

1. Meeting Agenda (PDF)

Documents: [11-14-2013 AGENDA \(PDF\).PDF](#)

2. October 31, 2013 Minutes (PDF)

Documents: [OCTOBER 31, 2013 \(PDF\).PDF](#)

3. Information Pertaining To Multifamily Parking Requirements (PDF)

Documents: [INFORMATION PERTAINING TO MULTI-FAMILY PARKING REQUIREMENTS \(PDF\).PDF](#)

4. Acquisition 502 (PDF)

Documents: [ACQUISITION 502 \(PDF\).PDF](#)

5. Conditional Use Permit 406 (PDF)

Documents: [CONDITIONAL USE PERMIT 406 \(PDF\).PDF](#)

6. Z-17-2013 W/Conditional Overlay District No. 62 (PDF)

Documents: [Z-17-2013 W CONDITIONAL OVERLAY DISTRICT NO. 62 \(PDF\).PDF](#)

Planning & Zoning Commission Agenda

November 14, 2013 - 6:30 p.m.

Members

Matt Edwards (Chair), King Coltrin (Vice-Chair), Jay McClelland, Jim Hansen, Jason Ray, Gabrielle White, Phil Young, Tom Baird, IV, Shelby Lawhon

i. Roll Call

ii. Approval of Minutes: October 31, 2013

iii. Communications: Information pertaining to Multi-Family parking requirements

iv. Finalization and Approval of Consent Items

(These consent cases will be approved by Commission unless a Commissioner or someone else wished to speak to them. If so, those cases will be moved to the appropriate place on the agenda and they may be spoken to, and voted on, at that time.)

Consent Items:

- | | |
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| 1. Acquisition 502
(2945 East Pythian Street) | Springfield Public Schools |
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V. Unfinished Business:

- | | |
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| 2. Conditional Use Permit 406
(1543 West Republic Road) | Greg Jacobs |
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VI. Public Hearings

- | | |
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| 3. Z-17-2013 w/Conditional Overlay District No. 62
(1225 S. Ingram Mill & 3302 E. Catalpa) | CSN Properties, LLC |
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vi. Adjourn

Any Other Matters Under Commission Jurisdiction

For items for which the public may speak, the Commission Chairperson will invite anyone who wishes to speak to an item after staff makes its presentation. When you address Commission, please step to the microphone at the podium and state you name and address. All meetings are televised live and tape recorded. Please limit your remarks to five (5) minutes unless Commission 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 417-864-1443 at least three (3) days prior to the scheduled meeting.

MINUTES OF THE PLANNING AND ZONING COMMISSION

DATE: October 31, 2013

TIME: 6:30 pm

The regular meeting and public hearing of the Planning and Zoning Commission was held on the above date and time in City Council Chambers, third floor of City Hall with the following members: Matt Edwards (Chair). King Coltrin (Vice-Chair), Jay McClelland, Jim Hansen, Tom Baird, and Gabrielle White; Staff in attendance: Bob Hosmer, Principal Planner; Ralph Rognstad, Director, Nancy Yendes, City Attorney; Dawne Gardner and Ron Colson, Public Works; Sandy Goddard, Administrative Assistant. Absent: Lawhon and Young.

ROLL CALL:

APPROVAL OF MINUTES: The minutes of October 3, 2013 were approved unanimously.

COMMUNICATIONS:

Mr. Hosmer requested that Subdivision Variance 345 be removed from the Consent Agenda to the public hearing agenda.

Mr. Hansen motioned to remove Subdivision Variance 345 from the Consent Agenda and move to a public hearing. Mr. Ray seconded the motion. The motion carried as follows: Ayes: Edwards, Coltrin, McClelland, Ray, Baird, and Hansen. Nays: None. Abstain: None. Absent: White, Lawhon, and Young.

CONSENT ITEMS:

- | | |
|--|---|
| 2. <u>Relinquish Easement 796</u>
(3050 N. Kentwood Avenue) | <u>Glen44 Investments, LLC</u> |
| 3. <u>Acquire 500</u>
(3326 N. Farm Road 143) | <u>Springfield-Greene County Parks Dept</u> |
| 4. <u>Acquire 501</u>
(215 W. Plainview Road) | <u>City Utilities</u> |
| 5. <u>Brewery District Lofts Subdivision</u>
(500 blk W. Walnut Street & W. McDaniel) | <u>EMLOTT, LLC</u> |
| 6. <u>Planned Development 271 Amended FDP</u>
(3057 N. Fremont Avenue) | <u>Cameron Wells</u> |

Mr. Ray motioned to approve the Consent Agenda items. Mr. Baird seconded the motion. The motion carried as follows: Ayes: Edwards, Coltrin, McClelland, Ray, Baird, and Hansen. Nays: None. Abstain: None. Absent: White, Lawhon, and Young.

V. PUBLIC HEARINGS:

1. Subdivision Variance 345 (2027 E. Sunset Street)

Blanca Roper

Mr. Hosmer noted that the applicant is requesting a variance from Section 410(6) (a) of the Subdivision Regulations so that a payment may be made in lieu of constructing a sidewalk along the frontage of Sheridan Avenue located at 2027 East Sunset Street. The required sidewalk would not connect to any adjacent sidewalks or pedestrian facilities. The cost is prohibitive because there are no curbs for stormwater and it would have to traverse existing ditches. Staff believes the sidewalk improvements can be placed in a more appropriate location. The sidewalk fees will go to a fund that will be used for future sidewalk projects benefiting elementary schools in the area. Staff recommends approval.

Mr. Kevin, Anderson Engineering, 2045 W. Woodland, commented he is representing the owner.

Mr. Edwards opened the public hearing. As there were no speakers, the public hearing was closed.

Mr. Coltrin motioned to approve Subdivision Variance 345. Mr. McClelland seconded the motion. The motion carried as follows: Ayes: Edwards, Coltrin, McClelland, Ray, Baird, and Hansen. Nays: None. Abstain: None. Absent: White, Lawhon, and Young.

Commissioner White arrived late.

7. Z-21-2013 w/Conditional Overlay District No. 65 (634 East Bear Boulevard)

Tan Bros, LLC & E & F Financial, Inc.

Mr. Hosmer stated the purpose of the request is to rezone approximately 0.75 acres of property generally located at 626 and 634 East Bear Boulevard from an R-HD, High Density Multi-Family Residential District and UN, University Combining Overlay District to a GI, Government and Institutional District; and establishing Conditional Overlay District No. 65. This will allow for the subject property to be redeveloped for multi-family development with an increased density. The accompanying Conditional Overlay District will require that at least eighty (80) percent of the normally required off-street parking and bicycle parking for this use be provided as off-street parking is not required within the GI District. The GI District does allow for non-governmental uses that are supportive of those uses, so an apartment complex would be supportive of the University near that location. The subject property is located at the southwest corner of Holland and Bear Boulevard, directly west of the Missouri State University (MSU) campus. The main focus of the proposed development is to provide student housing. The applicant proposes to provide a total of forty (40) units with a mix of 4 bedrooms, 3 bedrooms, 2 bedrooms, 1 bedroom and micro-efficiency units for a total of 77 beds. Based on the current requirements of the Zoning Ordinance, sixty-nine (69) off-street parking spaces would be required to serve the proposed development. The required parking could be reduced by up to ten (10) percent if additional bicycle parking spaces are provided. The intent of this proposal is to reflect the same off-street parking requirements as recently proposed for the micro-efficiency multi-family units and the UN, University Combining Overlay District proposal which is currently at City Council and has been tabled at this point. Under this proposal, approximately fifty (50) spaces would be provided. As a comparison, the existing zoning would accommodate the development of up to twenty-three (23) 4 bedroom units for a total of 92 beds on the subject property and only require the provision of 46 off-

street parking spaces. Approval of this request will provide for increased density with a more diverse mix of units within the development while still requiring sufficient parking. The subject property is within walking and bicycling distance of the MSU campus, the downtown area and bus stops. There is a good sidewalk system and marked bike routes in the area. An increasing number of students, particularly international students, do not own cars and live near the MSU campus. The reduction in space dedicated to parking allows more destinations to be built closer together and with a more active walking environment which further encourages walking and other modes of transportation such as transit and bicycling and reduces congestion on the roadways. The more these alternative modes of transportation are provided for and used the more they appear safe, convenient and popular for others and the demand for parking continues to decrease. Staff is recommending approval with the conditions as outlined.

Mr. Hansen clarified that the parking amendment ordinance has been tabled.

Mr. Hosmer said yes.

Mr. Hansen asked if they were voting for this request although it may not be lawful.

Mr. Hosmer said this is a Conditional Overlay District in which they are choosing to add this to the restrictions. The GI District doesn't have any parking requirements right now so GI parking is not something they would be required to do and so this overlay district would be putting more restrictions on them and having some parking restrictions and bicycle requirements. The applicant is imposing these restrictions on this property.

Mr. Hansen commented there will be fewer parking spaces than would normally be allowed on this.

Mr. Hosmer asked if it was left as a multi-family.

Mr. Hansen said yes.

Mr. Hosmer referred to the Comparison formula in the staff report and stated the applicant is proposing 50 parking spaces with this overlay district which the City believes is reasonable since the GI District does not have any parking requirements.

Mr. Hansen stated that they are adopting standards here that are otherwise tabled by Council.

Mr. Hosmer said the standard does not apply to the GI District; the applicant is putting the overlay district on it.

Mr. Hansen said he is speaking of the standards that apply to it as it is. We are going to reduce the parking requirement on these two lots from what they are now.

Mr. Hosmer asked if he meant if they were developed as multi-family or remained in the district, possibly.

Mr. Edwards commented Commission did the micro-efficiency parking amendment which is tabled at Council; would we be doing this now if that had gone through or would we be pursuing this under that original track of thinking.

Mr. Rognstad said we would not have to do it if that was approved by Council. We would add the overlay district because the Government Institution District does not require any parking so we have to have the overlay district and rather than spelling out the micro-efficiency in the overlay district we would just say that they would comply with the requirements of the Zoning Ordinance and they would have to meet at least eighty (80) percent of the parking. The University Combining District that we are also proposing to amend is how we would allow the reduction by twenty (20) percent instead of the normal ten (10) percent. In the University Combining District only works with multi-family districts, it doesn't work with Government Institutional District. We did tell the developer that the Micro Efficiency Dwelling Unit Text Amendments had been tabled at Council and if they go forward with this request and Commission approves this then Council may table it. The applicant does have the opportunity to do it this way and if he can make the case to Commission and Council that this case is unique and warrants this type of parking arrangement, and then he may be able to get it approved. Staff supported it because we supported the amendments to the text.

Mr. Hansen suggested that if Commission approves the request they are kicking it down the road to City Council.

Mr. Hosmer said for clarifications right now there are proposed changes to the UN District with the micro-efficiency parking and reducing the parking for that district. The applicant is not asking for that district; they are in that district right now. They are asking to be rezoned to GI, which currently does not have any parking requirements. Staff realized that this would be a multi-family development, and we would want to have some type of parking restrictions on the property and discussed an overlay district that would restrict the parking to some degree, so we mimicked and used what we were proposing at Council, so it's confusing because they are kind of back to back, but staff is choosing to take the wording they are using for the UN District proposal and applying it to the GI District Overlay District.

Mr. Hansen asked why the applicant needs the Governmental zoning then.

Mr. Hosmer commented that the GI zoning allows for non-governmental uses that are supportive; we have the University which needs supportive uses like housing, so those things are supportive in the GI District.

Mr. Hansen clarified that multi-family, high-density housing is allowed there now, so why go to the GI zoning.

Mr. Rognstad stated the density they are requesting is higher than what is allowed.

Mr. Hansen asked higher than high density.

Mr. Rognstad added it is because they are requesting the one-bedroom apartments; if they were going to stick with four (4) bedroom apartments and have the same number of beds, it wouldn't be as big an issue.

Mr. Hansen inquired about the number of dwelling units in the HD now and under the GI.

Mr. Hosmer reviewed the number of units and the parking requirements.

Mr. Hansen stated it seems to him they are going to increase the DU's to an unlimited amount and at the

same time limit the cutback on the amount of parking, cutting it to practically nothing; Mr. Hansen asked what uses were allowed in the GI.

Mr. Hosmer agreed the parking will be down to one space for the micro-efficiency.

Mr. Hansen clarified one or less.

Mr. Hosmer said what they are proposing with the overlay district would be one space for the one bedroom and the two bedrooms would be 1.5...

Mr. Hansen stated that the percentage of that is reduced with the bike racks, so it is less than one parking space per unit.

Mr. Rognstad discussed the number of units that could be built under the high-density.

Mr. Edwards opened the public hearing.

Mr. Joel Thomas, Bates & Associates, 433 W. Walnut commented he wanted to clarify the number of units; the parking would be well under what you would be providing with the GI. They are trying to get the density up with the GI District because they do not want to do all four (4) bedroom units. It has nothing to do with parking. They can get 116 beds in the space right now; they are only asking for 77 beds.

Mr. Edwards asked Mr. Thomas, referencing the amendment held up in Council, if this is why they have decided to go through the GI zoning; is that a result of that or was this something you had in mind before the amendment.

Mr. Thomas stated the results of the GI were for the density.

Mr. Hansen asked Mr. Thomas about the number of dwelling units as the zoning is today and parking spaces allowed asking how it would change if the zoning was approved to GI.

Mr. Thomas said if they did the GI, they would get much more variety in the number bedrooms of the units. To get more beds for fewer spaces you go with four (4) bedroom units, but they do not want to go that way, they want a mix on the space. With the GI, they could put a business or a bank on there, but they are looking to have a conditional overlay that lets only residential be place on it.

Mr. Hansen commented they have to look at the most intense use a property can be used for.

Mr. Hosmer commented that for clarification as part of the Conditional Overlay District conditions on number two (2) of the staff report, that if any other use other than the residential uses there would be a traffic study required and can be added not to allow the other uses in the GI District which have retail and other uses listed.

Mr. Dwayne Fulk, 3134 S. Arcadia Ave, Springfield stated he is speaking on behalf of several neighboring property owners, developers who have developed similar projects in this area even recently; there are six (6) of them. They want to go on record saying they are not opposed to this development in general, but they are opposed to this request and some of those reasons have been voiced this evening. The fit

doesn't seem appropriate for a private developer to have GI zoning. It has been referenced that certain services are appropriate however within the zoning code it says those have to be necessary services and it's already been pointed out it is not necessary to have GI zoning to have housing. GI zoning requires all off-street parking lots and vehicular use areas to be screened from all residential uses. So in essence you would have to have a screen between the parking lot for this building and the residence itself. It also requires all lighting to be designed to reflect away from adjacent residential areas so it is not a good safety situation. The parking in fact is just seventy-two (72) percent of what's required; instead of sixty-nine (69) it's fifty units that's compounding the ten (10) percent reduction for bicycle racks that exist currently and it's already been pointed out the additional ten (10) percent reduction proposed to Council and the additional reduction in the micro-units proposed to Council as well. Those bills have been tabled and so this is another way around that. It has been lost in the shuffle here that there is also a redevelopment plan that Commission approved and has been tabled at Council as well and that doesn't call for any rezoning, it calls for a variance request based on these same issues. Mr. Fulk noted the overflow parking would obviously be a burden on neighbors including the folks he represents on the University and potentially on the City as well. Studies and experience show that the vast majority of students own vehicles and his clients would say that their parking lots are always full. There is a legality issue here; obviously the developer can't control who applies or who rents or whether they bring a vehicle. Fair housing laws prohibit discrimination on the basis of race, color, national origin, religion, sex, family status or disability, even preferential treatment so there is a reverse discrimination issue there as well. Mr. Fulk commented he would encourage Commission for these reasons, because better methods currently exist, including the redevelopment plan in the City Council Bills, to vote against this proposal.

Mr. Baird clarified that Mr. Fulk stated he represented some of the surrounding developers and neighbors as well or just the developers.

Mr. Fulk stated owners of neighboring properties and they are all developers.

Mr. David Embree, 626 East Monroe, Springfield commented he is with Christian Campus House stating they have owned property at 622 East Monroe since 1986 and have purchased property down to 606 E Monroe. He is representing the non-developer neighbors. The concerns are the permeable surfaces; the proposal seems to minimize permeable surfaces. It seems fifteen (15) percent green space would push even more water onto the streets. There are serious runoff issues; the water reaches the top of the curbs. There is no parking on Holland or Madison or Harrison. The apartments under construction at Kimbrough aren't completed and already there is parking non-stop all the way down to Jefferson. There is no overflow parking on the streets, it simply does not exist. We would like the trees to remain if possible. After surveying two classes of students, mostly freshmen, sample size of 40, only three (3) did not have their own cars (1 international student). Only three (3) knew anyone who lived off-campus in a house or apartment where no one had a car and only three (3) knew another student who lived off-campus who used a bicycle exclusively. The most substantial complaint was during attempts to visit friends there is no parking available. Other concerns are the developer is not a long-term management company. Why should neighbors need to make sacrifices to enable a development which is purely about the profit margin? Why should some developers get government preference over others? The need for GI is questionable. Mr. Embree stated he is available for questions.

Mr. Edwards closed the public hearing.

Mr. Edwards commented he is personally uncomfortable with the situation based on Council's decision to

table previous work in this direction. Commission always look to Council for direction on things like this to give us an idea of what they are thinking and if they are thinking "we don't know yet", then Mr. Edwards stated he is dubious about pushing forward with anything with further density. Mr. Edwards stated he is concerned about the precedent that Commission will set here if this is approved that we find all sorts of new ways to skirt around zoning situations by getting creative and if there is one thing he has learned, getting creative makes a mess down the road.

Mr. Baird asked staff if any other developer been able to get zoning changed to GI in this area or is this first request of this sort.

Mr. Hosmer stated this is the first that he is aware of. The GI was changed in 2008 to allow multi-family and general retail so this is the first.

Mr. Baird asked if there are any restrictions that prevent anyone from trying to get the GI zoning.

Mr. Hosmer stated no; staff needs to revisit the GI District and look at the provisions where we allowed multi-family and retail uses without consideration for parking and density and intensity.

Mr. Baird stated he too is uncomfortable with this however he will say that infill, especially in this area, is becoming more prevalent and is something that needs to happen for the University and the community to continue to grow. It seems more of the students that would be on the campus would have to walk farther to class each day than they would to one of the parking garages to the north or south so he is a little less concerned about the parking issue and more concerned about if they are setting a precedent here and moving forward with Council having something on their plate as well.

Mr. Hansen stated he too agrees about setting a precedent of skirting zoning requirements by changing zoning particularly to change it to a more intense use without the limiting factor of something spelled out in the conditional overlay. The sky is the limit on what could be put on this with a GI zoning. With the parking question of where there could be business and at the same time reduced parking spaces, it would seem to be compounding the intensity of the GI, and added he is not in favor of the request.

Mr. Coltrin expressed he believes they need to work as much as possible on the infill cases to make certain they can utilize land, but at the same time when you look at the films that were put on the screen and look at the streets and the cars parked there on a daily basis, clearly there is not an abundance of available overspill parking for something like that to occur. He understands why Council has tabled something to take a deeper look and is inclined to agree that this may not be a good time to run another case through with a smaller parking requirement.

