLAN
1"=30'-0"

PARKING LOT STATISTICS					
DESCRIPTION	MAINTAINED LIGHTING LEVELS			UNIFORMITY	
	AVG. (F.C.)	MAX. (F.C.)	MIN. (F.C.)	MAX. / MIN.	AVG. / MIN.
PARKING LOT STATISTICS	1.2	2.7	0.2	13.5 : 1	6.0 : 1

NOTES:
1. NUMBERS INDICATE FOOTCANDLE LEVELS AT GRADE.
2. CALCULATIONS PERFORMED USING VISUAL 2020.
3. THERE SHALL BE NO DIRECT ILLUMINATION OF RESIDENTIAL PROPERTIES ADJACENT TO THIS PROPERTY OR ACROSS PUBLIC RIGHT-OF-WAY.

LIGHT FIXTURE SCHEDULE - SITE LIGHTING					
FIXTURE TYPE	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	LAMP NUMBER / DESCRIPTION	
S	SPAULDING	FNT LED SERIES	6.75" SQUARE, 36" HIGH LIGHT BOLLARD. EXTRUDED ALUMINUM RISER WITH FLAT TOP. SEALED, ONE-PIECE ACRYLIC LENS. HEAVY CAST ALUMINUM ANCHOR BASE - REFER TO DETAIL ON SITE PLAN FOR ADDITIONAL BASE WORK. DARK BRONZE FINISH.	ONE (1) 31 WATT, LED MODULE. 3000K COLOR TEMPERATURE.	
U	WILLIAMS	L60	6" ROUND RECESSED DOWNLIGHT. DIE-FORMED STEEL PAN WITH FINNED, EXTRUDED ALUMINUM PASSIVE HEAT SINK. SELF-FLANGED, SEMI-SPECULAR LOW IRIDESCENT FINISH ALUMINUM REFLECTOR. CLEAR ACRYLIC LENS. UL-LISTED WET LOCATION UNDER COVERED CEILING. LED DIMMING DRIVER PRE-WIRED FOR NON-DIMMING APPLICATIONS.	ONE (1) 20 WATT, 1500 LUMEN, LED MODULE. 3000K COLOR TEMPERATURE.	
W	RAB LIGHTING	ALED4178	POLE-MOUNTED 77W LED AREA LIGHT. ARCHITECTURAL, ONE-PIECE DIE-CAST ALUMINUM HOUSING. DIE-CAST ALUMINUM DOOR. FULLY GASKETED, CLEAR, FLAT, TEMPERED GLASS LENS. IES TYPE III DISTRIBUTION. IESNA FULL CUTOFF LIGHTING CLASSIFICATION. LOW TEMP STARTING. DECORATIVE UPSWEPT DIE CAST ALUMINUM MOUNTING ARM. POWDER COAT FINISH IN COLOR AS DIRECTED BY ARCHITECT. PROVIDE WITH 20'-0" HIGH, STRAIGHT, SQUARE STEEL POLE.	SIX (6) MULTI-CHIP, 13W, HIGH-OUTPUT LEDS. 10,157 LUMENS. 3000K.	

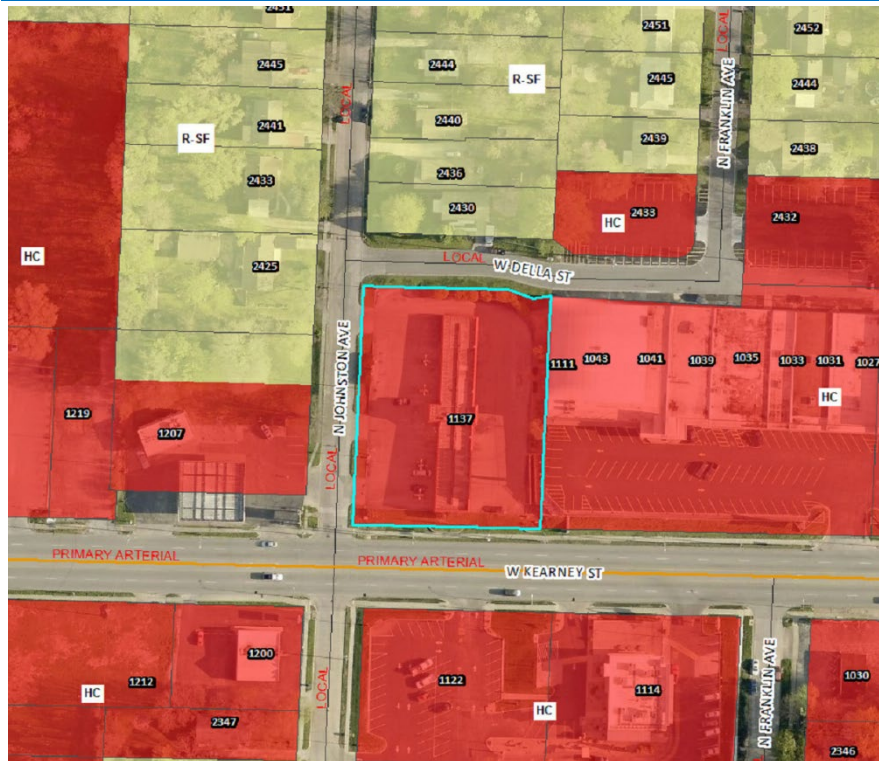


Development Review Staff Report



BOARD OF ADJUSTMENT PUBLIC HEARING:

JUNE 8, 2021



CASE: Variance 582

ACRES: Approximately 1.62 acres

LOCATION: 1137 W. Kearney Street

EXISTING LAND USE: Car wash

APPLICANT: 1137 Kearney Bl, LLC

STAFF: Daniel Neal, Senior Planner
417-864-1036

SUMMARY OF ZONING VARIANCE:

Request to vary from the Highway Commercial front yard setback requirements, Section 36-422(5)(b) to allow for a non-conforming building to be expanded in the front yard setback area from the centerline of Kearney Street.

STAFF FINDINGS:

1. The applicant, 1137 W. Kearney Bl, is proposing to expand an existing car wash building footprint.
2. The applicant recently purchased the subject property in February and is currently making modifications to the existing structure to accommodate the new car wash.
3. The Zoning Ordinance requires any property zoned HC, Highway Commercial District and fronting along a primary arterial roadway to have a 50 ft. setback from the right-of-way centerline plus the 25 ft. front yard setback for a total setback of 75 ft. from the centerline of a primary arterial (Kearney Street) per Section 36-422(5)(b).
4. The current building is setback only 58 feet from the centerline of Kearney Street (18 feet plus 40 feet). Therefore, the existing building is a non-conforming structure. The Zoning Ordinance per Section 36-457 (3) Nonconforming buildings and structures are allowed to continue as long as it is lawful and does not expand or increase the non-conformity. The building remodel is expanding outside of the original building footprint.
5. The request for a variance per Section 36-365 (8) *Extent of variance limited*. The board, in exercising its authority to grant variances from this article, shall be empowered to vary the provisions of this article only to the extent necessary to relieve or alleviate the demonstrated hardship.
6. If the variance is approved, the property owner will be allowed to construct a new addition onto the existing car wash building as shown on the attached exhibit. The new addition will not be allowed to encroach any closer than the existing car wash building.
7. If the variance is denied, the applicant must construct the new building addition meeting the front yard setback requirements and to comply with all applicable Zoning Ordinance requirements.

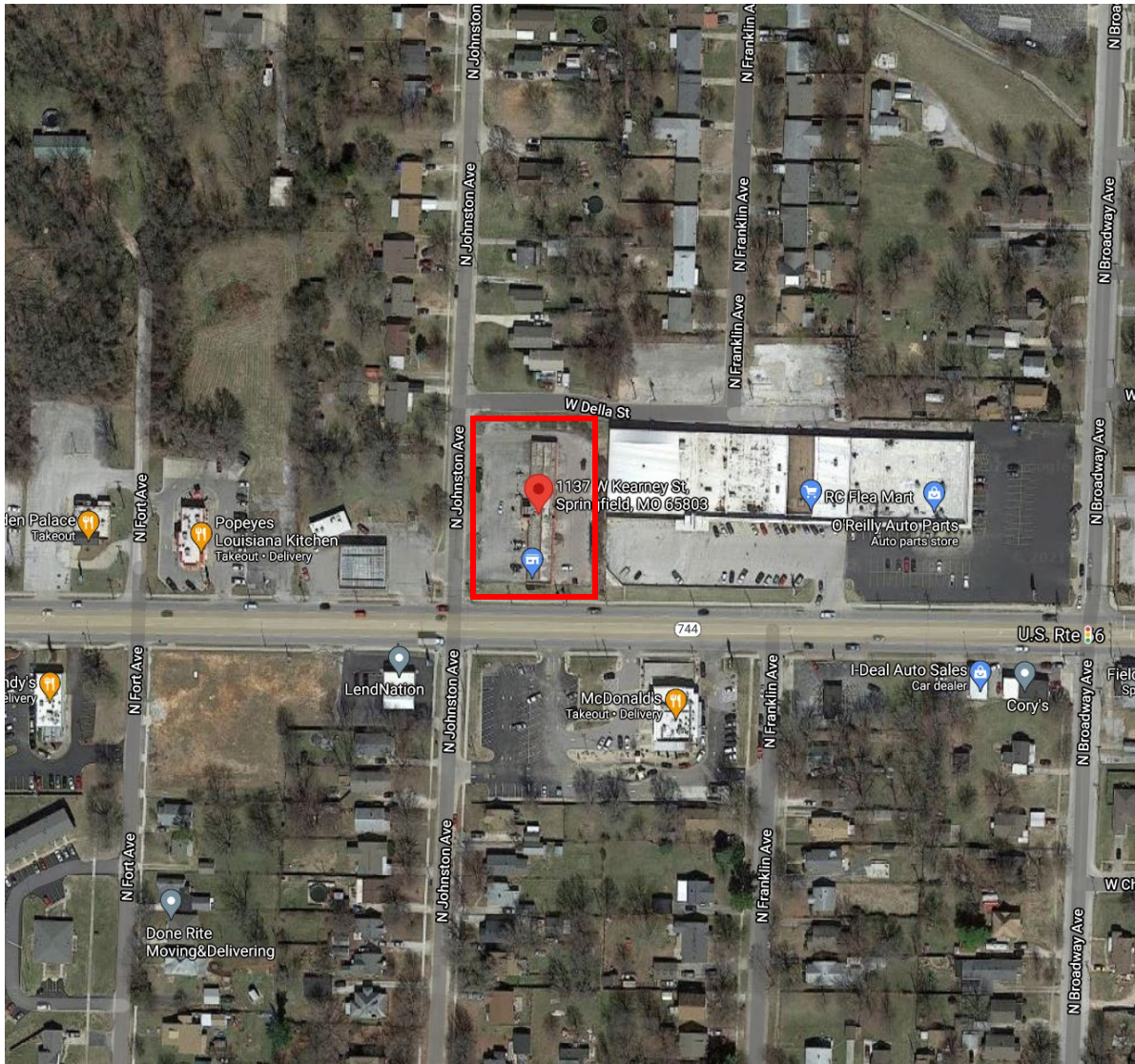
SURROUNDING ZONING AND LAND USES:

	NORTH	SOUTH	EAST	WEST
ZONING	R-SF	HC	HC	HC
LAND USE	Single-family residential	Restaurant	Shopping center	Convenience store with fuel pumps

Development Review Staff Report



SURROUNDING ZONING AND LAND USES: (GOOGLE AERIAL VIEW)



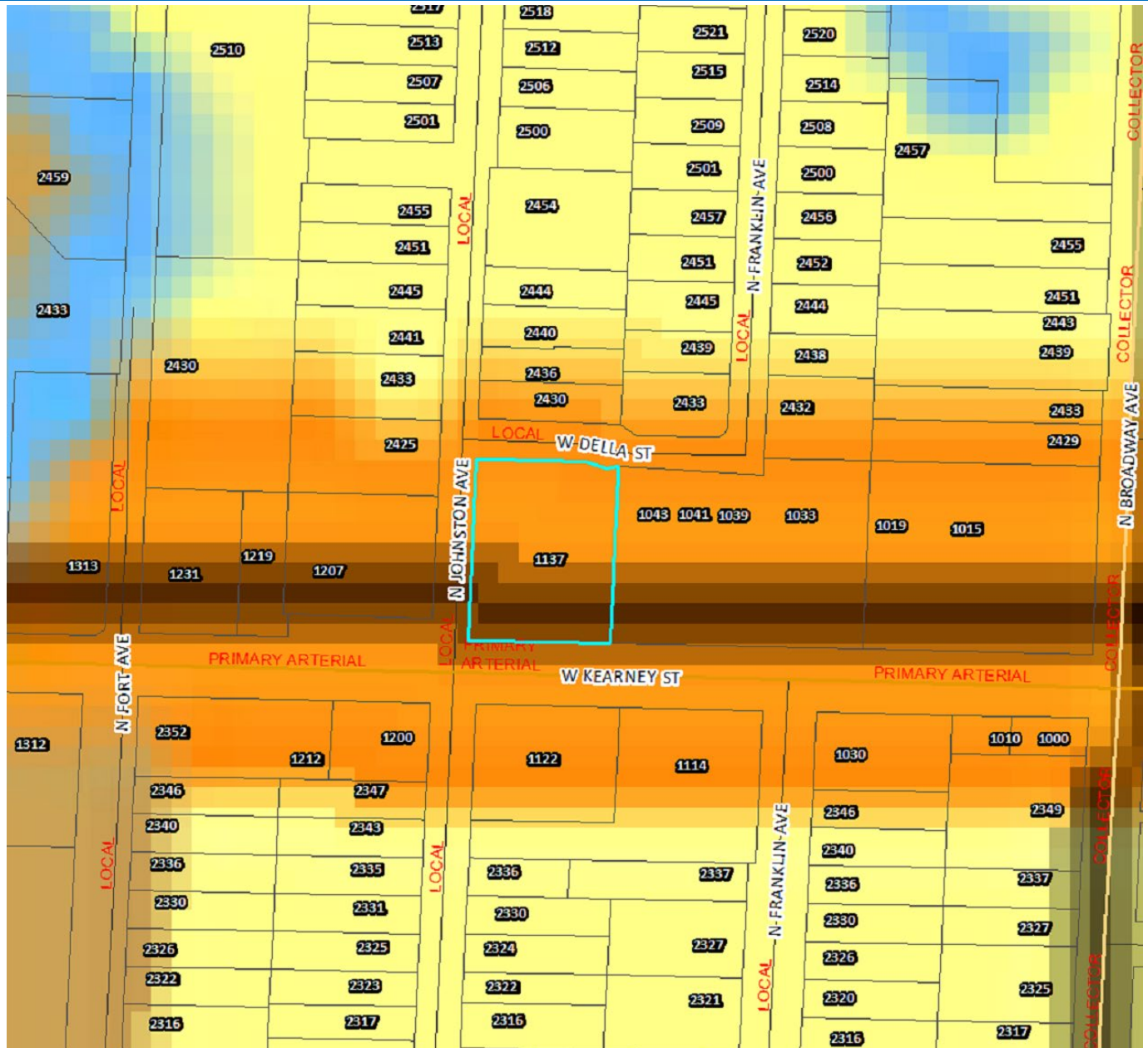
STREET VIEW:



Development Review Staff Report



GROWTH MANAGEMENT AND LAND USE PLAN:



- Low-Density Housing
- Medium or High Density Housing
- Medium Intensity Retail, Office or Housing
- High Intensity Retail, Office or Housing
- Greater Downtown
- Business Park
- Light Industrial, Office and Office Warehouse

- General Industry, Transportation and Utilities
- Park
- School
- Golf
- Community-Public
- Urban Reserve Area
- Rural Area

- Greenway
- Parkway
- City Boundary
- Urban Service Area Boundary, Year 2020
- Urban Reserve Boundary, Year 2040

Development Review Staff Report



PROPERTY HISTORY:

The subject property was annexed in 1926 and was originally zoned C-2 in 1956 with the adoption of the Zoning Map and Ordinance and translated to HC, Highway Commercial District since the citywide remapping in 1995. The car wash facility was constructed in 1979.

BOARD OF ADJUSTMENT ORDINANCE AUTHORITY:

The following excerpt from the Zoning Ordinance lists the limits of the Board of Adjustment's authorization in this instance:

Sec. 36-365. - Variances.

- (1) *Jurisdiction and authority.* The board of adjustment shall exercise the jurisdiction and authority to vary the strict or literal terms of this article in accordance with the procedures, standards, and limitations contained in this section and section 36-351, board of adjustment. A variance is the remedy created by this power and is part of the board's appellate jurisdiction. It is a discretionary privilege which is granted because strict and literal enforcement of the provisions of this article would, due to special conditions peculiar to a particular property, result in unusual difficulty or hardship.
- (2) *Authorized variance.* Variances from the regulations and restrictions contained in this article may be granted by the board of adjustment in the following instances.
 - (a) A variance of the applicable bulk regulations for buildings and structures, including maximum height, required yard areas, and other required open space.
 - (b) **A variance of the applicable minimum requirements for lot size, width and depth and setbacks from lot lines.**
 - (c) A variance of the applicable off-street parking and off-street loading requirements and ratios.
 - (d) A variance of the applicable spacing and open space requirements.
 - (e) A variance of the design requirements of this article.
 - (f) A variance of the buffer area requirements.
 - (g) A variance to permit the reconstruction of a nonconforming building which has been destroyed or damaged by fire or other casualty, or act of God or the public enemy, to the extent that the cost of restoration of the building to its condition prior to the destruction or damage does not exceed 75 percent of completely reconstructing the building.
- (5) *Burden on applicant.* The applicant for a variance shall bear the burden of producing evidence establishing that the requested variance satisfies the standards set out in subsection (3).
- (8) *Extent of variance limited.* The board, in exercising its authority to grant variances from this article, shall be empowered to vary the provisions of this article only to the extent necessary to relieve or alleviate the demonstrated hardship.
- (9) *Conditions and restrictions.* The board of adjustment may impose such conditions and restrictions upon the premises benefitted by a variance as may be necessary to comply with the standards set out in this article to reduce, minimize, or mitigate the effect of such variance upon other property in the neighborhood, and better to carry out the general intent of the article. Failure to comply with any such conditions and restrictions shall constitute a violation of this article.
- (10) *Decision on variance.* Within 30 days after the public hearing on a request for a variance, the board of adjustment shall file its written decision on the requested variance, supported by findings of fact and conclusions and list of sections varied with respect to the standards in subsection (3), with the director of planning and development. The director of planning and development shall mail, by first-class mail, a copy of the decision to the applicant and upon each other person who requests in writing to be notified, and he shall also record the board's order in the land records of the county recorder of deeds.
- (11) *Duration of variance.*
 - (a) No order of the board of adjustment granting a variance shall be valid for a period of longer than one year from the date of such order unless the action that precipitated the request for the variance (subdivision of land, construction, change in use, etc.) is commenced within such period and pursued to completion without

unnecessary delay on the part of the person holding the title or beneficial interest in the property for which the variance was granted.

- (b) After conducting a public hearing with the notice required by section 36-368, publication and posting of notices, the board of adjustment may vacate a previous order of the board granting a variance to be null and void if the board finds the conditions that created the need for a variance cease to exist and any actions permitted by the granting of the variance have not commenced.

Sec. 36-351. - Board of adjustment.

In considering and deciding appeals and applications for variances and special exceptions, the board acts in a quasi-judicial capacity.

(4) Conduct of hearings by board of adjustment. Public hearings conducted by the board of adjustment on any matter over which it has jurisdiction shall be subject to the following rules.

(a) Any person, or his agent, who has an interest in the subject matter of the hearing shall be afforded an opportunity to present evidence, exhibits and argument, and to question, through the chairman of the board of adjustment, witnesses on all relevant issues, subject to the chairman's imposition of reasonable limitations on the number of witnesses, and the nature and length of testimony and questioning.

(b) All testimony at the hearing shall be under oath, or by affirmation, administered by the chairman.