Ms. White asked staff about the code that allows for four bedroom units with fewer parking spaces; the density is there any intent on staff's part to look at that issue as well. It does seem somewhat incongruent when you start talking about putting four (4) bodies in a room and not requiring four (4) parking spaces. Ms. White added she understands that it is the way it's written, but wondering if that's necessarily fair to any developers. Ms. White stated she has lived in this neighborhood and a lot of this parking we see on the street is there because the University requires students to pay for parking and so if one has to pay money for parking or can find street parking for free, as a student that's sort of an incentive. It is a little misleading to look at that parking situation and say this is the way it is because there are no other alternatives and students have the opportunity to park in campus buildings, but there is possible other

alternatives that just looking at the street parking as their only option and it may be their choice to park there as opposed to other choices available to them because they don't have to walk as far in the rain or carry their book bag as far; but you can't look at a picture of parking and see that as the only position and development in the infill student area is very important.

Mr. Coltrin commented that parking is not the only issue, and added he does understand he cannot control where those people park. They cannot be forced to go to a parking garage because they are a student and they should park in the parking garage so the existing condition has to be dealt with in this situation. In not wanting to make something worse, he is aware that tomorrow that condition is not going to change regardless of what Commission does tonight; those cars will still be parked there tomorrow. Whether they should be or not, that's a whole separate issue and whether or not the City can do anything about that is their issue. If I put more housing in there with no place for parking, it will make the situation worse.

Mr. Rognstad commented that the University has a pilot program going on currently where you can get a twenty-four permit, but they don't know how long that will last so they did not want the City to take that into consideration. In using the GI zoning for apartments, Commission needs to consider this is a different type of model of multi-family and what we see in other areas and we don't address it based on beds, we've always addressed it based on bedrooms with the idea that you generally have a larger family who would rent a larger apartment with more bedrooms. This model has been around for just a few years and we may need to look at how we accommodate this model so that you can have more units but you can't necessarily have more bedrooms. As noted, you could have a lot more bedrooms than you could have units, so we need to look at how we address that. By putting the parking requirement in the overlay district, even though there is no density requirement in the GI in the way you're placing a density limit because they have to provide the parking and at some point they would have to build a parking deck if they wanted to go higher, there is a limit. Staff believes that moving as many people as close to the campus as possible is a good thing so they can walk to class and not have to travel and reduce congestion on the streets. We believe there is a trend for fewer students to have cars and how far that trend will go is anybody's guess. We don't have any data to say this is where it's going. We believe if you have these units close to the campus then there will be people who will make that choice not to have a vehicle and go to school. We don't believe we are skirting the zoning ordinance by allowing them to go to GI partly because it's GI across the street. If they were four blocks away to the west in the middle of the RHD and they wanted to do the GI, we would not recommend the GI because it's right adjacent to the university. Part of the reason for putting the Commercial and Residential into the GI was to allow where the edge could move around and you would have this blending of uses next to these high intensity areas because it may not be appropriate to zone property to a residential district, it may make more sense next to a Governmental Institution area to have the GI zoning.

Mr. Hansen motioned to approve Z-21-2013 w/Conditional Overlay District No. 65. Mr. Baird seconded the motion. The motion failed as follows: Ayes: None. Nays: Edwards, Coltrin, McClelland, Ray, White, Baird, and Hansen. Abstain: None. Absent: Lawhon and Young.

8. Planned Development 344
(934 E. Webster St.)

Timmons Temple Church of God

Mr. Hosmer noted that the applicant has requested this item be tabled to the December 5, 2013 meeting.

9. Conditional Use Permit 406
(1543 West Republic Road)

Greg Jacobs

Mr. Hosmer stated the purpose of this request is to approve a Conditional Use Permit to allow an automobile service garage within a GR, General Retail District. The site is part of a larger tract of land that is developed with a commercial vehicle training center to the west. Staff recommends approval of this application for the following reasons: The subject property is surrounded by James River Freeway to the north and east and other non-residential development to the south and west. The proposed use is compatible with the existing non-residential development already existing nearby. The subject property is located along Republic Road which is classified as a primary arterial roadway, which is an appropriate location for the proposed use. Access to the site is provided from Republic Road and Kansas Court to the west. The proposed driveway on Republic is required to line up with the existing driveway to the south. Staff has reviewed the applicant's request for a Conditional Use Permit and has determined that it satisfies the standards for Conditional Use Permits outlined in Section 3-3310 of the Zoning Ordinance.

Mr. McClelland asked about the sanitary sewer connection and who would extend the utility, the developer or the City.

Mr. Hosmer stated the developer would do that as it is one of the requirements outlined in the conditions for the Conditional Use Permit.

Mr. Edwards opened the public hearing.

The applicant/representatives were not present and there were no speakers to the issue.

Ms. Yendes noted that since the applicant is not present, under Commission Rules of Procedures, Commission can continue the public hearing to the next scheduled meeting. Normally we don't vote on something unless the applicant is present. That way if the applicant does show up, they will have an opportunity to speak and the request can be voted on at that time.

Mr. McClelland motioned to continue Conditional Use Permit 406 to the November 14, 2013 meeting. Mr. Hansen seconded the motion. The motion carried as follows: Ayes: Edwards, Coltrin, McClelland, Ray, White, Baird, and Hansen. Nays: None. Abstain: None. Absent: Lawhon and Young.

10. Energy Place Subdivision
(3809 E. Energy Place)

Joe Manzardo

Mr. Hosmer stated the purpose of this request is to approve a preliminary plat to subdivide 11.5 acres into a two (2) lot subdivision, including a subdivision variance for a fee in lieu of constructing sidewalks located at 3809 East Energy Place. The existing use is an asphalt and striping business and they are proposing additional uses for manufacturing uses when they subdivide the property. The applicant is proposing a two (2) lot manufacturing subdivision that will create an additional developable lot in Partnership Industrial Center. Planning and Zoning Commission is given authority to review whether the subdivision variance for a fee-in-lieu of constructing sidewalks can be granted. The applicant is requesting a subdivision variance to pay a fee-in-lieu of constructing sidewalks along Le Compte Road and Energy Place (approximately 1,390 linear feet). The sidewalk fees will go to a fund that will be used for future sidewalk projects benefiting elementary schools in the area. Staff supports the requested variance (Attachment B). If Planning and

Zoning Commission approves the preliminary, then the plat will be forwarded to City Council for acceptance of public streets and easements. An approved preliminary plat is active for two (2) years.

Mr. McClelland asked about the applicant's response on Attachment B of the Staff Report, stating that no sidewalks were required relating to this lot. Traffic Division comments the fee in lieu of sidewalks is \$20,850.00 stating he does not believe in his opinion that is a fair assessment.

Ms. Yendes stated there were plans of a walking track when the plat was first done and then when it came back Council excused that requirement, and since then we have had the sidewalk ordinance passed for a fee in lieu of if you don't build the sidewalk, so when this was originally platted just like many places in town, those was no requirement for a fee in lieu of when it was waived. The rules have changed.

Mr. Coltrin asked if there have been communications with City Utilities about not having the sidewalk because it has been mentioned recently that the biggest mistake they have made in the Industrial Park was not including sidewalks because the people want to get out and walk and they have nowhere to go.

Ms. Yendes stated that she is not certain that this request addresses that particularly, but in the next item on the agenda is the sidewalk changes amendment and she believes that if those go through, fee in lieu's can be used anywhere in the Council Zone. It does not have to be used next to a school, so there is a possibility that some of these of sidewalks will be built where there are adults who walk.

Mr. Rognstad stated the issue has been more on the eastern end of the property.

Mr. Geoffrey Butler, 319 N. Main, stated he is representing the applicant. The sidewalk is one of the key issues of why they are at Commission, adding they could split this lot administratively, but they want to take this to Commission and Council to address the sidewalk issue for the simple fact that the waiving of the sidewalk occurred when this was originally platted and actuality this property is entitled to not have sidewalks. Just because they want to make two useable pieces out of it, because of the drainage easement down the middle of it, it can't be used as one property. So what they have is one usable piece and then an empty piece and so the idea is to split it up and do it. But then the sidewalk comes up and if they did it administratively there would be no option, you build the sidewalks. If you looked down LeCompte it is virtually impossible to build them. Going up Energy Place is a cul-de-sac so that would be a sidewalk to nowhere. Mr. Butler stated they propose to subdivide the property, not put the sidewalks in, but they also feel they should not have to do the payment in lieu of, and that is what they will be asking Council for is to acknowledge the special ordinance that was passed when this thing was platted that waived not only the construction of the sidewalks, but any costs for the sidewalks. Since that date, yes, Commission and City Council have adopted ordinances that allow you to do the payment in lieu of sidewalks, but these sidewalks were waived long ago. We will ask Council to waive the fee. We are asking Commission to approve the payment in lieu of.

Mr. Coltrin clarified that Mr. Butler would like Commission to approve him to move on so he fight his battle with Council.

Mr. Butler said that is correct.

Mr. Edwards closed the public hearing.

Mr. McClelland motioned to approve Energy Place Subdivision. Mr. Baird seconded the motion. The

motion carried as follows: Ayes: Edwards, Coltrin, McClelland, Ray, White, Baird, and Hansen. Nays: None. Abstain: None. Absent: Lawhon and Young.

11. WC-1 Changes Zoning Text Amendment
(College Street)

City of Springfield

Mr. Hosmer commented the purpose of this request is to amend *Section 4-2900, WC, West College Street District*, specifically *Section 4-2902, WC-1, Mixed-Use Sub-area*, of the *Springfield Zoning Ordinance* to clarify uses and add a new use. On September 9, 2013, City Council adopted three ordinances (General Ordinance Nos. 6077 and 6078 and Special Ordinance No. 26306) that modified the zoning regulations, as well as approved a redevelopment plan and certain financial incentives to encourage and facilitate redevelopment along the section of West College Street between South Grant Avenue and South Kansas Expressway. Subsequent to the adoption of the WC District, staff has determined that some “clean-up” is needed within the District, specifically within the WC-1, Mixed-Use Sub-area, to clarify the intent of the ordinance. Staff is also recommending that an additional use be included within the District. The following is a summary of the recommended changes:

“Automobile Service Garages, including body and fender repair and paint shops if a legally conforming use at the time of the passage of this ordinance provided a Conditional Use Permit is obtained for any expansion of the structure for said use.” This change is to clarify that a Conditional Use Permit is required only when there is an expansion of the structure involved with this use and not just an expansion of the business within the existing structure. This proposed change is to clarify that the design requirements are only applicable on new structures and existing structures are not required to meet this requirement. “Any establishment which provides supplies and/or services such as janitorial services, sign shops, packaging or shipping service, locksmith or printing, lithographing, engraving, photocopying, blueprinting, publishing and binding establishments provided there is no outdoor storage of equipment, materials or commercial vehicles.” Staff believes this would accommodate small scale uses and that would be appropriate and would not adversely impact the surrounding property. Staff recommends approval.

Mr. Edwards opened the public hearing. As there were no speakers to the issue, the public hearing was closed.

Mr. Hansen motioned to approve the WC-1 Changes Zoning Text Amendment. Mr. Coltrin seconded the motion. The motion carried as follows: Ayes: Edwards, Coltrin, McClelland, Ray, White, Baird, and Hansen. Nays: None. Abstain: None. Absent: Lawhon and Young.

12. Sidewalks, Traffic Studies, FAR & ROW Zoning & Subdivision Text Amendment
(City-Wide)

City of Springfield

Mr. Hosmer stated this is a request to amend *Sections 4-1000 through 4-2000 and 4-3000 through 4-4400, District Regulations*, and add a new *Section 5-3100, Sidewalks/Pedestrian Walkways*, in the *Springfield Zoning Ordinance*; and amend *Sections 303, 403 and 410* of the City's *Subdivision Regulations* to address sidewalk, traffic studies, floor area ratio and right-of-way dedication requirements. In response to comments from the development community, staff reviewed the Zoning Ordinance and Subdivision Regulations and determined that changes were needed to streamline the process on sidewalks, traffic studies, floor area ratio and right-of-way dedication.

The development community as well as staff identified the following concerns regarding current development regulations for sidewalks, traffic studies, floor area ratios and right-of-way:

***Sidewalks –**

Currently, sidewalks can only be required at zoning/subdivision

Public Improvement Plans are required for sidewalks

Request to pay fee in lieu of construction of sidewalk must go to Planning and Zoning Commission

***Traffic Studies –**

Currently, traffic studies can be required at zoning when intensity is increased above 1,000 trips per day or for a Planned Development District.

Studies are based on highest most intense use permitted in the zoning district, not the actual use

Traffic studies may be costly and can take additional time especially before a developer knows what the actual use will be

***Floor Area Ratio & Building Coverage –**

Currently, the FAR and building coverage requirements are covered with other bulk, area and height requirements. The bulk plane, height, bufferyards, open space and off-street parking requirements dictate the size and height of buildings and cover the FAR and building coverage requirements. The FAR and building coverage duplicate these other requirements and do not provide any additional protections to the public.

***Right-of-Way –**

Subdivision Regulations require the dedication of a set amount of right of way at subdivision. There is no set amount of right-of-way required at zoning.

One size does not fit all

If less is acceptable based on need, a subdivision variance must be submitted to Planning & Zoning.

The development review group studied these concerns and offered possible changes. Staff has prepared proposed amendments to the development regulations to address these issues. Staff is recommending approval.

Mr. Hansen clarified that the FAR is to clean up things that are already addressed in other parts of the ordinance and asked for a more specific explanation about the sidewalks and what it does relative to Planning and Zoning.

Mr. Hosmer said correct.

Mr. Hosmer said yes adding that it changes the timing of when sidewalks are required. Currently, the Subdivision Regulations require it to be built with the subdivision and many times when development takes place there are heavy trucks that drive over the sidewalks and tear them up. At the time of development, we are going to require that sidewalks be built and go through the building process and not through the subdivision process so when they pull a permit and get ready to construct, then a sidewalk could be built at that time.

Mr. Rognstad stated in a lot of cases they could escrow them for three (3) years; to clarify, it does not mean they would never build sidewalks with the subdivision; it's only if there are no new streets involved in the subdivision. If there are new streets involved in the subdivision then they are required to either build the sidewalk or they can escrow it for the three (3) years and of course you can extend that. One of the big changes is this would also catch people who are building in existing lots and they would have to be building

sidewalks so we will be getting more sidewalks.

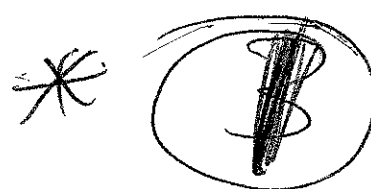
Mr. Edwards opened the public hearing; as there were no speakers to the issue, the public hearing was closed.

Mr. Hansen motioned to approve the Sidewalks, Traffic Studies, FAR & ROW Zoning & Subdivision Text Amendment. Mr. Baird seconded the motion. The motion carried as follows: Ayes: Edwards, Coltrin, McClelland, Ray, White, Baird, and Hansen. Nays: None. Abstain: None. Absent: Lawhon and Young.

There being no further business, the meeting was adjourned at approximately 7:41 p.m.

A handwritten signature in black ink, appearing to read 'Bob Hosmer', with a long horizontal line extending to the right.

Bob Hosmer, AICP
Principal Planner



Sample of Southern California Minimum Parking Requirements

Below is a table of many Southern California cities' minimum parking requirements (MPR) for multi-family housing. For comparison purposes, the required off-street parking spaces, including guest parking, was calculated for a hypothetical 100 unit development consisting of: 10 studios, 40 one bedroom units, 40 two bedroom units, and 10 three bedroom units. The municipalities are listed from the lowest required spaces to the highest.

	Minimum Required Parking Spaces per Unit for Multi-Family Developments (by Unit Type, Guest for all Units)					Hypothetical 100 Unit Development	
	Studio	1 BR	2 BR	3 BR	Guest	Total Spaces	Spaces Per Unit
Cathedral City	1	1	1.5	1.5	Not Specified	125	1.25
Los Angeles	1	1	1.5	2	ns	130	1.30
Irvine	1	1.4	1.6	2	1 per 4	175	1.75
Riverside (City)	1.5	1.5	2	2	ns	175	1.75
Ventura (City)	1	1	2	2	0.25/unit	175	1.75
Santa Monica	1	1.5	2	2	1 per 5	190	1.90
Long Beach	1	1.5	2	2	1 per 4	195	1.95
West Hollywood	1	1.5	2	2	1 per 4	195	1.95
Santa Barbara	1.25	1.5	2	2	1 per 4	198	1.98
Pasadena	1	2	2	2	1 per 10	200	2.00
San Bernardino (City)	1.5	1.5	2	2.5	1 per 5	200	2.00
City of Orange	1.2	1.7	2	2.2	0.2/unit	202	2.02
San Clemente**	1.5	1.5	2	2.5	0.333/unit	213	2.13
Oxnard	1	1	2	2	1/unit up to 30 units; 0.5/unit thereafter	215	2.15
Tustin	2	2	2	2	1 per 4	225	2.25
Huntington Park	2	2	2	2	1 per 3	233	2.33
Anaheim	1.25	2	2.25	3	0.25/unit	238	2.38
Santa Ana*	2	2	3	4	25% units' requirement	325	3.25

Note: These are merely the number of required parking spaces. This list does not include the additional regulations cities impose such as requiring that at least one space per unit be covered. These additional requirements may further impede development.



Southern California Association of Non-Profit Housing

3345 Wilshire Blvd. Suite 1005, Los Angeles, CA 90010

PH: 213-480-1249

www.scanph.org

- ii. Community amenities, such as swimming pools, community centers, other recreational facilities, or common open space; and
 - iii. Sub-community facilities intended to serve the particular multi-family building, such as mail centers.
- d. Connections to Perimeter Street

Connections between the on-site (internal) pedestrian walkway network and any public sidewalk system located along adjacent perimeter streets shall be provided at an average spacing of 1,320 feet along the perimeter street. In this way, pedestrians along the perimeter public streets will be able to find a sidewalk connection into the interior walkway system without walking more than one-quarter (¼) mile along the perimeter street.

- e. Connection Markings

Each point at which the on-site pedestrian walkway system must cross a parking lot or internal street or driveway to make a required connection shall be clearly marked through the use of change in paving materials, height, or distinctive colors.

D. PARKING

1. Intent

The following parking standards for multi-family developments are intended to reduce the predominance and visibility of parking lots and covered parking from perimeter streets; improve the appearance of parking lots, especially through increased landscaping; and ensure that dwelling units have convenient access to parking.

2. Parking Amount and Type

- a. Parking shall be provided in the following amounts (s/u = number of spaces per dwelling unit):

- i. Studio/efficiency dwelling unit = 1.33 s/u
- ii. 1-bedroom dwelling unit = 1.5 s/u
- iii. 2-bedroom dwelling unit = 1.8 s/u
- iv. More than 2 bedrooms = 2.0 s/u

- b. Covered parking

Covered parking shall be provided at a minimum rate of one space for each two dwelling units. The construction of half of those required parking shelters may be deferred.

3. Parking Location and Layout

- a. To the maximum extent feasible, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.
- b. Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than thirty percent (30%) of each perimeter public street frontage.
- c. To the maximum extent practicable, freestanding parking structures (detached garages or carports) that are visible from perimeter public streets shall be sited perpendicular to the perimeter street in order to reduce visual impacts on the streetscape.
- d. The total number of required parking spaces shall be broken up into smaller "blocks" of parking, with no more than 20 parking spaces per parking block.
 - i. Parking blocks shall be separated from each other by a landscaped area no less than ten feet (10') in width.
 - ii. Each parking block shall be separated from principal multi-family buildings and any street or drive by a landscaped buffer area. Such buffer area shall have a minimum twenty-five feet (25') width when adjacent to public streets and ten feet (10') when adjacent to internal drives.

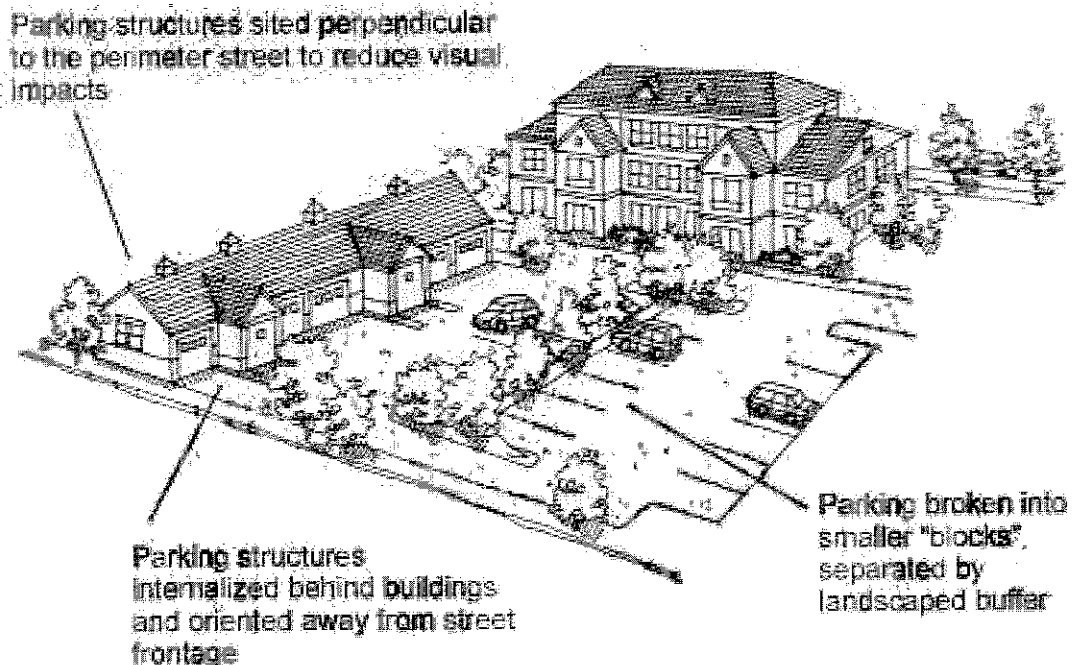


Figure 11—General parking layout guidelines and standards.

- e. To the maximum extent practicable, each multi-family development shall have sufficient parking that meets subsection D.2. (*Parking Amount and Type*) standards, plus guest parking spaces, in a location convenient to the buildings the spaces are intended to serve. Through-access drives (*see* subsection C.2., *Vehicle Access and Circulation Guidelines and Standards*) shall be free of designated parking spaces. The only type of parking allowed on through-access drives shall be on-street parallel parking for guests, which may be located on one or both sides of such drives.
- f. Carports and Detached Garages
 - i. Carports shall be limited to one-hundred-twenty feet (120') in length.
 - ii. A detached garage structure shall contain parking for no more than eight (8) cars.
 - iii. No more than four (4) detached garage structures or two (2) carport structures shall be located adjacent to each other end-to-end. The minimum separation between adjacent detached parking structures (detached garages or carports) shall be ten feet (10'), and such separation area shall be landscaped according to section F.8. (Parking Lot Landscaping) below. A pedestrian access-way may be included within the separation area.
- g. Attached Garages:
 - i. To the maximum extent practicable, the driveway leading to each individual unit's garage shall not exceed a grade of seven percent (7%).
 - ii. A minimum of twenty feet (20') of driveway shall be provided leading to the garage door to allow sufficient area for vehicles to be parked without interfering with internal circulation.
- h. Design Incentive:
 - i. The city may allow a one percent (1%) increase in permitted density for each five percent (5%) of units provided with attached garages.

E. BUILDING DESIGN

1. Intent

These building design standards are intended to create and add to the visual interest of Overland Park's streets; to ensure quality and consistency in building architectural character and style; to ensure compatibility with adjacent development, as applicable; to avoid featureless building massing; to provide building design details to reduce the visual scale of large multi-family buildings; to achieve unity of design through the use of similar materials and colors; to ensure use of building materials that are durable and attractive; to encourage the provision of private open spaces for residents' enjoyment; and to ensure accessory structures are compatible in design with the primary buildings they serve.



Parking Standards Study for Multi-family and Single-family Attached Development in the RidgeGate West Village

A Report to the Lone Tree Planning Commission and City Council
March 2012



This report was prepared by the City of Lone Tree Community Development Department:
Steve Hebert, Director
Kelly First, Planning Manager
Jennifer Drybread, Senior Planner

Acknowledgments:

Many people contributed their expertise and perspectives to this report. Staff would like to thank:

Lone Tree City Council
Lone Tree Planning Commission
RidgeGate West Village Community Association
City of Lone Tree Public Works Department
Coventry Development Corporation
Apartment communities cited in this report
Local jurisdictions cited in this report
Representatives of the financial industry cited in this report

For more information or to comment on this report, please contact: 303-708-1818.



Parking Standards Study for Multi-family and Single-family Attached Development in the RidgeGate West Village

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Appendices

- A. Existing Parking-related Goals, Objectives and Policies
- B. Summary of Existing Parking Standards in RidgeGate
- C. Assessment of Parking Standards in Communities Similar to RidgeGate
- D. Assessment of Parking Conditions in Existing RidgeGate Neighborhoods
- E. Comparison of Parking Standards of Some Area Jurisdictions
- F. TOD and Shared Parking



Parking Standards Study for Multi-family and Single-family Attached Development in the RidgeGate West Village

I. Executive Summary

Purpose of the study

This purpose of this study is to provide a comprehensive analysis of parking standards for multi-family and single-family attached residential development in the RidgeGate West Village (west of I-25); identify problems or potential problems related to parking; provide informed responses to questions and comments from the Planning Commission and Council; and provide recommendations that support an appropriate balance between parking demand and supply in RidgeGate over time.

Overview

The premise of the research was to gather and analyze the most meaningful information about parking standards and evaluate it relative to the City's own goals and policies. Research included comparisons of parking at similar projects; observation of parking conditions in RidgeGate; discussion with residents in RidgeGate, and consultation with experts in the financial industry to gain a variety of perspectives.

Based on the research, staff drew several conclusions that are elaborated in this report. In summary:

- The parking standards used in RidgeGate are comparable to those used at similar projects and jurisdictions – they are neither at the low end nor the high end of the ranges.
- The amount of parking associated with multi-family and single-family attached residential projects in RidgeGate appears to be adequate. In most cases, on-street parking occurs regardless of whether or not there are parking spaces available on-site.
- There is no one-size-fits-all parking standard. Various fields of expertise including planning, engineering and finance suggest various ranges that align with the standards proposed herein. Standards that are in line with community goals and objectives are emphasized in all cases.
- There are numerous near and long-term parking management strategies that may be considered to guide desired parking behaviors.
- The context of a site, along with the way in which parking is allocated and managed, both on-site and on-street, are important determinants of how people use parking spaces.
- The impact of snow storage and snow removal on parking can be improved through new SIP requirements and parking management strategies.



Recommendations

The research and conclusions in this report have guided staff recommendations regarding regulatory changes as follows:

Proposed Regulatory Changes to Parking Standards:

	Existing Standard	Proposed Standard
Resident parking requirements	May be satisfied using on-street parking located adjacent to the property	Must be satisfied on-site in parking lots or garages
Guest parking requirements	.25 spaces per unit. May be satisfied using on-street parking located adjacent to the property	Same ratio as existing. 25% of required guest parking must be satisfied on-site in parking lots or garages
Multi-family Resident Parking Standards		
• 1 bedroom unit	1.5 spaces per 1 bedroom	1 space per 1 bedroom
• 1 bedroom plus den/flex space	Not addressed	1.5 spaces per 1 bedroom plus den/flex space
• 2 and 3 bedroom units	2 spaces per 2 and 3 bedroom units	Same as existing
Single-family attached		
• e.g., townhomes, duplexes, etc.	2 spaces per unit	Same as existing
TOD parking	Allows consideration by the Director of up to a 20% reduction in parking for uses and structures located within ¼ mile of the transit stop	Same as existing
Shared parking	Allows for shared parking based upon a formula	Same as existing
Parking variances	Director may recommend an increase or decrease in the standard based upon documented comparisons, information from similar jurisdictions or evidence from qualified professionals.	Same as existing, with added language that unusual site-design factors may also be a basis for consideration.



II. Background

What are parking standards?

Parking standards are a regulatory tool intended, in part, to ensure that development provides parking to meet anticipated demand, while also supporting growth patterns in a manner consistent with community plans. A minimum amount of parking spaces are typically required based on the type and size of use. In addition to the amount of parking, standards can also address design, aisle and stall dimensions, and a host of other provisions. Parking standards are as much an art as a science. There is no one-size-fits-all formula or industry standard. The “right” amount of parking means something different to every community, based upon their unique vision and goals, and may change over time as cities evolve and demands change.

Impetus for the Study

In 2012, two Site Improvement Plans for multi-family projects in RidgeGate were proposed that involved reduced parking standards. Both applicants requested that parking spaces for one-bedroom units be calculated at 1 space rather than the 1.5 spaces required by the City Code. After careful deliberation, the City Council approved the projects. However, the discussion about parking variances raised several comments and concerns about the City’s parking standards for multi-family projects and the adequacy of parking in RidgeGate over the long term. Council directed staff to follow up on the issue by conducting a study that would involve comprehensive analysis, Planning Commission input, and resident and stakeholder feedback.

Objective

The objective of this study is to compile information about parking standards from a variety of sources and evaluate it against the City’s goals and policies to develop a set of recommendations for the City Council.

Scope

The study focuses on parking standards for multi-family and single-family attached projects in RidgeGate west of I-25 (i.e. the West Village), which is where the majority of the City’s future growth will occur. (Standards for future development east of I-25, such as the City Center, should be evaluated separately as part of a later Sub-Area planning process).

For the purpose of this parking study, “multi-family” shall mean a building or buildings where multiple units share, or are assigned, parking spaces in a common area. “Single-family attached” shall mean a building type where two or more units are constructed as a single building and are served by private, enclosed garages.



III. Guiding Principles

The City's existing vision, goals, policies and regulations formed the foundation of the study. See Appendix A for specific plan and regulatory intent citations. For a summary of existing parking standards as they apply in RidgeGate, see Appendix B.

- The City's **Comprehensive Plan** promotes growth patterns in a compact, mixed-use, pedestrian-friendly environment, and supports innovation and flexibility in parking standards to promote transit. It supports structured parking, on-street parking and shared parking.
- The intent of the **Zoning Code** with respect to parking is to provide a balance of parking (neither an oversupply nor an undersupply of parking), to provide parking such that it complements surrounding uses, and to promote growth patterns in a manner consistent with the Comprehensive Plan.
- The **RidgeGate Planned Development** is based on a compact, walkable community with a concentrated mix of uses, variety of housing types and access to transit. The zoning document supports providing adequate parking, while minimizing the impact of parking on the character of development. Additionally, **RidgeGate's adopted Roadway Standards and Guidelines** prescribe certain circulation elements, roadway widths, on-street parking, sidewalks and streetscapes that are, by design, more urban in character than typical suburban cross-sections.

As with any zoning code provision, off-street parking requirements should be consistent with the goals of a community's comprehensive plan. A community might review its comprehensive plan provisions related to transportation, land use, environmental quality, and design when drafting off street parking standards to ensure a good "fit" between requirements and plan objectives.

PAS Parking Solutions, (EIP-24),
American Planning Association,
Sept. 2009

The study was also guided by a number of comments that arose during the course of discussions with the City Council, Planning Commission and among staff:

- Parking standards should be reasonable compared with industry standards while also being reflective of City goals.
- Parking variances should be limited. However, certain context-specific conditions may warrant a variance from standards.
- There is a need for greater understanding about the extent and nature of parking complaints by residents in RidgeGate.



- On-street parking is allowed and should be expected in RidgeGate, although concern has been expressed about regular on-street parking by residents, which has been tied to concerns about lack of guest parking, aesthetic or safety issues.
- On-street snow removal and parking restrictions are important when considering whether and to what extent on-street parking should count toward the City's minimum parking requirements.
- There should be adequate parking provided for staff/leasing office and community room/club house amenities, as applicable.
- Parking standards should accommodate the level of parking demand that can reasonably be anticipated to occur on a typical day. Parking standards should not be set artificially high to accommodate occasional instances where households have numerous vehicles, or when guest parking demand is at its peak such as during holidays or special events.
- For the purposes of calculation, only that amount of on-street parking which is immediately adjacent to a project can be counted in meeting requirements. This ensures no "double-dipping" of on-street parking counts.
- Parking standards are characterized as "residential" or "guest" for purposes of calculating parking ratios; they are not a literal assignment of parking spaces for use by residents or guests.
- Parking standards should be flexible enough to account for changing demographic trends such as aging, and context-specific issues such as access to transit, shared parking opportunities, etc.
- Parking standards should promote a safe, convenient, functional and attractive community.



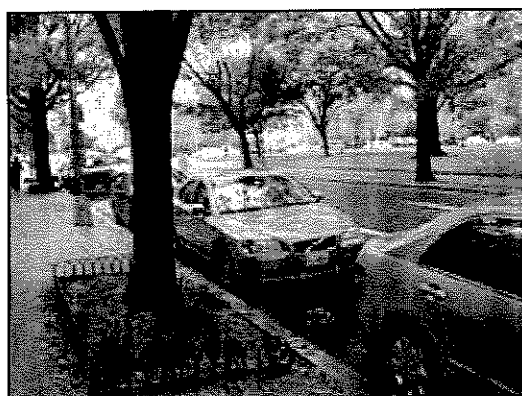
IV. Elements of the Study

The premise of the research was to gather and analyze the most meaningful and relevant information about parking standards. To do this, staff relied mainly on “real-world” sources rather than only comparing standards provided in other zoning codes. Staff also observed parking conditions in RidgeGate, spoke to residents, and consulted with experts in the financial industry to gain a variety of perspectives.

a. Comparison and Observation of Parking Standards and Practices

Assessment of parking standards for apartment projects in communities similar to RidgeGate and the Miramont Apartments in RidgeGate

Operators of sixteen area multi-family apartment projects were surveyed to determine parking ratios, the context in which they are located and whether parking is considered adequate. (See Appendix C). The purpose of the research was to evaluate parking ratios from a larger pool of apartment projects (beyond Miramont Apartments in RidgeGate). These projects were selected because they were known to be similar to those built or likely to be built in RidgeGate in terms of product type and context; nearly all were located in mixed-use areas or Transit Oriented Developments (TODs).



All were in suburban areas; none were located in downtown Denver.

In this survey, parking spaces were compared on a per unit basis, as that data is readily available from leasing agents, (whereas the City's standards use a per-bedroom ratio). However, all projects surveyed are comprised of a mix of 1 and 2 bedroom units, with many also having 3 bedroom units. Therefore, by converting the parking ratios for the Miramont Apartments in RidgeGate from a per-bedroom breakdown to a per-unit ratio, a reasonable comparison can be made. Specifically, the Miramont Apartments are parked at 1 space per 1-bedroom units, 1.5 spaces per 1-bedroom units with dens, and 2 spaces per 2- and 3-bedroom units. Given the bedroom mix, Miramont's overall unit ratio is 1.69 spaces. (All ratios are inclusive of guest parking ratios).

The study showed that, of the sixteen projects surveyed, parking ratios ranged from 1.26 spaces per unit up to 2.7 spaces per unit, with a median ratio of 1.70 spaces per unit. The Miramont ratio of 1.69 falls in the middle of that range; neither on the low, nor the high end of those projects surveyed.



In the case of the lowest parking ratio (Amli Arista in Broomfield), reported parking complaints related to management and context issues (some residents want reserved on-street parking, to reduce competition for those spaces by patrons of a nearby events center). In the case of the Water Tower Apartments in Arvada, parking concerns related to the context of that project being located in Olde Town Arvada where parking is generally in high demand. Parking complaints have also been voiced at the Crest Apartments in Lone Tree, again due to a context-related issue related to parking associated with the businesses and leasing office in that project. Context-related issues as they relate to parking are further discussed in Section d. of this report.

Perhaps the most effective way to analyze demand is to get out in the community to look around and record information. When you obtain information about parking occupancy in existing facilities, ask questions about the inevitability (or lack thereof) of similar conditions for future development."

PAS Parking Solution, (EIP-24), American Planning Association, September 2009

In RidgeGate, the Miramont Apartments were granted a parking variance that provides 1 space per 1- bedroom units (rather than 1.5 spaces). That reduced ratio has proven to be more than adequate, as evidenced by the consistent availability of parking spaces in the parking garage – even with the project nearly fully leased at 95%. Staff has regularly documented over 200 available parking spaces within the parking garage (out of 412 spaces provided), and has also observed that adjacent on-street parking is used less during and after snow storm events, reinforcing the idea that residents do have the option of parking in the garage, but do not always choose to do so. Even if parking associated with all 52 spaces available on adjacent streets were to utilize the garage, there would still be ample spaces available in the garage.

In addition to this empirical evidence, staff also consulted with residents and the leasing agent, confirming that there is enough parking at the project. Studies and public testimony were also presented by the developer, Martin Fein, relative to his second apartment project in RidgeGate, in support of the reduced parking ratio.

Assessment of parking conditions in existing RidgeGate neighborhoods

To better understand how residents in RidgeGate are currently parking and why, staff reviewed plans of all existing residential projects in RidgeGate; performed extensive field studies at various times of the weekday and weekends - with photo documentation; and spoke directly to residents. Appendix D describes all residential projects in RidgeGate, including the on-site parking ratio (by unit); resident and guest parking conditions; context; and special notes about each.

All projects constructed to date meet or exceed the City's current parking standard, with the exception of the Miramont Apartments, which received a variance for one-bedroom units to be parked at 1.0 space instead of 1.5 spaces. Also, Miramont is currently the only apartment building; all other homes are single-family detached, condominiums or townhomes with two-car garages. All



existing projects accommodate required resident parking on-site, with additional guest parking available on-street.

Based on empirical evidence, there appears to be an adequate amount of parking throughout RidgeGate to meet the needs of residents and guests. The fact that on-street parking occurs is not apparently related to a lack of available parking on-site in most cases. The exception to that is the single-family detached home neighborhood of Bluffmont Green, which can be considered somewhat of an anomaly based on the unique layout of that project. Specifically, in Bluffmont Green, most homes front onto shared open space areas instead of streets; there are alleys rather than driveways, and there is no designated guest parking available - beyond that which is available along the adjacent streets. On-street parking may be perceived as being inconvenient for residents or guests of homes located more internally to the site.