(c) The board of adjustment shall have a written record of each public hearing and the deliberations of the board kept.

(d) Members of the board of adjustment shall base their consideration of matters on which the board conducts a public hearing upon the following information and evidence:

1. Testimony, exhibits, and argument presented at the hearing, and not upon direct or indirect communication with any party or representative of such party made outside of the hearing;

2. Reports, memoranda and other materials prepared by the director of planning and development, director of building development services, director of public works, other employees of the City of Springfield or consultants in connection with the application and made a part of the record at the time of hearing; and

3. Inspections of the site when all interested parties or their representatives have the opportunity to be present, or when no such parties or their representatives are present.

(e) The board of adjustment shall adopt, and may from time to time amend, such additional procedural rules as it may deem necessary or desirable for the efficient and orderly conduct of its business. Copies of such rules shall be available in the office of the director of building development services.

(5) Required vote. The concurring vote of four members of the board shall be necessary to reverse any order, requirement, decision, or determination of any administrative official of the city, or to decide in favor of the applicant on any matter upon which it is required to act under this article, such as granting a variance or allowing a special exception.

(6) Limitation on refiling. No appeal, request, or application to the board of adjustment shall be allowed with respect to the same parcel of land, building, or structure prior to the expiration of six months from the date of the ruling of the board unless a substantial change of circumstances or conditions can be demonstrated by the applicant.

(7) Recordation of orders of the board. Whenever the board of adjustment shall have acted upon an appeal, application for special exception, or variance the board shall cause its order granting or denying said appeal or application to be recorded in the land records of the county recorder of deeds, however, no order shall be recorded until the order has become final by the passage of 30 days from the date said order is filed in the department of planning and development

Development Review Staff Report



without an action being filed in a court of competent jurisdiction challenging the issuance of said order or until a court of competent jurisdiction upholds said order if it is challenged within said 30-day period.

ZONING ORDINANCE SECTIONS SUBJECT TO THE ZONING VARIANCE:

Sec. 36-422. - HC - Highway commercial district.

(5) *Bulk and intensity of use restrictions.*

- (a) Maximum structure height: None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundaries of R-SF or R-TH districts.
- (b) Minimum yard requirements (additional bufferyard may be required by subsection (8):
 - 1. *Front yard:*
 - [a.] [Reserved.]
 - b. Twenty-five feet along a street classified as a collector or higher classification street or as required by section 36-453, supplemental open space and yard regulations.
 - c. Fifteen feet along a street classified as a local street or as required by section 36-453, supplemental open space and yard regulations.
 - d. The front yard setback may be reduced below the minimum required above if a conditional use permit is approved in accordance with section 36-363, conditional use permits, or an approved preliminary plat in accordance with the city's subdivision regulations.
 - 2. *Side yard:* None, except as required by section 36-453, supplemental open space and yard regulations, and the bufferyard requirements in subsection (8).
 - 3. *Rear yard:* None, except as required by the bufferyard requirements in subsection (8).

However, in no event may a structure be erected closer to the centerline of an existing or planned street than as prescribed below, except as permitted by subsection 36-303(17)(b) and subsection 36-303(17)(d).

Street Classification	Required Setback from Right-of-Way Center Line
Freeway	150 feet plus the required yard setback
Expressway	65 feet plus the required yard setback
<u>Primary arterial</u>	<u>50 feet plus the required yard setback</u>
Secondary arterial	35 feet plus the required yard setback
Collector	30 feet plus the required yard setback
Commercial/industrial local	30 feet plus the required yard setback
Residential local	25 feet plus the required yard setback
Highway access road	20 feet plus the required yard setback
Downtown streets	Required yard setback from right-of-way line

Sec. 36-457. - Nonconformities.

(3) *Nonconforming buildings and structures.*

- (a) *Authority to continue.* Any building or structure which is devoted to a use which is permitted in the zoning district in which it is located but which does not comply with applicable bulk regulations, or which is located on a lot which does not comply with the applicable lot size requirements and/or the applicable bulk regulations, may be continued, so long as it remains otherwise lawful, subject to the restrictions in subsections 36-457(3)(b) through 36-457(3)(d) of this article.