Overall, on-street parking occurs for a variety of reasons that are not necessarily related to a lack of on-site parking. Nor is on-street parking unique to RidgeGate, as it is observed throughout Lone Tree neighborhoods (where not otherwise prohibited by private covenants). There is no scientific evidence to support why people choose to park on the street if there is on-site parking available. Residents may use garages for storage rather than for parking vehicles; there may be more vehicles per household than available parking; residents may choose not to park on driveways because they will block vehicles parked in garages, or because they want to preserve the driveway space for children's play. Parking on driveways may even be restricted by private covenants. Where townhomes and apartment units have direct access to the street, it may be more convenient to park on the street than to enter into a site or parking garage.

On-street parking in RidgeGate is likely more prevalent because of the diversity of housing types and street-oriented design. Design factors and availability of on-street parking are intentional elements of the RidgeGate PDD and Sub-Area Plans and support a more urban, walkable community with vibrant streetscapes.

Comparison of parking standards of several area jurisdictions

It is often the case that the parking standards in Zoning Codes are not the standards that get approved for projects and, therefore, should not be considered a reliable indicator of built parking conditions. For example, many projects are part of separate Planned Developments that may establish alternative parking standards. Projects might also be parked based on alternative standards that involve shared parking agreements, TOD allowances, or variances.

Nevertheless, there is some limited value in consulting other jurisdictions' codes to ascertain the overall range of generally accepted standards in the area. The multi-family parking regulations of twelve area jurisdictions (including Lone Tree) were compared (see Appendix E).



The majority of those jurisdictions surveyed have parking standards for multi-family development that are similar to Lone Tree's existing ratio. Some jurisdictions require 1.5 spaces per one-bedroom unit as Lone Tree currently requires, but only require 1.5 spaces per two-bedroom unit (compared to Lone Tree's 2 spaces per two-bedroom unit). Most use a ratio at or below the RidgeGate standard for guest parking (.25 spaces per unit). Nearly half of those surveyed allow for on-street parking when calculating guest parking. Of the seven jurisdictions researched, nearly all require 2 spaces per single-family attached units (such as townhomes), with guest parking ranging from .2 spaces per unit to .75 spaces per unit.

What is perhaps more telling is that more than 80% of all jurisdictions surveyed use a *per-bedroom ratio* for parking spaces instead of a *per unit* ratio. Of the two jurisdictions surveyed that use a per unit ratio (Arvada and Littleton), Arvada is considering changing to a per-bedroom unit methodology, noting that this method more accurately reflects parking demands, especially for more urban and transit related projects with lower bedroom counts.

➤ **Conclusions: Comparison and observation of parking standards and practices:**

1. ***Proposed parking ratios for RidgeGate fall in the middle of the range of those used at similar apartment projects in the area, which appear to be adequate overall, based on the survey responses given.***
2. ***The Miramont Apartments in RidgeGate operate under the same parking ratio proposed by staff and are documented as having an adequate amount of parking.***
3. ***There appears to be an adequate amount of parking provided in RidgeGate to meet the demands of residents and guests.***
4. ***Similar jurisdictions utilize a range of standards and ratios that are comparable to Lone Tree's existing and proposed standards and project ratios.***
5. ***On-street parking is regularly observed even in cases where on-site parking is apparently available. Parking on the streets happens for many reasons, ranging from convenience to necessity. Requiring more on-site parking would not necessarily reduce on-street parking.***



b. Resident Input

Staff relied on representation by RidgeGate Homeowner's Associations to communicate what they have heard or experienced regarding parking in RidgeGate. Staff met with two representatives of the RidgeGate West Village Community Association (RGWVCA) in the fall of 2011 and with the full Board at their public meeting on January 26, 2012. Additionally, one resident of Bluffmont Green (single-family detached homes) has provided observations about parking on Bluffmont Drive, as it relates to the adjoining parking issues of Bluffmont Estates (tri-plexes).

- Feedback from representatives of the Bluffmont Estates HOA and RGWVCA indicated that the overall amount of parking did not appear to be the primary issue near Bluffmont Green and Bluffmont Estates; rather, they cited instances where residents use garages for storage instead of vehicles; thereby putting pressure on adjacent streets for parking.
- Guest parking in Bluffmont Green was noted as a problem either because the street spaces were used by residents rather than guests, or the street parking was not located as conveniently to the destination residence as some would like.
- It was estimated by one Board member that 10% of residents in Bluffmont Green own more than 2 cars.
- Several members of the RGWVCA and other residents have commented that the City's parking restrictions on Bluffmont Drive are not enforced but should be.
- It was noted that parking on Bluffmont Drive is problematic because the street is used by Bluffmont Green residents and guests, as well as Bluffmont Estates residents and guests.
- One RGWVCA member representative from Lincoln Park commented that there is not enough guest parking available in Lincoln Park, which is perceived to be a function of the number of guests, and use of on-street spaces by residents - particularly by residents who have more than two cars.
- A concern was raised about potential conflicts from cars parked on both sides of RidgeGate Circle, south of the Renaissance Townhomes, noting that this was a bus route.
- One Board member representative from Renaissance estimated that 50% of residents of the Renaissance use their garages for storage rather than parking.
- One resident commented that more and more condominiums have been converted to rentals, which has resulted in garages being used for storage rather than parking cars. (Staff is unable to verify with any certainty how garages are being used and the impact that may have on parking demand).
- There were no concerns expressed specific to parking at or around the Miramont Apartments or Belvedere neighborhood.



➤ **Conclusions: Resident input**

1. ***The overall supply of parking spaces in and around existing neighborhoods could be better utilized through establishment/management of private covenants relative to parking (i.e., requiring residents to park cars in garages or on driveways and removing excess snow from the site so as not to use designated parking spaces for such purposes), and enforcement of on-street parking restrictions.***

c. Multi-family Industry Research

Consultation with financial industry experts

Developers of multi-family projects typically rely on lenders to finance the development or acquisition of a property. Often, the lenders have their own parking expectations or requirements which help them determine whether or not a project is a sound investment. Staff received feedback from several sources about what kind of parking requirements are typically expected from the financial industry:

- Cassidy Turley/Fuller Real Estate - T.J. Johnson reported they look for 1.0-1.5 spaces *per unit*.
- Apartment Realty Advisors - Steve O'Dell indicated lenders typically require 1.5 spaces *per unit*.
- CBRE - J. Kirk Danley, Vice President with Debt and Equity Finance, indicated 1.1 to 1.2 spaces *per bedroom*. Also, lenders such as Freddie Mac and life insurance companies are typically comfortable with any ratio that is in conformance with municipal codes. He also noted that where mass transit (such as light rail) is very close by, investors could likely be sold on a lower ratio.
- Apartment Appraisers and Consultants, Inc. - Cary W. Bruteig, indicates a typical suburban parking ratio should be from 1.1 to 1.2 spaces per bedroom including guest parking. Most projects have from 1.75 to 2.0 spaces per unit. He indicated that urban ratios drop down to a most common range of 1.0 to 1.5 spaces per unit.

The market gives developers a strong incentive to provide adequate parking because lenders are unwilling to finance projects with inadequate parking and tenants are unwilling to rent space in them."

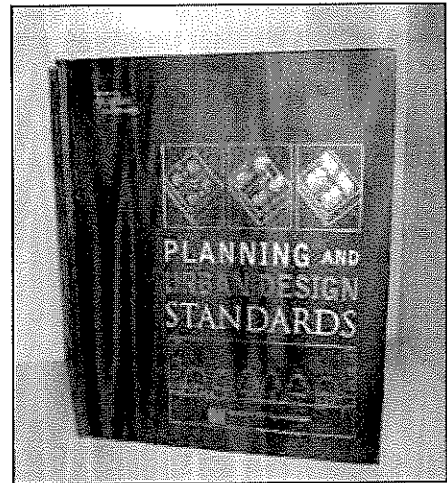
PAS Parking Solution, (EIP-24), American Planning Association, September 2009



Literature review

No universally accepted formula exists for multi-family parking standards in our research of professional literature. Most sources consulted, however, propose standards that are relatively similar to the City's existing standard or what has been approved for multi-family and single-family attached development in RidgeGate. A sampling of findings is summarized below.

- *The SmartCode* (a widely recognized form-based model zoning code that suggests various standards for urban to rural environments) recommends a *per unit* ratio of 1.5 spaces per dwelling in the general urban zone and 1 space per dwelling in the urban center and urban core areas. On-street parking directly in front of the building frontage counts toward parking requirements in the core, center, and general urban zones.
- *Planning and Urban Design Standards*, published by the American Planning Association notes "the number of parking spaces is driven either by regulatory requirements or by market desires. The number of parking spaces required per dwelling unit significantly affects site planning with important economic and design consequences. Planners and developers should carefully examine the standards used to determine the appropriated number of parking spaces for a use; practice has been to require too much parking in many cases. Although this source cites 1.5 parking spaces for one-bedroom units and 2 spaces for two or more bedroom units (no requirement is found for guest parking), it strongly recommends that communities look at parking ratios on a case-by-case basis.
- Some advocates of New Urbanism argue against parking minimums within downtown and mixed-use areas due the potential for requiring more parking than needed and the impact such might have on increased housing costs, increased vehicle travel that adds to traffic congestion and air pollution (where parking is freely available), and decreased density that results in more sprawl.



- Though the Institute of Traffic Engineers (ITE) makes no recommendations for parking standards, they are a source for parking demand information. The results of surveys found different parking demand ratios for urban and suburban standards:

Users need to be cognizant of the unique characteristics that can affect parking demand site-by-site and of the continued need for additional data ... it is appropriate to reflect on the numerous characteristics that can impact parking demand (such as area type, transit services, demand management strategies, pricing, and shared parking).

Source: ITE

For a low-mid rise apartment building (1-4 levels) in a suburban setting, the weekday demand was 1.46 vehicles per dwelling unit. For urban low-mid rise, the average demand is 1.17 vehicles per dwelling unit.

ITE also found for townhome/condominium buildings in a suburban setting, the weekday demand was 1.68 vehicles per dwelling unit. The demand ratio for rental townhomes on a weekday was at 1.78 vehicles per dwelling unit, although the study did not stipulate urban or suburban setting.

➤ **Conclusions: Consultation with financial industry experts and literature review**

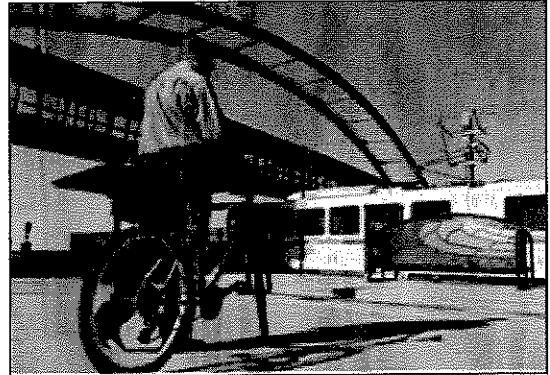
1. **Lenders look for certain minimum-parking ratios when making financial decisions; the standards recommended by staff align with industry expectations.**
2. **This research provided a broad-brush insight into the factors that typically go into determining parking standards. There is no single standard or widely accepted formula and ratios tend to vary by industry (planning, engineering, developers, finance, etc.).**
3. **Virtually all sources emphasize the importance of community-based approach that takes into account actual or anticipated demand and the context and community goals.**



d. Context-sensitive Issues and Variances

Overview

Parking behavior can be influenced by a number of factors related to the context in which the project is located, which may include mixed-use, density, proximity to transit, or building placement relative to the street. For example, in a more urban, mixed-use context like RidgeGate, development is encouraged to orient to the street and reinforce the walkability and vibrancy of the street corridor. In this context, residents will utilize on-street parking if it is available and convenient.



The current Lone Tree parking standards account for context-sensitive issues to the extent that they address proximity to transit, as well as shared parking. The literature is well documented on these strategies and, while not the focus of this study, they are addressed further in Appendix F.

Other context-related issues are also important to consider in determining the actual parking demands in any given area. For example:

- Parking demand associated with surrounding land uses
- Availability and amount of on-street parking
- Existing or anticipated on-street parking restrictions
- Existing or anticipated bus routes, emergency snow routes etc. that could influence availability or ease of on-street parking
- Orientation of lots, streets and alleys relative to convenience of location of guest parking spaces.
- Prevalence of other elements in the project that draw traffic in, such as leasing offices, club houses, meeting rooms, etc.

The proposed parking recommendations made by staff take into account many contextual issues. Fortunately, we have the advantage of a master planned community and can reasonably anticipate the type of uses and land patterns that will continue to develop. We can also learn from projects constructed and approved to date. This does not mean however, that there will never be a circumstance that could warrant consideration of a variance - providing *either more or less* parking than what the minimum parking standard require.

The City's parking regulations currently allow the Director to "...recommend an increase or decrease in the standard based upon documented comparisons, information from similar jurisdictions or evidence from qualified professionals." Staff supports retaining this provision and expanding it to include additional criteria related to site design issues. For example, having learned that a neighborhood



layout like Bluffmont Green presents certain challenges relative to parking, (as previously described in this report), the City could evaluate future projects with unique or unusual design elements in a way that could result in higher parking requirements. As with a variance to reduce parking, any requirement to increase parking would need to involve supporting evidence to justify it. Preserving the option for a variance allows the City the flexibility to consider parking in the context of each project and customize as necessary.

➤ **Conclusions: Context-sensitive issues and variances**

- 1. It is anticipated there will be fewer parking variances requested with the approval of the proposed standards.***
- 2. The City should, however, retain the ability to consider an increase or decrease in parking standards due to context-sensitive issues when such requests can be fully substantiated.***

e. Parking Management

On-street parking management

The purpose of on-street parking management is to achieve a variety of outcomes, including:

- Increasing short-term on-street parking while decreasing long-term parking
- Promoting transit usage among long-term parkers
- Improving highway level of service and air quality
- Reducing energy consumption
- Promoting economic growth through increased retail sales
- Promoting traffic/public safety
- Improving traffic circulation
- Increasing revenues

Parking management can include posting parking restrictions with time limits, metered parking with market-rate pricing, restricted parking, etc. Parking management practices are most applicable in higher density, mixed-use settings where there is a desire for turnover of street parking to service local retailers. On-street parking permit programs are also used in some residential communities where there are major parking generators, such as hospitals, commercial areas, universities, sports arenas and transit stations nearby.



Although on-street parking occurs regularly at the Miramont Apartments by both residents and tenants of the ground lease space, it is not due to a lack of available parking in the garage. There are no known negative impacts to the on-street parking taking place in the area at this time, and staff does not feel a parking management plan is warranted. However, as the surrounding uses build out and available street parking becomes more competitive, on-street parking may become a less convenient alternative, in which case more residents will choose to utilize their assigned space, or a parking management program could be put into place to limit overnight parking, promote higher turnover, etc.

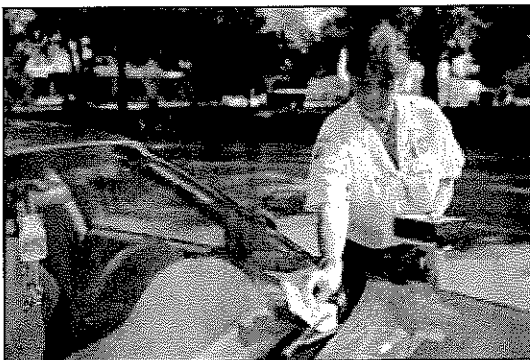
On-site parking management

Most apartment projects allocate and manage parking through the assignment of spaces based upon the number of bedrooms or cars disclosed as part of the lease agreement. Leasing agents balance cases where a one-bedroom unit may be rented to someone with two cars, with instances where a two-bedroom unit is rented to someone with only one vehicle. This private practice of balancing parking supply and demand was substantiated in a survey of Miramont residents by Martin Fein Inc. It was also the case in the sixteen apartment complexes surveyed where there was a mix of one and two bedroom units (see Appendix C).

Enforcement measures

Long-Term

Parking management programs are effective only if they are properly enforced. Generally, municipalities are responsible for on-street parking enforcement. One local exception to that rule is the parking program managed in Belmar by the Continuum Property Management Company (CPMC), under contract through the Plaza Metro District. In that case, the Belmar security personnel issue parking tickets on the public streets in Belmar. They are trained by the Lakewood Police



Department. They are also able to issue parking violation tickets like handicap parking violations, but may not issue tickets for moving violations. Tickets are processed through the City of Lakewood's municipal court. As parking enforcement in Belmar only takes 1-2 hours per day, the Belmar security personnel have other responsibilities. It is possible in the future if the need arises that such a program could be instituted in RidgeGate.



Near-term

Some RidgeGate residents have raised concerns that existing parking restrictions are not being enforced. Specifically, we have heard concerns about parking violations on Bluffmont Drive, where the City developed a specific program for signage and striping, including restrictions during snow emergencies. Consideration in the near-term might be given to parking enforcement by the Lone Tree Police or through the Volunteers in Policing (VIP) program. Having civilian parking management be responsible is not unheard of, says Virginia Sisiopiku, Assistant Professor of Transportation Engineering at Michigan State University:

In most communities, the police department is responsible for parking enforcement. Police priorities and sparse resources frequently become issues that deserve consideration. In times of budget restrictions, parking enforcement is often one of the first targets for cuts (Kennedy J., 1994). Consequently, there is an increasing trend toward using civilian personnel to enforce parking regulations.

➤ *Conclusions: Parking management:*

- 1. There are numerous parking management tools available to manage both on-site and on-street parking that are used by the private and public sectors, or through partnerships.***
- 2. There is currently not sufficient demand or need to warrant a formal on-street parking management program in the West Village. Parking can continue to be monitored for potential future programs, with consideration to enforcement costs and potential public-private partnerships.***
- 3. In the near term, parking enforcement in specific areas should be considered, such as along Bluffmont Drive. Lone Tree Police or other personnel could enforce this, or Volunteers in Policing could be trained for this.***

f. Snow Storage and Removal

Factors influencing on-site snow storage and removal

The storage and removal of snow after storm events is a reality for all residential neighborhoods and can present temporary challenges with regard to mobility and parking. In 2011, Article 16 of the Zoning Code was amended to require the following as part of SIPs:

Snow storage areas shall be identified, accommodated and located in sunny areas that do not conflict with pedestrian plazas, walkways and building entrances. Snow storage and disposal areas should be located in an area where snowmelt can infiltrate into the ground, filter through a vegetated buffer or be



directed to stormwater BMP's for treatment. Snow shall not be plowed directly into streams or wetlands. (Sec. 16-27-70 (21)).

This requirement now gives the City review authority to establish snow storage areas on the SIP and ensure that they remain in effect over time, unless otherwise changed through an SIP amendment process.



Multi-family projects have an advantage over most single-family detached neighborhoods in that they are typically managed by a company that contract for these services. However, the way in which a community manages their snow removal plan can impact on-site parking. For example, in Bluffmont Estates, that HOA has designated banks of guest parking for snow storage. (That HOA has also prohibited on-street parking on the private streets, further limiting guest parking opportunities).



Similarly, in Lincoln Park, snow is stored on the internal streets where parking could otherwise occur. In the future, projects will be required to limit snow storage to only those areas designated by the SIP. If designated spaces are insufficient to accommodate a large snow event, the property owner or manager will be expected to remove the snow from the site.

On-street parking can also be impacted by snow emergency routes or snow removal plans. Review of this context-sensitive issue will come into play during the review of SIPs and should entail enforcement of parking restrictions. However, given the seasonal nature of snow routes, staff believes it is reasonable to continue to allow these on-street spaces to account for required guest ratios.



On-Street snow removal

Vehicles illegally parked on the street in designated snow route areas can impede snow plow efforts and reduce availability of parking for a period of time after the event if snow remains piled in the space because plows were unable to access it. Recent changes concerning City snow removal efforts include reporting by Public Works crews to Lone Tree Police of any parking violations in designated snow route areas. Increased reporting of violations will ensure that proper clearing of snow can take place to clear parking spaces sooner.

➤ *Conclusions: Snow storage and removal*

- 1. Due to Zoning Code changes approved in 2011, on-site snow storage is now addressed as part of SIP review and approval.***
- 2. People who are illegally parked in designated snow routes should be ticketed or towed.***



V. Response to Concerns and Questions Expressed by the Planning Commission and City Council:

Prior to undertaking this study and throughout the research process, staff assembled a list of questions and concerns about parking from elected and appointed officials. This section paraphrases those comments and provides a staff response, if not already addressed elsewhere in this study.



1. *Comment: More parking is better – higher parking standards mean higher quality.*

Staff Response: Conventional wisdom might suggest that more is better and that higher standards equate to higher quality. However, that is not the case when it comes to parking. Rather, the *right balance* of parking is what will attract and retain viable businesses; create safe, convenient and vibrant communities; and support the City's reputation as a great place to live and do business.

An *oversupply* of parking can have the cumulative effect of spreading out uses - making walking less viable, necessitating longer trips and creating expanses of parking that can cause heat islands and increased storm water runoff.

Conversely, an undersupply of parking can be detrimental as well. The Institute of Traffic Engineers states that an undersupply of parking:

...can result in drivers intruding into adjacent neighborhoods or business areas to find parking, adversely affecting the perceived livability of neighborhoods and reducing the ability of businesses to accommodate customers.

An undersupply of parking may also require motorists to drive more, circling an area, in search of available parking. This causes motorist frustration and adds to traffic congestion and air pollution.

2. *Comment: The use of on-street parking by residents on a regular basis is a concern (how to preserve on-street parking for short-term use and guests).*

Staff Response: Residents in RidgeGate and elsewhere in the City may choose to park on the street for a variety of reasons. It may be that their garage is being used for storage, that they have more cars than their assigned parking allows, or – as we know in the case of Miramont, parking on the street may be closer to front doors and be simply more convenient for many residents than to use the spaces in the garage. Without parking management, either through covenants where on-



street parking is prohibited and enforced by HOAs, or through City parking management efforts through signed and enforced parking restrictions, on-street parking can expect to occur.

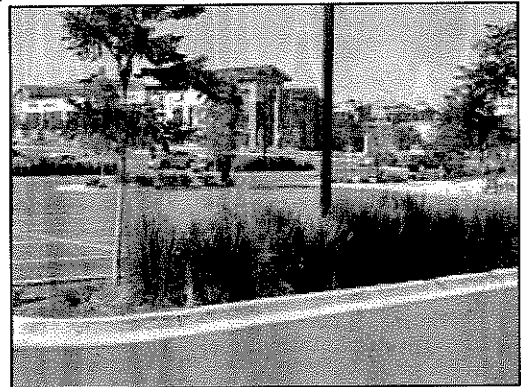
Additionally, the recommendation in this report is that all required resident parking is met on-site. This may also reduce demand for on-street parking, to the extent that availability of on-site parking is an issue. This will help ensure that residents have sufficient parking opportunities off-street, particularly in times of inclement weather or special events.

3. *Comment: Developers are short-changing parking in exchange for higher profits and provide the least amount of parking they can get away with.*

Staff Response: Parking is expensive. Structured parking can cost upwards of \$40,000 per space, and according to Jeffrey Tumlin of *Sustainable Transportation Planning* "Factoring in the high cost of land in most urban centers, a surface space can be even more expensive." For that reason, it is likely the case that developers of multi-family developments will not want to provide more parking than is necessary. That said, developers that also go on to manage apartment complexes have no incentive to shortchange parking, according to Miramont developer Martin Fein, as residents will not want to live in a place that has a shortage of parking. Moreover, parties interested in acquiring multi-family projects that do not have sufficient parking may find it hard to get financing, as lenders may establish minimum parking standards.

4. *Comment: Do not compromise landscaping to provide more parking.*

Staff Response: The landscape standards for parking lots were updated in 2011 in the Lone Tree Zoning Code. Surface parking lots now require more landscaped islands (1 island per 15 spaces compared to 1 island per 40 spaces) to soften the appearance of parking areas and reduce the heat-island effect. Additional landscaping in surface parking areas may be required to include medians and pedestrian walkways. The standards also allow for screening of parking



areas with landscaping, walls or fencing and berms. These surface parking standards will be applied in RidgeGate. With these landscape standards in place there is greater assurance that parking will not compromise landscaping.

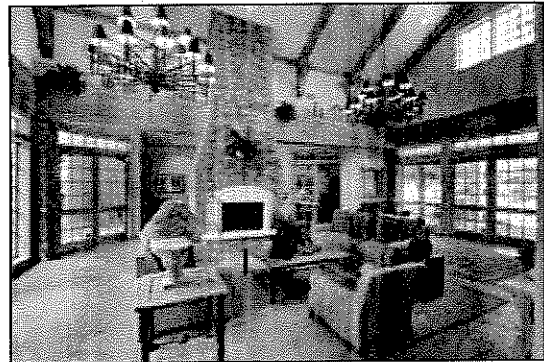


5. *Comment: If parking standards are reduced for one-bedroom units, there may need to be an increase in parking standards for two-bedroom units.*

Staff Response: This is not necessary if the parking standard is adequate to begin with. Parking ratios are simply a way of calculating parking; they are not a literal allocation of parking for any given project. As discussed in this report, variations in vehicle ownership tends to balance out and be managed by property owners or leasing agents. The parking standards recommended here propose a requirement of 1 space per one-bedroom unit, 1.5 spaces per one-bedroom unit with loft or office, and 2 spaces per two or three-bedroom unit. These standards are in keeping with the range of what is required by other jurisdictions in the area and with a search of professional articles on the subject. It is also consistent with what was approved for Miramont and other similar developments where parking research found this standard to be more than adequate, even at high occupancy rates.

6. *Comment: Parking standards do not account for staff/leasing office and community room/club house amenities, as applicable.*

Staff Response: Staff concurs and recommends that a minimum of 25% of the guest parking ratio be accounted for within the site (as opposed to on-street). This will also help in adverse weather conditions, where some accommodation can be made for visitors parking off street.



VI. Next Steps:

Following Council direction on this report, staff recommends that revised parking standards be made part of the RidgeGate West Village Residential Sub-Area Plan. This approach would ensure that parking information can be found in the same document as other residential development standards for RidgeGate. It would also set the stage for future Sub-Area Plans to include standards for parking, which may be customized for the characteristics of various areas, such as the City Center, for example.

Coventry Development is amenable to amending the Sub-Area plan to include the parking standards, and would work with staff to prepare that document for City review and approval in the coming months. This process would involve review by the Planning Commission and approval by the City Council.

By making changes through the Sub-Area Plan, it is not necessary to amend the City Zoning Code. Multi-family development opportunities are very limited elsewhere in the City outside of RidgeGate. Those that may develop, or redevelop, could be subject to the existing parking standards. Additionally, some Planned Developments (such as the Lincoln Station Framework Plan, for example), have their own parking standards that would apply to multi-family development.



APPENDIX A

EXISTING PARKING-RELATED GOALS, OBJECTIVES AND POLICIES THAT PROVIDE THE BASIS FOR PROJECT REVIEW AND DECISION MAKING

a. Lone Tree Comprehensive Plan goal and policies:

- Encourage quality, mixed-use, compact and pedestrian-friendly development. (Objective, Section 2, p. 2-9)
- Encourage innovative parking concepts and programs that serve to promote the use of public transit. (Objective, Section 5, p. 7)
- Continue allowing flexibility in meeting necessary parking requirements, while promoting convenient use of transit, including the establishment of parking districts, shared parking, and parking demand management. (Policy, Section 5, p. 7)
- Traffic-calming measures are encouraged around TODs and other residential and mixed use areas, and structured parking, on-street parking, and shared parking is supported. (Policy, Section 2, p. 17))

b. Zoning Code

The parking standards are intended to ensure that (from Sec. 16-28-10, Intent of parking standards):

- Parking "...is provided in a reasonable and balanced manner (neither an undersupply nor an oversupply of parking)"
- "Complements surrounding land uses"
- "Promotes growth patterns in a manner consistent with the Comprehensive Plan" (compact, mixed-use, pedestrian-friendly development)

c. RidgeGate Development Plan:

- Envisioned as a "...integrated community of housing, employment and services.... with relatively concentrated, efficient mixed-use neighborhoods that help to reduce the cost of infrastructure, services and transportation." (From the Planning Concept, Sheet 3).
- The residential/mixed use planning areas are planned as, "...a range of densities with attached and detached housing styles encouraged through creative planning that minimizes streets with garages or parking areas." (From the Planning Framework, Sheet 3).

d. RidgeGate Residential West Sub-Area Plan. The parking concept is (from 4.1.7):

- "Minimization of the impact of parking and parked cars upon development character."
- "Adequate parking for residents and guests in a site-sensitive manner."

e. RidgeGate Roadway Standards and Guidelines:

RidgeGate is designed using a Traditional Neighborhood Development set of principles, that has "...a higher potential to increase a modal split by encouraging walking, biking or using public transportation. More routes are available to vehicles and pedestrians because of the interconnected grid system thus creating a wealth of choice. It will improve emergency response time, help alleviate traffic congestion and decrease vehicle miles traveled within the Development. This system will allow for more intimate and livable streets which, in turn, will have slower speeds, be safer for both the pedestrian and vehicle and cost less to construct and maintain than wider, more typical, suburban streets." (From 4.4 Overall Intent)

APPENDIX B

SUMMARY OF EXISTING PARKING STANDARDS IN RIDGEGATE

The following parking standards currently apply to RidgeGate and are from the City Zoning Code and the RidgeGate Residential District West Sub-Area Plan.

Multi-family dwelling:

- 1.5 spaces per 1-bedroom unit
- 2 spaces per 2 and 3-bedroom units
- .25 guest space per unit

Single-family Attached:

- 2 spaces per dwelling unit
- .25 spaces per guest parking

Single family:

- 2 spaces per dwelling unit

Reduction for transit:

- Allows a twenty percent reduction of parking with approval of the Community Development Director for structures within one-quarter mile of a transit stop.

On-street parking allowance:

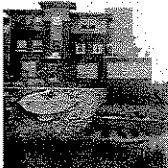
- Allows on-street parking located adjacent to a property to satisfy parking requirements (for all uses except for single-family detached).

Shared parking:

- Allows uses to share parking spaces in cases where, for example, one use has primary parking demand on week days (office) and another use has primary parking demand on evenings and weekends (movie theater or hotel). A reduction in parking is calculated based upon a shared parking formula in the Zoning Code.

Parking Increase or decrease:

The Community Development Director is authorized to recommend an increase or decrease in the minimum parking spaces for specific uses based upon documented comparisons, information from similar jurisdictions or evidence from qualified professionals.

APPENDIX C ASSESSMENT OF PARKING STANDARDS IN COMMUNITIES SIMILAR TO RIDGEGATE ¹						
Name & location	Photo	% 1 Bedroom	Parking ratio (spaces/unit)	Context	% Occupied	Is parking reported to be adequate?
Amli Arista Broomfield		49%	1.26	Across from Events Center	93.5%	Context issue. Residents want on-street parking designated for them (patrons of the event center across the street sometimes take these spaces because they don't want to pay for parking)
Pinnacle DTC		Unknown	1.3	TOD Mixed Use	97%	Yes
Portola Streets @ SouthGlenn		55%	1.46	Mixed Use	92%	Yes. Management is moving to assign parking at 1 space per bedroom.
Lodge @ Willow Creek S. Yosemite Lone Tree		47%	1.53	Mixed Use	96.9%	Yes
Alexan City Ctr. Englewood		56%	1.55 City has a <u>maximum</u> parking ratio of 1.5%	Mixed Use	91.3%	Yes
Metropolitan @ Lincoln Station		49%	1.65	TOD	97.6%	Occasional parking complaints.
Crest Apartments		49%	1.68	Mixed Use	96%	No, a parking shortage is experienced. Retail use was not accounted for in total parking.
Miramont RidgeGate		51%	1.69 (residential only)	Mixed Use	95%	Yes.
Water Tower Arvada		59%	1.7	Mixed Use In Olde Town	96%	Parking in Olde Town is an issue. They strictly manage parking with parking permits.

¹ Organized by type and parking ratio

APPENDIX C STUDY OF PARKING CONTEXT AND ADEQUACY FOR PROJECTS SIMILAR TO RIDGEGATE						
Name & location	Photo	% 1 Bedroom	Parking ratio (spaces/unit)	Context	% Occupied	Is parking reported to be adequate?
Terracina Broomfield		55%	1.73	High Density area	94.1	Yes
Remington Lone Tree		45%	1.8	Mixed Use	97%	Yes
Precidio DTC		56%	1.8	Mixed Use	88%	Yes
Belmar Lakewood		39%	1.85	Mixed Use	95%	Perception by some that there is no adequate parking, but there is reported to be plenty of room in the parking garages.
Promenade Greenwood Village		44%	1.95	Mixed Use	94%	Yes
Lincoln Lofts Lone Tree		43%	2.0	TOD	Unknown	Unknown
Windsor Meridian		Unknown	2.7	Mixed Use	96.6%	Occasional complaints.
Single-family Attached Townhomes						
Highlands Ranch Town Center brownstones		No one bedroom units. 2 bdr=19% 3 bdr=81%	2.59	Mixed Use	Unknown	Yes

Analysis:

- Parking ratios for multi-family development similar in form and context to RidgeGate span a broad range (from 1.26-2.7 parking spaces per unit). Parking is found adequate at a ratio of 1.3 (parking spaces/unit) in the Pinnacle in the Denver Tech Center, and complaints are occasionally expressed at a ratio of 2.7 in the Windsor at Meridian.
- Parking appears generally adequate in most cases, though some complaints are vocalized due to perception and context. For example, parking complaints at Belmar are occasionally expressed, yet there is a surplus of parking in the garage. Parking at Amlı Arista is impacted by parking demand at the Events Center. Parking at the Water Tower in Olde Town Arvada has been an issue and is strictly managed.
- One bedroom units as a percentage of total units range from 39%-56% for multi-family developments. This demonstrates that two bedroom units do not dominate the market, and that a parking ratio of 1.7 would likely be adequate in most cases.

**Appendix D - Built RidgeGate Projects
Existing Conditions Analysis 1/30/12**

Project Name		Type	Units	On-site Parking ratio inclusive of guest	% of Req'd Resident parking on site	Guest Parking (.25/unit) Excludes driveways	Availability of Adjacent Street parking	Context	Notes
Renaissance		Townhomes with 2-car garages	90	2.07 sp/unit	100%	23 required 6 on site 66 on street	Project surrounded by available street parking	Residential; parks	On-street parking regularly observed on perimeter streets
Bluffmont Estates		Tri-plex buildings – condos with 2-car garages	93	2.20 sp/unit	100%	23 required 19 on site (signed for snow storage) limited availability of on-street*	Bluffmont Drive only; limited areas	Residential	HOA prohibits on-street parking.
Lincoln Park		Townhomes with 2-car garages	108	2.45 sp/unit	100%	27 required 49 on site/internal streets	On-street parking available on three sides around project	Residential mixed-use - park and future commercial	Clubhouse has 8 spaces; On-street parking regularly observed on perimeter and internal streets.
Miramont		Apartment building with wrapped parking structure and 5,200 sf of ground level retail/office	243	1.7 (MF only)	100%	61 required All available on site/garage, plus 55 on street	On-street parking available surrounding the project.	Mixed Use; less than .50 mile from future light rail station	SIP received a variance for 16R units to be calculated at 1.0 space instead on 1.5, or a 54 space difference from code. Ample guest and resident parking is available in the garage at 97% lease. Nevertheless, on-street parking regularly observed surrounding.
Belvedere		Townhomes with 2-car garages; alleys	79	2.15	100%	20 required 12 on site	On-street available on surrounding public streets and internal private drives	Mixed-Use; parks to the south and west	Portions still under construction
Bluffmont Greene		Single-Family homes with 2-car garages; alleys	75	2.0	100%	None required for SF detached	Bluffmont Drive both sides with some signed restrictions and snow routes	Residential	Parking complies with SF detached residential requirements. Some criticism about lack of convenient guest parking and residents parking on Bluffmont Drive. Can be attributed to parcel configuration and lot layout. Concerns expressed that parking violations are not enforced.
Bluffmont Heights		Single-family homes with 2-car garages	33	2.0	100%	None required for SF detached	Internal public streets	Residential and open space	Parking restricted on one side of Blufftop Way and Rivington Ct.

APPENDIX E

COMPARISON OF AREA JURISDICTION'S PARKING STANDARDS

Multi-family Parking Standards by Jurisdiction						
Jurisdiction	Studio	1 BR	2 BR	3 BR	guest	Ratio/unit
Arvada		-	-	-	.5 ¹ /unit	2.2/unit ² , 2/unit ³
Broomfield		1.5/unit	2/unit	2.5/unit	.20/unit ⁴	
Castle Rock ⁵	1/unit	1.5/unit	2/unit	2/unit	.25/unit	
Centennial ⁶	1.5/unit	1.5/unit	2/unit	2/unit	.25/unit	
DOCO		1.5/unit	2/unit	2/unit	.25/unit	
Englewood	1.5/unit	1.5/unit	1.5/unit	2/unit	.20/unit	
Greenwood Village	1/unit	1/unit	1.5/unit	2/unit	.25/unit ⁷	
Lakewood ⁸	1/unit	1/unit	1.5/unit	2/unit	.5/unit	
Littleton ⁹		-	-	-	-	1.5/unit
Lone Tree		1.5/unit	2/unit	2/unit	.5/unit ¹⁰	
Parker	1/unit	1/unit	1.5/unit	2/unit	.25/unit ¹¹	
Westminster		1.5/unit	2/unit	2/unit	.33/unit ¹²	

One bedroom units

1.0 parking spaces/1 bedroom units – 30% of those surveyed using per bedroom method

1.5 parking spaces/1 bedroom units – 70% of those surveyed using per bedroom method

Two bedroom units

1.5 parking spaces/2 bedroom units – 40% of those surveyed using per bedroom method

2 parking spaces/2 bedroom units – 60% of those surveyed using per bedroom method

Three bedroom units

2 parking spaces/3 bedroom units – 90% of those surveyed using per bedroom method

Guest parking

.20 parking spaces/unit – 18% .25 parking spaces/unit – 45%

.33 parking spaces/unit – 9% .5 parking spaces/unit – 27%

Methodology

Entities using parking spaces per-bedroom methodology – 83%

Entities using parking spaces per-unit methodology – 17%

¹ Guest parking must be centrally located.