Development Review Staff Report



- (b) *Maintenance, repair, remodeling and structural alterations.* Any building or structure described in subsection 36-457(3)(a) may be maintained, repaired or remodeled, or structurally altered. Any such maintenance, repair, remodeling or structural alteration shall conform to all requirements of the zoning district and **shall not increase the nonconformity of the existing building or structure** except that for buildings or structures located on a lot that does not comply with the applicable lot size requirements, the side yard requirements shall be determined by subsection 36-457(2)(a)2. or 36-457(2)(b)2., whichever is applicable.
- (c) *Expansion or enlargement.* Any building or structure described in subsection 36-457(3)(a) **may be expanded or enlarged provided such expansion or enlargement conforms to all requirements of the zoning district and does not increase the nonconformity of the existing building** or structure unless it is required by the codes and ordinances of the City of Springfield and except that for buildings or structures located on a lot that does not comply with the applicable lot size requirement, the side yard requirements shall be determined by subsection 36-457(2)(a)2. or 36-457(2)(b)2., whichever is applicable. Any building or structure described in subsection 36-457(3)(a) shall not be required to conform to the requirements of the article as a condition for expansion or enlargement.
- (d) *Damage or destruction.* In the event that any building or structure described in subsection 36-457(3)(a) is damaged or destroyed, by any means, to the extent of more than 75 percent of the replacement cost of the building or structure at the time such damage occurred, such building or structure shall not be restored unless it shall thereafter conform to the regulations for the zoning district in which it is located. Structures located on a lot that does not comply with the applicable lot size requirements shall not in any event be required to provide a side yard that exceeds the yard requirements in subsection 36-457(2)(a)2. or 36-457(2)(b)2., whichever is applicable. When a building or structure is partially damaged to the extent of 75 percent or less, no repairs or restoration shall be made unless a zoning certificate is obtained and restoration is actually begun within 12 months after the date of such partial destruction and is diligently pursued to completion.
- (e) *Moving.* No building or structure described in subsection 36-457(3)(a) shall be moved in whole or in part for any distance whatever, to any other location on the same or any other lot unless the entire building or structure shall thereafter conform to the regulations of the zoning district in which it is located after being moved.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

The *Community Physical Image and Character Plan* element of the *Comprehensive Plan* developed goals to improve the visual appearance of the urban area and the *Growth Management and Land Use Plan* element encourages the protection of residential neighborhoods from adverse impacts of proposed development and inappropriate land use changes. New development should be compatible with existing development in terms of scale, materials, rooflines, setbacks and open space.

The *Growth Management and Land Use Plan* of the *Comprehensive Plan* also states that new development should be compatible with existing development in terms of scale, materials, rooflines setbacks and open space. Landscaped transitions should be used between sharply differing types of land use. Encourage the effective use of location, design and landscaping of commercial uses to screen and buffer neighborhoods from lights, signs, traffic noise and pollution, and other factors incompatible or conflicting with adjacent land uses. These practices will help ensure the integrity and function of the road system, reduce the length and frequency of auto trips, minimize impact on residential areas and contribute to the overall attractiveness of the community.

STAFF COMMENTS:

1. The applicant is requesting to vary from the Highway Commercial front yard setback requirements, Section 36-422(5)(b) to allow for a building addition on the existing car wash facility at 1137 W. Kearney Street.
2. The Board of Adjustment has authority to grant variances that are based on of the applicable minimum requirements for lot size, width and depth and setbacks from lot lines per Section 36-365(2)(c) of the Zoning Ordinance.
3. The property owner, 1137 Kearney BI, LLC, is a limited liability corporation that is managed by Greg Bylar.
4. The proposed car wash addition will be constructed approximately 18 feet from the existing right-of-way of Kearney Street. The current minimum building setback is 25 feet. This variance would allow for an approximate 7 ft. encroachment into the front yard building setback along Kearney Street.

Development Review Staff Report



5. The applicant has submitted a site plan of the proposed building addition (Exhibit 2). The site plan shows two driveway closures along Johnston Avenue that will make the traffic flow to and from the site much safer.

RESPONSES TO STANDARDS FOR VARIANCES:

36-365 (3) The Board of Adjustment shall not vary the regulations of this Article as authorized above unless and until it shall make written findings based upon the particular evidence presented to it in each specific case that:	Applicant Response:	Staff Response
(a) The particular physical surroundings, shape, or topographical condition of the specific property involved would result in an unnecessary hardship upon the owner as distinguished from a mere inconvenience if the strict letter of the regulations were carried out; and	<i>Two items cause unnecessary hardship for the owner. The first is the shape of the lot. The second is the existing, non-conforming structure erected on the lot. Together, the shape of the lot and existing structure require that the planned tunnel addition for the remodeled and improved car wash be an extension of the southernmost existing car wash bay to allow adequate queuing space.</i> <i>The only alternative to the proposed plan is using the most southern existing access on Johnston Street as the main access for the car wash with the new tunnel placed on the most northern existing bay. While this option is technically viable it would likely cause queuing and traffic back up into Johnston Street and Kearney Street because of the particular shape of the lot and the placement of the current building on the property. Thus this "alternative" poses potential safety and traffic congestion issues.</i> <i>The hardship created by the lot shape and the existing non-conforming structure are thus actual hardships and not mere inconveniences.</i>	By utilizing the existing car wash building, the new addition and site must be designed in a way to allow enough queuing for the automatic car wash and circulation for customers using the self-service and vacuum bays. The closure of the two driveways along Johnston ultimately make the site much safer for customers and traffic in the area.
(b) The conditions upon which the petition for a variance is based would not be applicable, generally, to other property within the same zoning classification; and	<i>The conditions of the property (i.e., its shape, the current non-conforming building, and its configuration and construction as a car wash) are not applicable to other property within the same zoning classification because those conditions do not generally exist on other property with the same zoning classification. Similarly, the traffic congestion issues are not applicable because they are created by the existing property shape and building configuration. It is worthy of note, however, that many existing structures along Kearney street, even several in the direct vicinity of the property, infringe on the now-applicable setback standards to an equal or greater degree than what is proposed as part of this variance.</i>	Any property zoned HC, Highway Commercial District and fronting along a primary arterial roadway is required to have a 50 ft. setback from the right-of-way centerline plus the 25 ft. front yard setback for a total setback of 75 ft. from the centerline of Kearney Street.
(c) The purpose of the variance is not based exclusively upon a desire to enhance the value of the property, or	<i>Safety is the primary purpose of the variance. As noted in response to item A, the only alternative if the variance is not</i>	The site was previously used as a traditional self-service car wash. The applicant is