² 2.2/du if parking is centrally located, 2.5/du if no central parking area is used

³ Arvada is looking at going to a per bedroom instead of a per unit ratio for calculating parking for TOD areas.

⁴ Allows some parking to be provided on street

⁵ Castle Rock standards are for single family and townhomes. Multi-family parking standards are for short-term special needs. All parking req. must be met off-street. Director may grant ≤ 25% parking variance. Any one bedroom with studio, den or office = 2 bedroom unit.

⁶ Required off-street parking requirement

⁷ Guest parking may be provided on public streets

⁸ All parking must be provided off-street

⁹ Parking must be on site, except in one district must be w/in 500' radial distance of the site

¹⁰ RidgeGate has a guest parking ratio of .25/guest unit. The City allows parking on street to count toward parking minimums.

¹¹ Guest parking may be provided on public streets

¹² Guest parking may be provided on street

Single-family Attached Parking Standards by Jurisdiction						
Jurisdiction	Studio	1 BR	2 BR	3 BR	guest	Ratio/unit
Castle Rock	1/unit	1.5/unit	2/unit	2/unit	.25/unit	
Centennial					.25/unit	2/unit
DOCO					.75/unit	2/unit
Englewood					.20/unit	2/unit
Lone Tree					.5/unit	2/unit
Westminister					.33/unit	2/unit

Summary:

2.0 spaces/unit – 100% (Castle Rock was not included in this it calculates parking based upon bedrooms)

Guest parking

.20 parking spaces/unit - .17% of those surveyed
.25 parking spaces/unit - .33% of those surveyed
.33 parking spaces/unit - .17% of those surveyed
.5 parking spaces/unit - .17% of those surveyed
.75 parking spaces/unit - .17% of those surveyed

APPENDIX F

TOD AND SHARED PARKING

Transit-oriented Development (TOD)

The City Zoning Code currently addresses proximity to transit (with the potential for a 20% decrease in parking requirements). A reduction in parking requirements for Transit Oriented Developments (TODs, generally defined as moderate to higher density, mixed-use developments in proximity to transit), is supported by authorities on parking, says Boroski and Rosales in an APA article on TOD parking strategies to "...lower TOD construction costs, which in turn can result in improved financial performance of projects, more affordable housing, and/or allow more development to be built on site near transit."

How much parking can be reduced? According to the same source:

In his research on numerous TODs in California, Dr. Robert Cervero found that TODs had an average of 1.66 people and 1.26 vehicles per household compared to 2.4 people and 1.64 vehicles for all households located in the same census tracts. Cervero also found that:

- Most TOD residents are young professionals, singles, retirees, childless households, and immigrants from foreign countries.
- These groups tend to require less housing space than traditional "nuclear families", and are more likely to live in attached housing units for financial and convenience reasons, regardless of where the units are located.
- Most TOD residents tend to work downtown and in other locations that are well served by transit.

Thus, TODs offer the potential to reduce parking per household, roughly by 20%, largely by virtue of attracting different types of households and travel behavior characteristics.

Though Fein II was located in RidgeGate in an area supported for future TOD, the future Kiss-n-ride has not been funded and may be some years off until it is constructed. Therefore, Staff did not recommend a parking reduction for this project, nor would it do so for similar projects in the same circumstance.

Shared Parking.

The current Lone Tree parking regulations also account for shared parking, a context-sensitive condition. A methodology is provided for calculating parking requirements in mixed-use areas. The shared parking formula compares the peaking characteristics of different land uses and calculates, for example, the degree to which office use - which has its parking peak during the weekday may share parking with residential use that has its parking peak during the night and weekends. This shared parking approach is recommended by many authorities on parking and has been successfully used in Lone Tree.

Zoning & Subdivision Report

*Planning & Development Department ~ 417/864-1611
840 Boonville Avenue ~ Springfield, Missouri 65802*

REQUEST TO ACQUIRE NUMBER 502

DATE: November 6, 2013

PURPOSE: To approve the acquisition of property by the R-12 Springfield Public School District

BACKGROUND:

LOCATION: 2945 East Pythian Street

APPLICANT: R-12 Springfield Public Schools District

TRACT SIZE: Approximately 10.13 acres

EXISTING USES: Vacant Manufacturing Building

RECOMMENDATION:

Staff recommends that this request be **approved**.

FINDINGS:

1. The request is consistent with the Planning and Zoning Commission's land acquisition policy (Attachment B).

STAFF CONTACT PERSON:

Bob Hosmer, AICP
Principal Planner

ATTACHMENT A
REQUEST TO ACQUIRE NUMBER 502

APPLICANT'S PROPOSAL:

The R-12 Springfield Public School District has acquired the property at 2945 East Pythian Street for a new transportation center.

PLANNING AND ZONING COMMISSION REVIEW:

The *Springfield City Charter* requires the Planning and Zoning Commission to review all proposals to acquire real property by the City for public use. Commission's function in this matter is to determine whether the proposal is generally consistent with the *Comprehensive Plan*.

COMPREHENSIVE PLAN:

The subject property is zoned GM, General Manufacturing District. The proposed use is generally consistent with the *Comprehensive Plan*.

STAFF COMMENTS:

1. The R-12 Springfield School District has acquired the subject property for future use as a transportation center. The Planning and Zoning Commission must review this Request to Acquire to determine whether the proposal is consistent with the *Comprehensive Plan*.
2. The following language from Article XI, Section 11.7.3, of the City Charter sets forth the Planning and Zoning Commission's function regarding the Acquisition of property and the process for appeal of such decision:

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

In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning

commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership.”

In the case of this proposed property acquisition, appeal of the decision of the Planning and Zoning Commission would be to the Springfield City Council.

ATTACHMENT B
REQUEST TO ACQUIRE NUMBER 502
LAND ACQUISITION POLICY

The Planning and Zoning Commission has adopted a policy statement for land acquisitions by public bodies. The individual sections of the policy statement are followed by the applicant's response to that section.

1. All land acquisitions shall be consistent with the adopted Plans and Policies of the City of Springfield.

RESPONSE:

It is our understanding the subject property is generally consistent with the Master Plan of the City.

2. Proposals for land acquisition and public uses shall consider the effect of the proposed use on the surrounding land uses and shall include measures to mitigate any adverse effects of the proposed use on the surrounding uses.

RESPONSE:

The basic use of the subject property will remain the same.

3. If no immediate use is intended for the land proposed for acquisition and the negotiated contract does not include the previous owner removing the structure, existing sound structures should be retained unless such retention is not economically feasible. The current use should be continued, the structure should be used in a manner consistent with adopted Plans until such time as the land will be cleared for the use for which it was acquired, or the structure should be moved to a suitable location.

RESPONSE:

It is our intent the subject property be used as the "Transportation Center" for the Springfield R-12 School District.

4. At a minimum, the acquiring agency should either attempt to preserve architecturally or historically significant structures in place, or make the structures available to the previous owner or public for moving, or solicit bids from individuals and firms interested in salvaging those items which have architectural significance. Disposition of property when conducted by a City agency shall be made pursuant to City ordinances including the City Purchasing Manual.

RESPONSE:

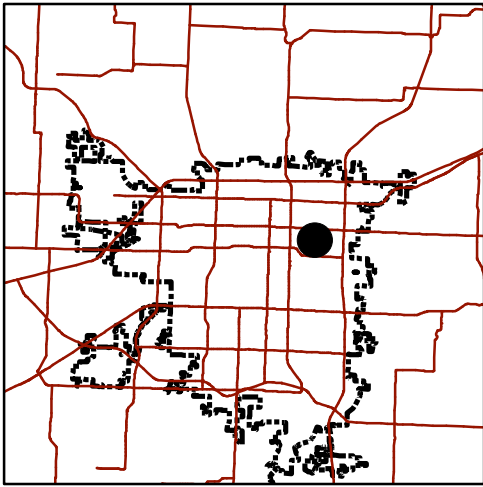
The current structures would be used. They are not listed on the Historic Registry.

5. To the extent possible, the acquiring agency shall make all structures to be removed, regardless of historical or architectural significance, available to the previous owner or public for moving and reuse at another location. Disposition of

property when conducted by a City agency shall be made pursuant to City ordinances including the City Purchasing Manual.

RESPONSE:

There are no plans to remove the current structures. The structures will be necessary for the operation of the Transportation Center”.



Zoning & Subdivision Report

Planning & Development - 417/864-1031
840 Boonville - Springfield, Missouri 65802

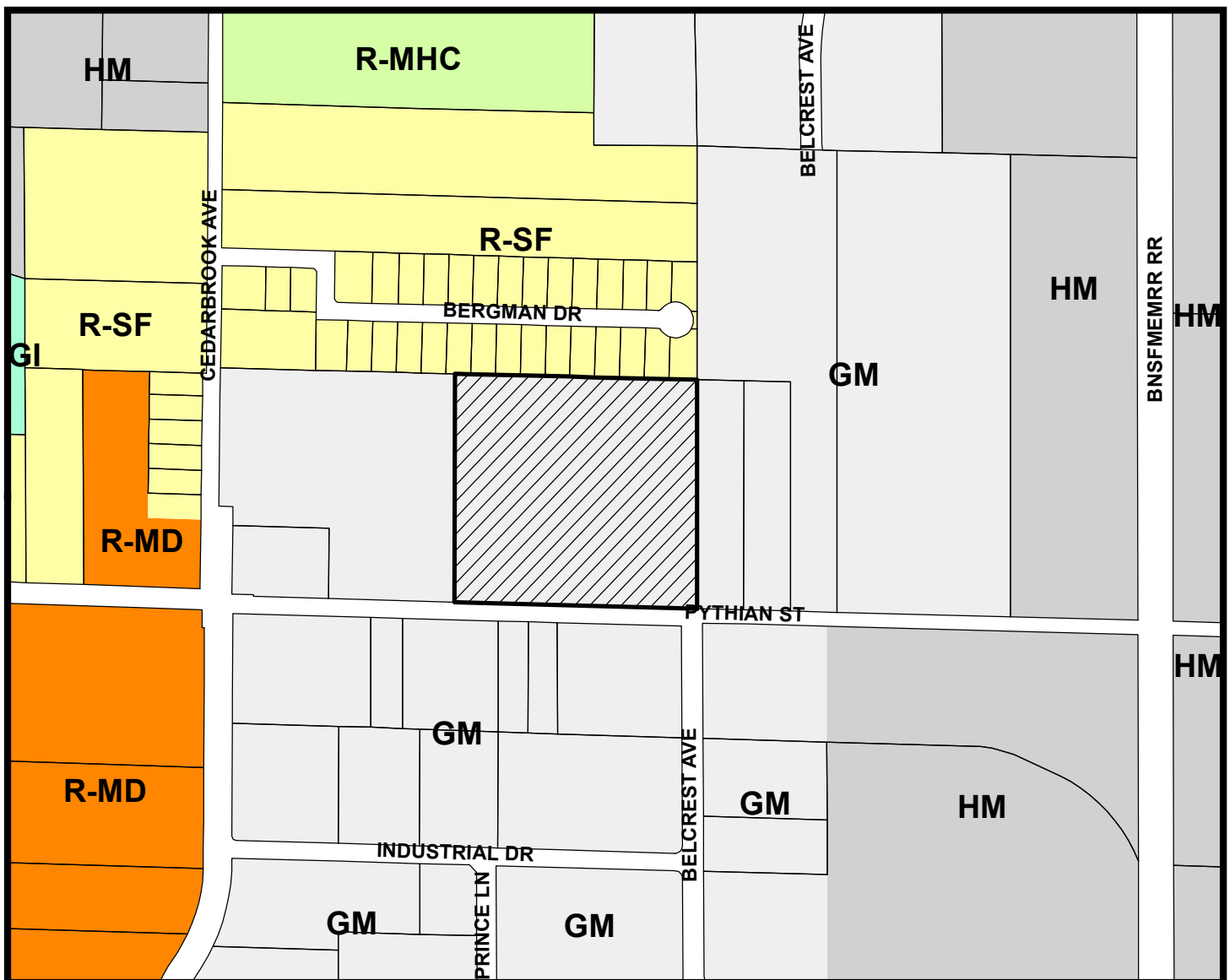
Property Aquisition

Location: 2945 East Pythian

Current Zoning: General Manufacturing (GM)

Proposed Zoning: NA

LOCATION SKETCH



- Area of Proposal

0 100 200 400

Feet

1 inch = 457.465278 feet



Springfield Public Schools

Scott Wendt
Director of Business Operations
1359 E. St. Louis St.
Springfield, Missouri 65802
Direct 1-417-523-0051
Cell 1-417-830-7995
Fax 1-417-895-2007
swendt@spsmail.org

Date: October 31, 2013

To: Planning and Zoning

Re: 2945 E. Pythian

The District of Springfield R-12 is requesting approval by the Planning and Zoning Commission for the acquisition of: 2945 E. Pythian, for a new transportation center.

In accordance with the Planning and Zoning Commission policy for land acquisition by public bodies, we have the following responses to the five sections identified:

1. It is our understanding the subject property is "generally consistent with the Master Plan of the City."
2. The basic use of the subject property will remain the same.
3. It is our intent the subject property be used as the "Transportation Center" for the District of Springfield R-12.
4. The current structures would be used. They are not listed on the Historic Registry.
5. There is no plan to remove the current structures. The structures will be necessary for the operation of the "transportation Center."

Thank you for your consideration.

Respectfully,

Scott Wendt, MCPM
Director of Business Operations

EXPLANATION TO COUNCIL BILL NO. 2013-_____

FILED:

ORIGINATING DEPARTMENT: Planning and Development

PURPOSE: To adopt an ordinance to approve an automotive service garage at 1543 West Republic within a GR, General Retail District (Staff recommends approval subject to conditions).

CONDITIONAL USE PERMIT NUMBER 406

BACKGROUND INFORMATION:

No conditional use permit shall be valid for a period longer than eighteen (18) months from the date on which the City Council grants the conditional use permit, unless within such eighteen (18) months period:

- A. A building permit is obtained and the erection or alteration of a structure is started; or
- B. An occupancy permit is obtained and the conditional use commenced.

The City Council may grant one (1) additional extension not exceeding eighteen (18) months, upon written application, without notice or hearing. No additional extension shall be granted without complying with the notice and hearing requirements for an initial application for a conditional use permit.

RECOMMENDATIONS:

The Planning and Zoning Commission held a public hearing on November 14, 2013, and recommended , by a vote of to , of the proposed conditional use permit on the tract of land described on the attached sheet and if approved, the requirements for conditional use permit "Attachment 2" shall govern and control the use and development of the land in Use Permit No. 406 in a manner consistent with "Attachment 4" site plan.

The Planning and Development staff recommends **approval** of the proposed use permit (see the attached Zoning and Subdivision Report).

Submitted by:



Alana D. Owen, AICP, Senior Planner

Approved by:

Bob Hosmer, AICP
Principal Planner

Greg Burris, City Manager

EXHIBITS:

Exhibit A, Record of Proceedings

Exhibit B, Legal Description

Exhibit C, Zoning and Subdivision Staff Report

ATTACHMENTS:

Attachment 1, Background Report

Attachment 2, Requirements for Conditional Use Permit No. 406

Attachment 3, Standards for Conditional Use Permit

Attachment 4, Site Plan

Attachment 5, Applicant's response to Standards

Attachment 6, Neighborhood Meeting Summary

EXHIBIT A
RECORD OF PROCEEDINGS
CONDITIONAL USE PERMIT NUMBER 406

EXHIBIT B
LEGAL DESCRIPTION
CONDITIONAL USE PERMIT NUMBER 406

A portion of the Southwest quarter (SW $\frac{1}{4}$) of section eleven (11), twenty-eight (28), range twenty-two (22), described in book 2003 at page 77726-03, all being in Springfield, Greene County, Missouri, being more described as follows:

Commencing at the Southwest corner of the Southwest quarter (SW $\frac{1}{4}$) of the Southwest quarter (SW $\frac{1}{4}$) of said section eleven (11); thence North 02D28'20" East along the West line thereof, a distance of 110.31 feet, Thence South 87D31'40" East a distance of 17.50 feet to the point of beginning, said point being on the East right-of-way line of Kansas Avenue; thence North 01D40'15" East along said East right-of-way line a distance of 558.65 feet to the South right-of-way line of James River Freeway (Missouri State Route 60); thence Southeasterly along said right-of-way line of James River Freeway the following four (4) courses; (1) South 47D13'10" East a distance of 68.85 feet; (2) South 50D52'55" East a distance of 300.00 feet; (3) South 54D01'05" East a distance of 365.76 feet; (4) South 50D46'49" East a distance of 221.00 feet to the North right-of-way line of Missouri State Highway "M", (Republic Road); thence Westerly along said Northerly right-of-way line the following three (3) courses; (1) North 88D48'03" West a distance of 318.81 feet; (2) South 82D40'05" West a distance of 148.14 feet; (3) North 89D08'49" West a distance of 264.27 feet; thence North 43D44'50" West a distance of 56.19 feet to said point of beginning, all in the City of Springfield, Greene County, Missouri.

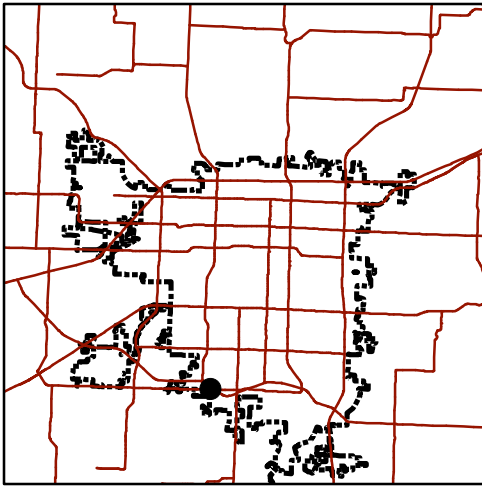
Zoning & Subdivision Report

Planning & Development - 417/864-1031
840 Boonville - Springfield, Missouri 65802

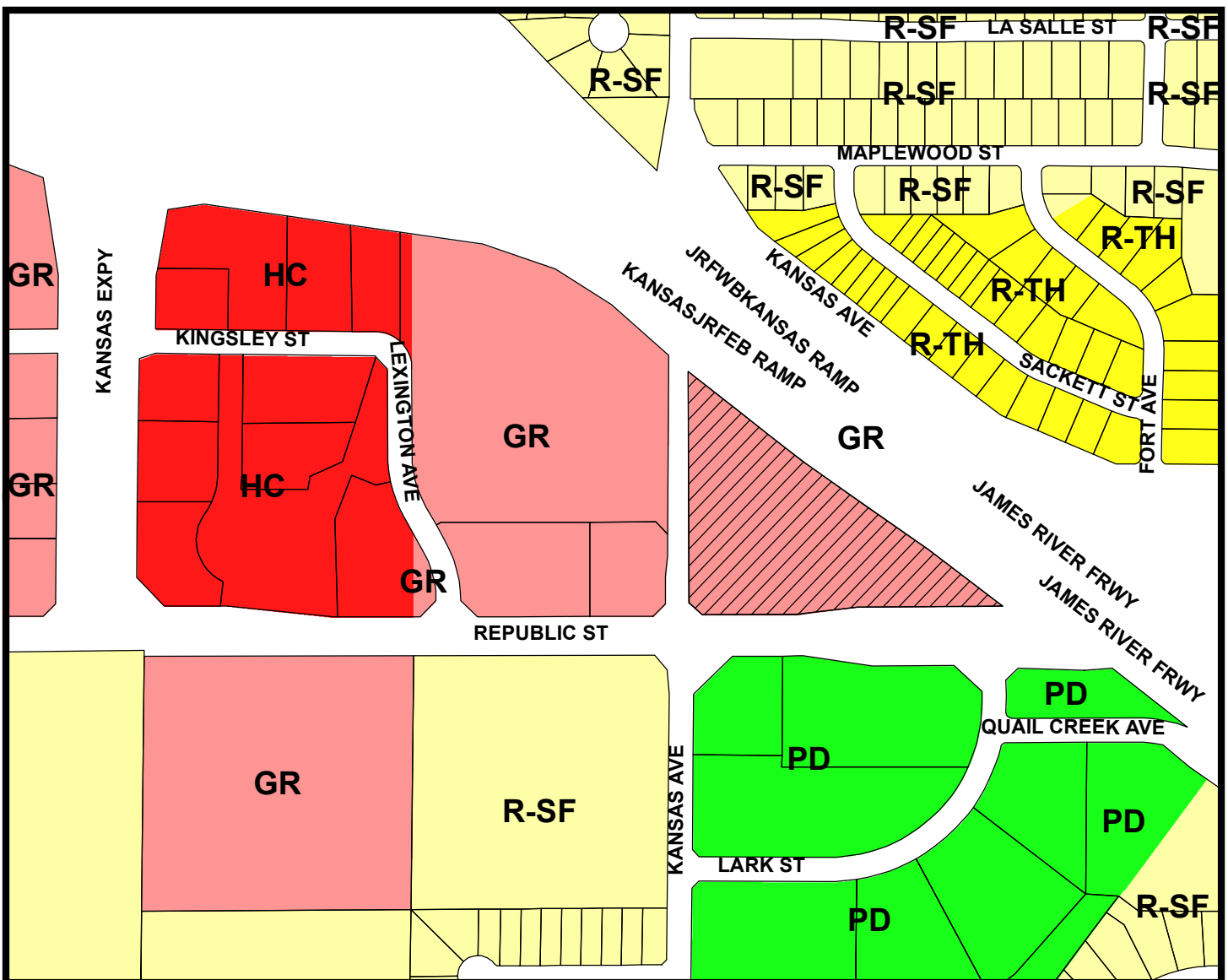
Conditional Use Permit #406

Location: 1543 West Republic

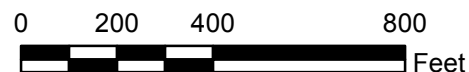
Current Zoning: GR, General Retail District



LOCATION SKETCH



- Area of Proposal



1 inch = 400 feet

*Zoning & Subdivision Report
Planning & Development Department ~ 417/864-1611
840 Boonville Avenue ~ Springfield, Missouri 65801*

CONDITIONAL USE PERMIT 406

DATE: October 21, 2013

PURPOSE: To approve a Conditional Use Permit to allow an automobile service garage within a GR, General Retail District.

BACKGROUND:

LOCATION: 1543 West Republic

APPLICANT: 1545 W Republic Rd LLC

TRACT SIZE: Approximately 2.44 acres

EXISTING USE: Undeveloped property

PROPOSED USE: Tire sales and service

RECOMMENDATION:

Staff recommends the request be **approved**.

FINDINGS FOR STAFF RECOMMENDATION:

1. The proposed use is compatible with the existing non-residential uses in the area and is an appropriate use at this location.
2. This application meets the approval standards for a Conditional Use Permit and is in conformance with the Comprehensive Plan.

CONDITIONS:

The regulations and standards on Attachment 3 shall govern and control the use and development of the land in Use Permit Number 406 in a manner consistent with Attachment 4, except as modified by Attachment 2, and except any changes made by the Planning and Zoning Commission.

FINDINGS TO RECOMMEND DENIAL:

None

STAFF CONTACT PERSON:

Alana D. Owen, AICP
Senior Planner

ATTACHMENT 1
BACKGROUND REPORT
CONDITIONAL USE PERMIT 406

APPLICANT'S PROPOSAL:

The applicant is requesting approval of a conditional use permit for an automobile service garage within a GR, General Retail District.

SURROUNDING LAND USES:

Direction	Zoning	Land Use
North	R-TH	James River Freeway and residential
South	PD 88	Retail shopping center and restaurants
East	R-TH	James River Freeway and residential
West	GR	Commercial vehicle training center and retail

ZONING ORDINANCE REQUIREMENTS:

1. The conditional use permit procedure is designed to provide the Planning and Zoning Commission and the City Council with an opportunity for discretionary review of requests to establish or construct uses or structures which may be necessary or desirable in a zoning district, but which may also have the potential for a deleterious impact upon the health, safety and welfare of the public. In granting a conditional use, the Planning and Zoning Commission may recommend, and the City Council may impose such conditions, safeguards and restrictions upon the premises benefited by the conditional use as may be necessary to comply with the standards set out in the Zoning Ordinance to avoid, or minimize, or mitigate any potentially adverse or injurious effect of such conditional uses upon other property in the neighborhood. The general standards for conditional use permits are listed in Attachment 3.
2. No conditional use permit shall be valid for a period longer than eighteen months from the date City Council grants the conditional use permit, unless within this eighteen months:
 - a. A building permit is obtained and the erection or alteration of a structure is started; or
 - b. An occupancy permit is obtained and the conditional use is begun.

STORMWATER COMMENTS:

No Stormwater issues with the requested Conditional Use Permit.

SANITARY SERVICE COMMENTS:

No objections to the requested Conditional Use Permit however the tract is not adequately served by public sewer. No new connections will be allowed without extending sewer.

TRAFFIC ENGINEERING COMMENTS:

No objection to the use permit. The driveway on Republic needs to line up with the existing driveway to the south.

CITY UTILITIES:

No objection to approval of the requested Conditional Use Permit. Water and gas main extensions will be required to serve the property. All extensions and services will be in accordance with CU's Extension Policy.

ADJACENT PROPERTY OWNER COMMENTS:

1. Six (6) property owners are within 185 feet of the subject property and were notified of this request.
2. The applicant held a neighborhood meeting on October 7, 2013 in conformance with City Council's policy. A summary of the meeting is attached.

STAFF COMMENTS:

1. The applicant is requesting approval of a Conditional Use Permit to allow an automotive service garage, specifically tire service and repair, within a GR, General Retail District. The site is part of a larger tract of land that is developed with a commercial vehicle training center to the west. Staff recommends approval of this application for the following reasons:
 - a. The subject property is surrounded by James River Freeway to the north and east and other non-residential development to the south and west. The proposed use is compatible with the existing non-residential development already existing nearby.
 - b. The subject property is located along Republic Road which is classified as a primary arterial roadway, which is an appropriate location for the proposed use. Access to the site is provided from Republic Road and Kansas Court to the west. The proposed driveway on Republic is required to line up with the existing driveway to the south.

2. Staff has reviewed the applicant's request for a Conditional Use Permit and has determined that it satisfies the standards for Conditional Use Permits outlined in Section 3-3310 of the Zoning Ordinance.

ATTACHMENT 2
REQUIREMENTS FOR CONDITIONAL USE PERMIT 406

1. An automotive service garage is permitted on the subject property as shown on Attachment 4.
2. The driveway on Republic shall line up with the existing driveway to the south.
3. Sanitary sewer shall be extended to the site.

ATTACHMENT 3
STANDARDS FOR CONDITIONAL USE PERMITS
CONDITIONAL USE PERMIT 406

An application for a conditional use permit shall be granted only if evidence is presented which establishes the following: (see attached Attachment 5 for the applicant's response)

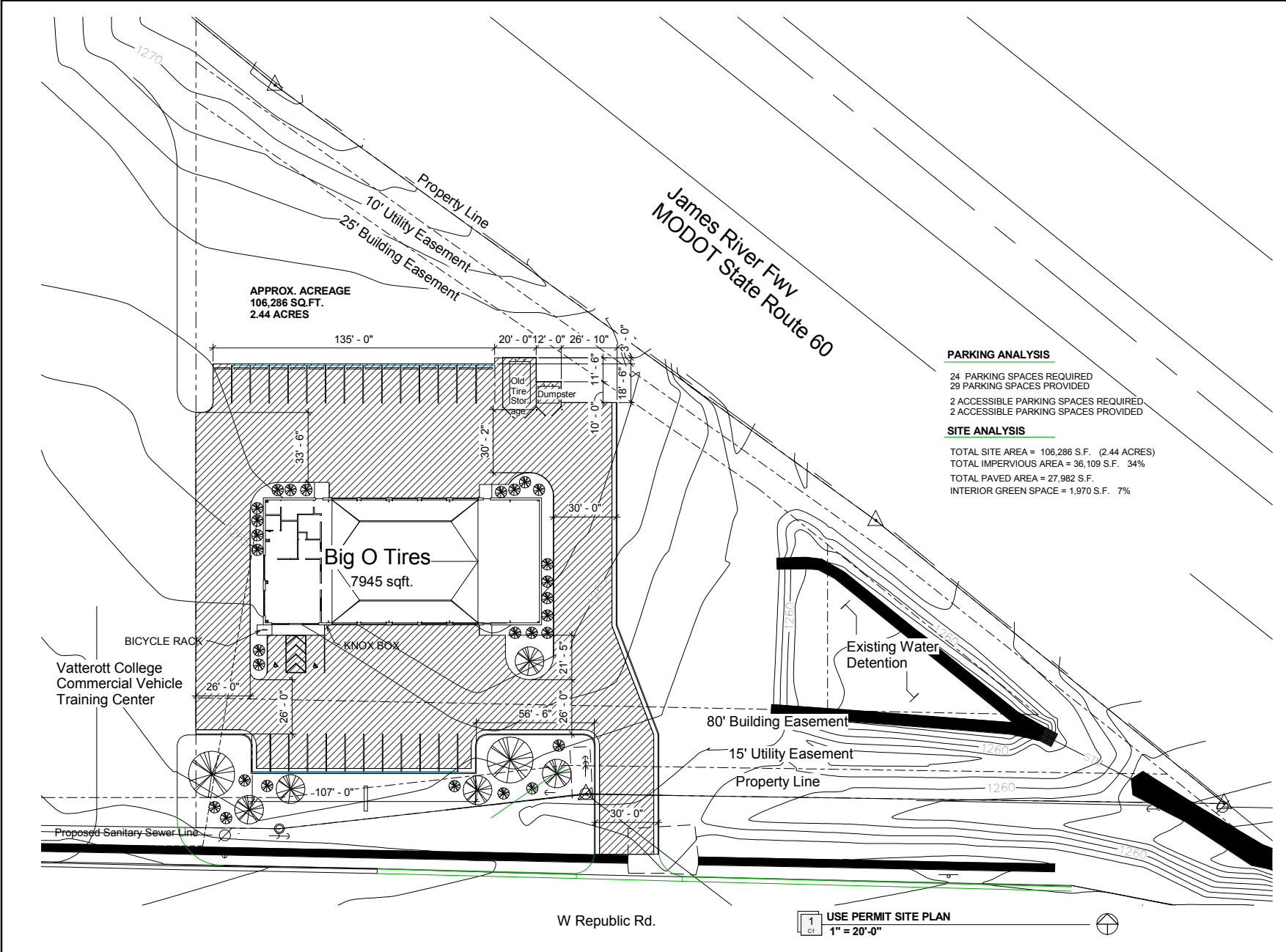
1. The proposed conditional use will be consistent with the adopted policies in the Springfield Comprehensive Plan;
2. The proposed conditional use will not adversely affect the safety of the motoring public and of pedestrians using the facility and the area immediately surrounding the site;
3. The proposed conditional use will adequately provide for safety from fire hazards, and have effective measures of fire control;
4. The proposed conditional use will not increase the hazard to adjacent property from flood or water damage;
5. The proposed conditional use will not have noise characteristics that exceed the sound levels that are typical of uses permitted as a matter of right in the district;
6. The glare of vehicular and stationary lights will not affect the established character of the neighborhood, and to the extent possible such lights will be visible from any residential district, measures to shield or direct such lights so as to eliminate or mitigate such glare as proposed;
7. The location, lighting and type of signs and the relationship of signs to traffic control is appropriate for the site;
8. Such signs will not have an adverse effect on any adjacent properties;
9. The street right-of-way and pavement width in the vicinity is or will be adequate for traffic reasonably expected to be generated by the proposed use;
10. The proposed conditional use will not have any substantial or undue adverse effect upon, or will lack amenity or will be incompatible with, the use or enjoyment

of adjacent and surrounding property, the character of the neighborhood, traffic conditions, parking utility facilities, and other matters affecting the public health, safety and general welfare.

11. The proposed conditional use will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the development and use of neighboring property in accordance with the applicable district regulations. In determining whether the proposed conditional use will so dominate the immediate neighborhood, consideration shall be given to:
 - a. The location, nature and height of buildings, structures, walls and fences on the site; and
 - b. The nature and extent of landscaping and screening on the site;
12. The proposed conditional use, as shown by the application, will not destroy, damage, detrimentally modify or interfere with the enjoyment and function of any significant natural topographic or physical features of the site;
13. The proposed conditional use will not result in the destruction, loss or damage of any natural, scenic or historic feature of significant importance;
14. The proposed conditional use otherwise complies with all applicable regulations of the Article, including lot size requirements, bulk regulations, use limitations and performance standards;
15. The proposed conditional use at the specified location will contribute to or promote the welfare or convenience of the public;
16. Off-street parking and loading areas will be provided in accordance with the standards set out in 5-1500, 5-1600 and 6-1300 of this Article, and such areas will be screened from any adjoining residential uses and located so as to protect such residential uses from any injurious effect.
17. Adequate access roads or entrance or exit drives will be provided and will be designed so as to prevent traffic hazards and to minimize traffic congestion in public streets and alleys.
18. The vehicular circulation elements of the proposed application will not create hazards to the safety of vehicular or pedestrian traffic on or off the site, disjointed

vehicular or pedestrian circulation paths on or off the site, or undue interference and inconvenience to vehicular and pedestrian travel.

19. The proposed use, as shown by the application, will not interfere with any easements, roadways, rail lines, utilities and public or private rights-of-way;
20. In the case of existing structures proposed to be converted to uses requiring a conditional use permit, the structures meet all fire, health, building, plumbing and electrical requirements of the City of Springfield, and;
21. The proposed conditional use will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire protection, drainage structures, refuse disposal, water and sewers, and schools; or that the persons or agencies responsible for the establishment of the proposed use will provide adequately for such services.



PARKING ANALYSIS
24 PARKING SPACES REQUIRED
29 PARKING SPACES PROVIDED
2 ACCESSIBLE PARKING SPACES REQUIRED
2 ACCESSIBLE PARKING SPACES PROVIDED

SITE ANALYSIS
TOTAL SITE AREA = 106,286 S.F. (2.44 ACRES)
TOTAL IMPERVIOUS AREA = 36,109 S.F. 34%
TOTAL PAVED AREA = 27,982 S.F.
INTERIOR GREEN SPACE = 1,970 S.F. 7%

REVISIONS	
NO.	DATE

bates & associates
architects

www.batesandassociates.com
433 West Walnut Street
Springfield, Missouri 65804

These drawings were prepared by Bates & Associates Architects, Inc. for the project described herein. They are not to be used for any other project without the written consent of Bates & Associates Architects, Inc. The user of these drawings assumes all liability for the accuracy and completeness of the information provided. Bates & Associates Architects, Inc. is not responsible for the accuracy or completeness of the information provided by others.

New Building For:
Big O Tires
1643 WEST REPUBLIC ROAD, SPRINGFIELD, MISSOURI 65807

Job Number:	Project Number:
Revision Date:	Issue Date:
Drawn By:	Author:

C1

USE PERMIT PLAN

created by utilizing BIM technology with
Autodesk Revit

ATTACHMENT 5
CONDITONAL USE PERMIT NO. 406

Conditional Use Comments

- A. The proposed conditional use will not adversely affect the safety of the motoring public and the pedestrians using the facility and the area immediately surrounding the site.

The proposed conditional use will adequately provide for safety from fire hazards, and effective measures from fire hazards, and effective measures for fire control.

The proposed conditional use will not increase the hazard to adjacent property from flood or water damage.

- B. The proposed conditional use of this site will not impair or adversely affect the adjacent sites across Republic Road as there will be a buffer yard along North side of near South property line Republic Road..
- C. There are no potentially adverse effects that may be associated with the proposed conditional use, and the site plan by Architect has shown to avoid, minimize such effects.
- D. In addition to the above comments the designer is going to adhere to the City of Springfield, Missouri Zoning Ordinance Section 3-3310 standards.



Meeting Minutes

Date: 10-07-13

Project: Big O Tires – Conditional Use Neighborhood Meeting

Attendees: Jarod Michel & Curtis Jared

Meeting Overview:

Neighborhood Meeting to discuss our rezoning request for a conditional use permit to allow for a tire shop to be located at 1545 W Republic Rd Springfield, MO .

Meeting Minutes:

1. Meeting began at 4:00pm on 10/7/13. Jarod Michel and Curtis Jared were both in attendance to answer any questions from the neighborhood. The only person that showed up to the meeting was Mitch Drury and no questions were asked regarding the project. We kept the meeting open until 6:30pm and there were no other attendees from the neighborhood.

Please notify us of any points of discussion that have been omitted inadvertently or recorded incorrectly in these minutes. If we do not hear from you within seven days, these minutes will be assumed to be correct.

Submitted by: Jarod Michel

Bates & Associates Architects



10/7/13

BIG O TIRE - CONDITIONAL USE PERMIT - PUBLIC MEETING

ATTENDEES

JAROD MICHEL
Curtis Javed
Mitch Drury

EXPLANATION TO COUNCIL BILL NO: 2013-_____

FILED: _____

ORIGINATING DEPARTMENT: Planning and Development

PURPOSE: To rezone 5.32 acres of land located at 3302 East Catalpa Street from an R-SF, Single-Family Residential District to an R-LD, Low-Density Multi-Family Residential District and establishing Conditional Overlay District Number 62 (The Planning and Zoning Commission and Staff recommend approval).

BACKGROUND INFORMATION:

ZONING CASE Z-17-2013, CONDITIONAL OVERLAY DISTRICT NO. 62

BACKGROUND INFORMATION:

This is a request to rezone 5.32 acres from a R-SF, Single-Family Residential District to an R-LD, Low-Density Multi-Family Residential district. The request includes a Conditional Overlay District limiting the density of the site to 10 dwelling units per acre or to 53 units (only 49 units are being proposed).

RECOMMENDATIONS:

The Planning and Zoning Commission held a public hearing on November 14, 2013, and recommended, by a vote of ___ to ___, that the proposed rezoning be approved (see the attached Record of Proceedings). If Council approves this request, the requirements for Conditional Overlay District No. 62, as attached, shall apply.