Development Review Staff Report



increase the return or income therefrom; and	<i>granted, is for the developer to direct traffic to the car wash via Johnston Street as its primary access point. That alternative would likely back traffic onto Johnston Street and Kearney Street as cars wait in que, which is a safety and traffic flow issue. Evidence of this safety concern is the City's request that the developer close the Johnston Street access to the property if it is redeveloped.</i>	proposing both a self-service and automatic style car wash which has a different traffic flow and layout.
(d) The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located; and	<i>Currently, the property has been unable to yield a reasonable return, evidenced by the prior business's closure and the current dilapidated state of the prior car wash. In order to make the car wash yield a reasonable return, the proposed improvements must be made. If the requested variance is not granted, the necessary improvements cannot be made without adopting a plan that may likely cause significant traffic flow and safety issues. Those issues will, of course, threaten the economic viability of any redevelopment and the ability of the property to yield a reasonable return.</i>	Keeping the existing car wash facility and adding a new building addition to the existing site, creates many issues which includes the addition of queuing spaces and closure of driveways to control the flow of traffic in and out of the site.
(e) The alleged hardship has not been created by any person presently having an interest in the property; and	<i>The hardships detailed in Item A were created by the platting of the lot and its shape, the location of the current building by the original developer, and also by changes to the City Code concerning building setbacks off Kearney Street.</i>	.
(f) The granting of the variance will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located, or diminish or impair the values thereof; and	<i>The existing building is already non-conforming. The proposed redevelopment does not move the building any closer to the centerline of Kearney Street. Additionally, many existing structures along Kearney Street are located closer to the centerline of Kearney Street than the current building. Moreover, the property is currently dilapidated, abandoned, and in disrepair. In its current state the property is detrimental to the public welfare and injurious to other property and improvement locate nearby. The proposed variance would allow the property to be greatly improved and to become a functioning business, which would help the public welfare and benefit the other properties and improvements located nearby.</i>	It does not appear that the proposed commercial use would be detrimental or injurious to other property in the neighborhood. It's a similar use to what's currently permitted.
(g) The proposed variance will not impair an adequate supply of light and air to adjacent property, or cause or substantially increase congestion in the public streets, or increase the danger of fire or the spread of fire, or endanger the public safety; and	<i>The proposed redevelopment does not move the building any closer to the centerline of Kearney Street. The requested variance is actually needed to prevent the property from causing or substantially increasing congestion in the adjacent public streets. If the variance is not granted the developer will be forced to use the most southern access to the property as its main access, which could create congestion on Johnston and Kearney Streets and their intersection.</i>	The proposed variance does not appear to impair the adjacent properties as the use is similar to the existing use of the property.

Development Review Staff Report



(h) The variance, if granted, will not alter the essential character of the neighborhood, and	<i>The property was previously a car wash. The developer intends to continue its use as a carwash. The requested variance would in no way alter the essential character of the neighborhood, other than improving a currently closed, abandoned, and dilapidated business. Additionally, the proposed redevelopment does not move the building any closer to the centerline of Kearney Street.</i>	The proposed development would appear to be consistent with the character of the surrounding neighborhood and is similar to the existing use of the property.
(i) The variance requested is consistent with the purposes and intent of this Article and the <i>Springfield Comprehensive Plan</i> .	<i>The requested variance is consistent with the intent and purpose of the Article for the reasons set forth in Items A-H, and a car wash is an appropriate use for this property as evidenced by its current zoning and as contemplated in the Springfield Comprehensive Plan.</i>	As described above in the Compatibility with Comprehensive Plan section of the staff report, the proposed variance would be consistent with our plans.

PUBLIC NOTIFICATIONS:

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 property owners within 185 feet.

Notices sent to property owners within 185 feet:

Mailed: 32

Returned: 0

Development Review Staff Report



DEPARTMENT COMMENTS:

BUILDING DEVELOPMENT SERVICES COMMENTS:

No issues with proposed variance.

CITY UTILITIES COMMENTS:

No issues with setback variance.

ENVIRONMENTAL SERVICES CLEAN WATER COMMENTS:

Variance is for building setbacks. No impact on public sewer.

FIRE DEPARTMENT COMMENTS:

No comments.

PUBLIC WORKS STORMWATER COMMENTS:

There is no issues with stormwater with proposed variance.

PUBLIC WORKS TRAFFIC COMMENTS:

Traffic has no issues with the request to vary the setback requirements with the removal of driveways as shown on the site plan.

LEGAL DESCRIPTION:

Exhibit 1

ALL OF LOTS TWENTY (20), TWENTY-ONE (21), TWENTY-TWO (22), TWENTY-THREE (23) AND TWENTY-FOUR (24), INCLUSIVE, IN WM. H. PIPKIN, JR., SUBDIVISION IN THE CITY OF SPRINGFIELD;; ALSO, TEN (10) FEET WEST OF THAT AND ADJOINING SAID LOTS VACATED FROM JOHNSON AVENUE; EXCEPT, THAT PART LYING WITHIN THE RIGHT-OF-WAY (KEARNEY STREET) AND EXCEPT THAT PART LYING WITHIN THE RIGHT-OF-WAY OF DELLA STREET, DESCRIBED AS BEGINNING AT THE NORTHEAST CORNER OF LOT TWENTY (20); THENCE WEST 43.2 FEET; THENCE SOUTHEASTERLY TO A POINT 14.29 FEET SOUTH OF THE BEGINNING; THENCE NORTH TO THE BEGINNING; AND EXCEPT BEGINNING AT THE SOUTHEAST CORNER OF LOT TWENTY-FOUR (24), NORTHERLY 112.75 FEET TO A POINT 2.15 FEET WEST OF THE EAST LINE OF LOT TWENTY-TWO (22), THENCE EAST 2.5 FEET TO SAID EAST LINE; THENCE SOUTH ALONG EAST LINE OF LOTS TWENTY-TWO (22), AND TWENTY- THREE (23) AND TWENTY-FOUR (24) TO THE BEGINNING, IN GREENE COUNTY, MISSOURI, EXCEPT ANT PART THEREOF TAKEN, DEEDED OR USED FOR HIGHWAY PURPOSES.

BEING A PART OF THE SOUTHEAST QUARTER OF THE
SOUTHWEST $\frac{1}{4}$, SECTION 2, TOWNSHIP 29 NORTH, RANGE 22 WEST
SPRINGFIELD, GREENE COUNTY, MISSOURI



OWNER/DEVELOPER:

SITE DATA:

SITE ADDRESS: 1137 W KEARNEY STREET

TOTAL SITE AREA: 0.97 AC OR 42,222 SF

EXISTING IMPERVIOUS AREA = 34,212 SF (80.9%)
PROPOSED IMPERVIOUS AREA = 34,040 SF (80.6%)

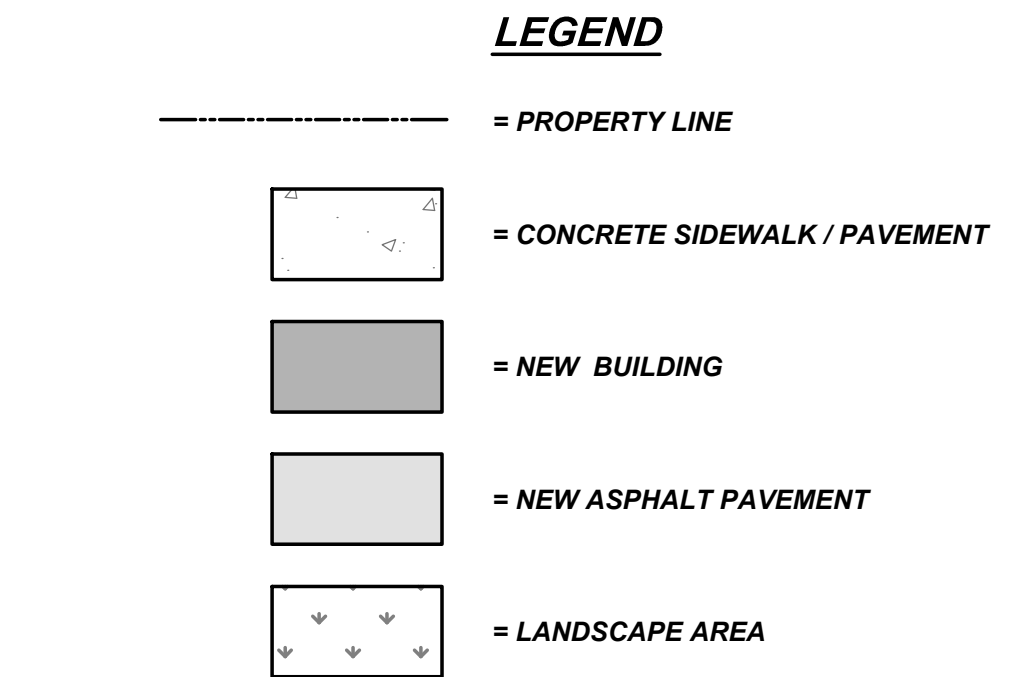
EXISTING OPEN AREA = 8,010 (19.1%)
PROPOSED OPEN AREA = 8,182 (19.4%)

CURRENT ZONING = HIGHWAY COMMERCIAL (HC)
CURRENT USE = VACANT CAR WASH

**VARIANCE REQUEST:
REDUCTION OF FRONT YARD SETBACK ALONG KEARNEY STREET PER
SECTION 36-422 (5)(b).**

REQUIRED SETBACK = 75 FEET (50 FEET + 25 FEET YARD SET BACK)
PROPOSED SETBACK = 58.34 FEET

PROPOSED USE = CAR WASH



SHEET NO.

c.

C.

W NO. 20179

08 |