Staff recommends approval.

FINDINGS:

1. The request is consistent with the Comprehensive Plan.
2. The request will have to meet the Conditional Overlay District No. 62 requirements.
3. The minimum design standards required by the overlay district will mitigate any potential impact of multi-family development on the surrounding properties and will not permit any greater dwelling units per acre than what is allowed by the site plan.

CONDITIONS:

1. The applicant is restricting the total number of dwelling units per acre on the site to a maximum density (dwelling units/acre) not to exceed 10 units per acre per the requested conditional overlay district.

2. The applicant is proposing to construct one-story buildings constructed with at least 80% masonry construction on all exterior elevations.
3. There shall be a 20-feet wide Bufferyard "B", with provided plantings, which shall run along the western side of the property zoned R-SF and a 25-feet wide Bufferyard "B" along the southern property boundary adjacent property zoned R-SF. A six (6) feet high wooden fence shall be constructed adjacent to all residentially zoned R-SF property (west and south). These requirements shall be in accordance to the attached site plan.
4. The proposed development shall have two accesses via one driveway onto Catalpa Street and one driveway onto Ingram Mill Road per attached site plan. Sidewalks shall be constructed along Catalpa Street and Ingram Mill Road.
5. The proposed development shall meet the requirements of the Conditional Overlay District No. 62 per the site plan as submitted.

Submitted by:

Approved by:

Planning and Development

City Manager

EXHIBIT A
RECORD OF PROCEEDINGS

EXHIBIT B
LEGAL DESCRIPTION
ZONING CASE Z-03-2010, CONDITIONAL OVERLAY DISTRICT NO. 62

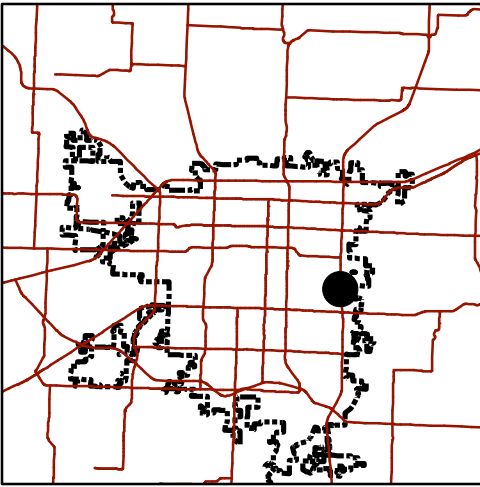
All that part of the East One-Half of the Southeast Quarter of the Northeast Quarter of Section 28, Township 29 North, Range 21 West, in the City of Springfield, Greene County, Missouri, being all of the tract of land described in the Warranty Deed recorded in Book 2009 at Page 029880-09 and all of the tract of land described in the Quit Claim Deed recorded in Book 2716 at Page 521, all in the Greene County Recorder's Office, and being more particularly described as follows:

COMMENCING at the Northwest corner of the East One-Half of the Southeast Quarter of the Northeast Quarter of Section 28, Township 29 North, Range 21 West, in the City of Springfield, Greene County, Missouri; thence South 01 Degrees 11 Minutes 03 Seconds West along the West line of said East One-Half, a distance of 28.73 feet to a found 1/2" iron bar marking the Northwest corner of the tract of land described in the Warranty Deed recorded in Book 2009 at Page 029880-09 (Dodson Tract), said point being the POINT OF BEGINNING; thence South 87 Degrees 13 Minutes 06 Seconds East along the North line of said Dodson Tract, a distance of 170.01 feet to a found concrete right-of-way marker; thence South 51 Degrees 50 Minutes 16 Seconds East along the Northeasterly line of said Dodson Tract, and beyond, along the Northeasterly line of the tract of land described in the Quit Claim Deed recorded in Book 2716 at Page 521 (CSN Tract), a distance of 191.21 feet; thence continuing along said Northeasterly line South 17 Degrees 02 Minutes 40 Seconds East, a distance of 449.35 feet; thence South 04 Degrees 56 Minutes 04 Seconds East along the East line of said CSN Tract, a distance of 49.98 feet to a found 1/2" iron bar marking the Southeast corner thereof; thence North 87 Degrees 23 Minutes 50 Seconds West along the South line of said CSN Tract, a distance of 279.55 feet to a found 1/2" iron bar marking the Southwest corner thereof, said point lying in the East line of said Dodson Tract; thence South 01 Degrees 33 Minutes 26 Seconds West along said East line, a distance of 79.00 feet to a found 1/2" iron bar marking the Southeast corner thereof; thence North 87 Degrees 22 Minutes 38 Seconds West along the South line of said Dodson Tract, a distance of 188.67 feet to a found 5/8" iron bar marking the Southwest corner thereof; thence North 01 Degrees 11 Minutes 03 Seconds East along the West line of said Dodson Tract, a distance of 663.59 feet to the POINT OF BEGINNING.

EXHIBIT C
CONDITIONAL OVERLAY DISTRICT NO. 62
REQUIREMENTS

The requirements of Section 4-1200 of the *Springfield Zoning Ordinance* shall be modified as herein to include the following as additional requirements for development within this (COD No. 62) district.

1. All building exteriors shall be constructed with a minimum of at least 80% masonry on all exterior elevations.
2. All buildings shall be one story or single story construction not to exceed 45 feet in height.
3. There shall be a 20-feet wide Bufferyard "B", with provided plantings, which shall run along the western side of the property zoned R-SF per attached site plan. There shall be a 25-feet wide Bufferyard "B" along the southern property boundary adjacent property zoned R-SF per attached site plan. A landscaping plan shall be submitted conforming to these requirements for building permits.
4. A six (6) feet high wooden fence shall be constructed adjacent to all residentially zoned R-SF property (west and south). These requirements shall be in accordance to the attached site plan.
5. Sidewalks are required along the property frontages of Ingram Mill Road and Catalpa Street.
6. Access on Ingram Mill Road shall be 100 feet from Catalpa Street intersection
7. Access on Catalpa Street must be located across from Craig Ave.
8. Maximum density (du/acre) shall not exceed maximum 10 units per acre.
9. There shall be a 26 feet joint access easement to the south property line from Ingram Mill Road per attached site plan.



Zoning & Subdivision Report

Planning & Development - 417/864-1031
840 Boonville - Springfield, Missouri 65802

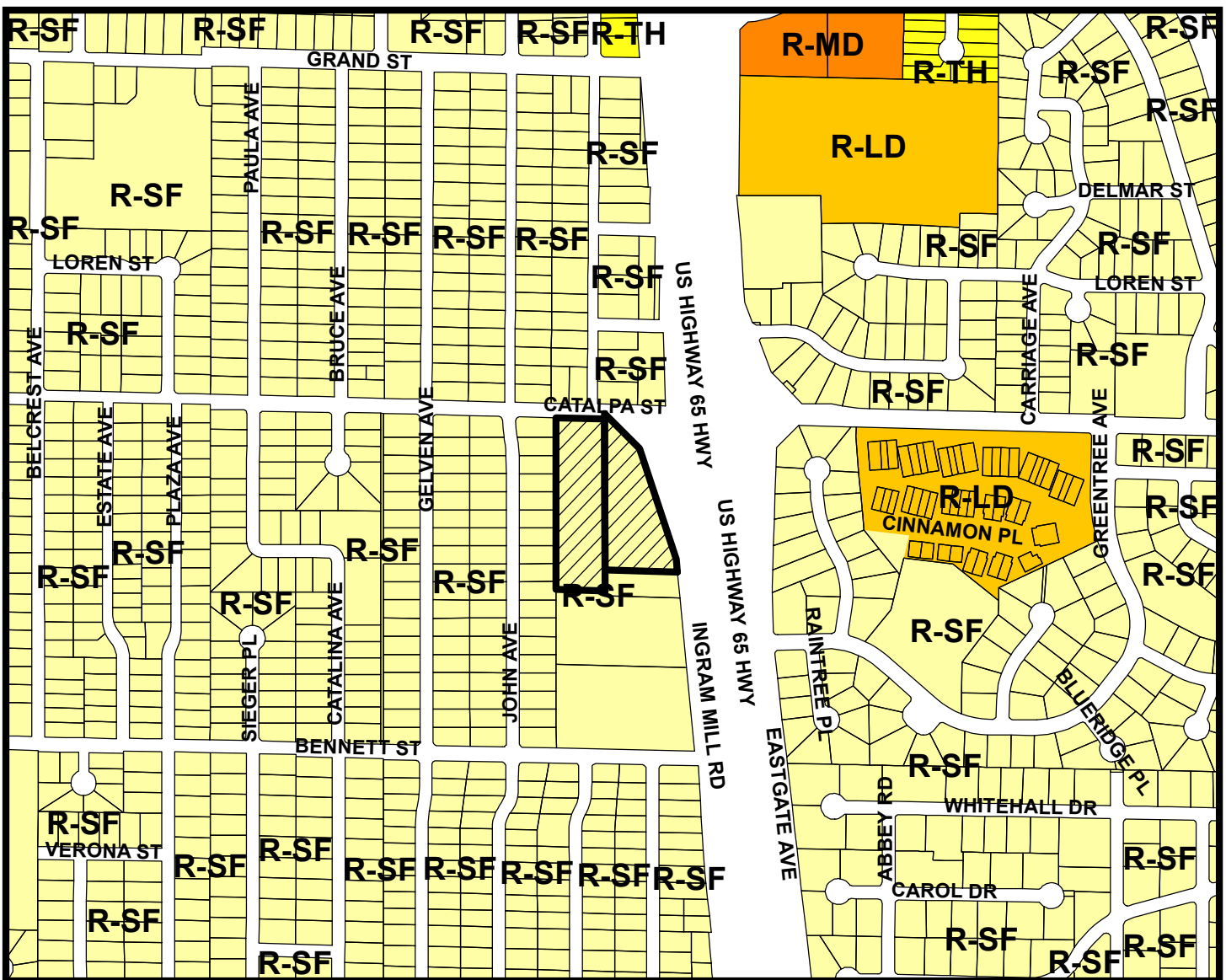
Z-17-2013 COD#62

Location: East Catalpa and South Ingram Mill Road

Current Zoning: R-SF Single Family Residential District

Proposed Zoning: R-LD Low-Density Multi-Family Residential COD#62

LOCATION SKETCH



- Area of Proposal

0 100 200 400

Feet

1 inch = 625 feet

ATTACHMENT 1
BACKGROUND REPORT
ZONING CASE Z-17-2013 AND CONDITIONAL OVERLAY DISTRICT NO. 62

DATE: November 4, 2013

LOCATION: 3302 East Catalpa Street

APPLICANT: CSN Properties, LLC

TRACT SIZE: Approximately 5.32 acres

EXISTING USES: Vacant property

PROPOSED USE: Multi-Family housing

SURROUNDING LAND USES:

Area	Zoning	Land Use
North	R-SF	Single Family Homes
South	R-SF	Church of Latter Day Saints
East	R-SF	US Highway 65 and Single Family Homes
West	R-SF	Single Family Homes

COMPREHENSIVE PLAN:

1. The Comprehensive Plan 2020 land use map shows the subject site as being developed as Low-Density Housing. The proposed Low Density Multi-Family Residential (R-LD) district zoning is a more consistent land use in proximity to an Expressway roadway (US Highway 65) and a secondary arterial roadway classification (Catalpa Street).

SANITARY SERVICES COMMENTS:

1. No objections to rezoning, however, the properties do not have access to public sewer. Public sewer will have to be extended on-site which will require public improvement plans.

TRAFFIC COMMENTS:

1. No objection to rezoning, but please note:
2. Sidewalk is required along the property frontage on Ingram Mill and Catalpa.
3. Access allowed on Ingram Mill Road 100 feet from Catalpa Street
4. Access on Catalpa must be located across from Craig Ave.
5. A Traffic Study is not required.

STORM WATER COMMENTS:

No Storm water issues with rezoning. However, the applicant needs to be aware of the following:

1. Current detention and water quality requirements must be met for all lots within the subdivision. Structures and impervious surface onsite can be credited as existing impervious surface if in place since 1983 and currently in good condition. Existing gravel surfaces meeting the above definition are only eligible for 50% credit.
2. A payment in lieu of construction of detention facilities is not an option for this site due to existing downstream flooding problems.
3. Concentrated points of discharge from these improvements will be required to drain into a certified natural surface-water channel, public right-of-way, or a drainage easement.
4. Drainage patterns for any runoff currently flowing across the site must not be blocked or altered by any future construction.
5. Connect private drainage facilities to public drainage system whenever possible, which will require a public improvement plan or excavation permit.
6. Based upon City contour and sinkhole information, it appears the site is within a sinkhole watershed, therefore a hydrologic sinkhole evaluation must be completed by a qualified professional engineer or geologist for this site.

FIRE DEPARTMENT COMMENTS:

No comments on rezoning plans. Any fire code issues can be addressed through the permitting process

POLICE:

No issues other than we can expect increased calls for service like we see at apartment complexes in that area.

ADJACENT PROPERTY OWNER COMMENTS:

Twenty-five (25) property owners are within 185 feet of this site and have been notified of this action. There has been several inquiries on this proposal.

NEIGHBORHOOD MEETING:

There was a neighborhood meeting held on August 13, 2013 and a second neighborhood meeting held on October 24, 2013. The applicant's narrative describing the meetings are attached (Attachment 3).

STAFF COMMENTS:

1. The Low-Density Multi-Family Residential District is intended to serve as a transition between lower density and higher density residential districts. This district is intended for areas that have high vehicular traffic from collector or higher classified streets without traversing minor streets in adjoining residential neighborhoods. Staff believes this proposal meets the intent of the ordinance.
2. All buildings shall be one story or single story construction not to exceed 45 feet in height. The applicant is proposing to incorporate a clubhouse on-site. All building materials on exterior elevations shall be a minimum of at least 80% masonry.
3. There shall be a 20-foot wide Bufferyard "B", with provided plantings, which shall run along the western side of the property zoned R-SF per attached site plan. There shall be a 25-foot wide Bufferyard "B" along the southern property boundary adjacent property zoned R-SF per attached site plan. A landscaping plan shall be submitted conforming to these requirements for building permits.
4. A six (6) feet high wooden fence shall be constructed adjacent to all residentially zoned R-SF property (west and south). These requirements shall be in accordance to the attached site plan.
5. Sidewalks are required along the property frontages of Ingram Mill Road and Catalpa Street.
6. Access on Ingram Mill Road shall be 100 feet from Catalpa Street intersection. Catalpa Street access must be located across from Craig Ave.
7. Maximum density (du/acre) shall not exceed maximum 10 units per acre.
8. There shall be a 26 feet joint access easement to the south property line from Ingram Mill Road per attached site plan.
9. The minimum design standards required by the overlay district will mitigate any potential impact of multi-family development on the surrounding properties and will not permit any greater dwelling units per acre than what is allowed by the site plan.

FINDINGS FOR STAFF RECOMMENDATION:

1. The request is consistent with the Comprehensive plan.

FINDINGS FOR COMMISSION TO RECOMMEND DENIAL:

None

RECOMMENDATION:

The request be **approved** with the requirements of the Conditional Overlay District No. 62

STAFF CONTACT PERSON:

Bob Hosmer, AICP
Principal Planner

EXHIBITS:

Exhibit A, Legal Description

Exhibit B, Record of Proceedings

Exhibit C, Conditional Overlay District No. 62 Requirements

ATTACHMENTS:

Attachment 1, Background Report

Attachment 2, 185 feet Property List

Attachment 3, Neighborhood Letter

Attachment 4, Neighborhood Meeting Summary

Attachment 5, Site Plan

CITY OF Springfield

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

Scale: 0 70 140 280 560 Feet

2



Étiquette de format 25 mm x 67 mm compatible avec Avery® 5160/8160
label size 1" x 2 5/8" compatible with Avery® 5160/8160

BARB, MARY ANN
1336 S SIEGER DR
SPRINGFIELD, MO 658040650

BRAKE, JAMES T
1256 S JOHN AVE
SPRINGFIELD, MO 658040631

BROOKS, M PAULINE
1158 S CRAIG AVE
SPRINGFIELD, MO 658040605

BUSIEK, PAUL J & MAVIS C TRUST
1325 S JONES MILL LN
SPRINGFIELD, MO 658092292

CSN PROPERTIES LLC
97 CHIGGER LN
LAMPE, MO 656817412

DODSON & PAULY TRUST
3302 E CATALPA ST
SPRINGFIELD, MO 658040660

ELLIS, DAVID T
1214 S JOHN AVE
SPRINGFIELD, MO 658040631

FRENCH, BONNIE M
1324 S JOHN AVE
SPRINGFIELD, MO 658040633

GREGORY, TRACE
1315 S INGRAM MILL RD
SPRINGFIELD, MO 65804

HINDMAN, RICHARD
251 MISSION POINT RD
ROGERSVILLE, MO 657428021

HOWELL, CORAL ANN
1228 S JOHN AVE
SPRINGFIELD, MO 658040631

HUTSELL, NORMAN E
1158 S JOHN AVE
SPRINGFIELD, MO 657428588

KEITH, PAUL
1144 S CRAIG AVE
SPRINGFIELD, MO 658040605

KOFF, RONALD L SR ETAL
1242 S JOHN AVE
SPRINGFIELD, MO 658040631

MCBRIDE, PAT
1264 S JOHN AVE
SPRINGFIELD, MO 658040631

OBRIEN, JEANNE ETAL
1263 S INGRAM MILL RD
SPRINGFIELD, MO 658040624

OTRADOVEC, KEVIN
1310 S JOHN AVE
SPRINGFIELD, MO 658040633

P&B PROPERTIES LLC
3048 S CLIFTON AVE
SPRINGFIELD, MO 65807

PHILLIPS, DAVID & HEIDI
1304 S JOHN AVE
SPRINGFIELD, MO 658040633

RUETSCHI, JOHN CARL
10097 FARM ROAD 2160
CASSVILLE, MO 656258672

SPENCER, ELSIE M
1152 S CRAIG AVE
SPRINGFIELD, MO 658040605

SUDDATH, MARILYN L TR
819 LANTANA AVE
CLEARWATER BEACH, FL 33767

THOMPSON, H R
910 SAINT ANDREWS CIR
SPRINGFIELD, MO 658091507

THOMPSON, STEVEN
8802 STATE HWY N
MOUNTAIN GROVE, MO 65711

WALLIN, ROBERT E ETAL TR
603 W STATE HIGHWAY WW
SPRINGFIELD, MO 658038204



Étiquette de format 25 mm x 67 mm compatible avec Avery® 5160/8160
label size 1" x 2 5/8" compatible with Avery® 5160/8160



August 1, 2013

Dear Neighbor,

Please join us for a neighborhood meeting to discuss our rezoning request for a proposed change in zoning for approximately 5.32 acres located on the southwest corner of E. Catalpa Street and S. Ingram Mill Road. (See attached Map). There are 2 parcels within the rezone that are currently zoned R-SF (Single-Family Residential). We are asking to rezone both parcels to R-LD-CO Low-Density Multi-Family Residential with a Conditional Overlay).

For all development applications involving an advertised public hearing, City Council requires developers to hold a neighborhood meeting and invite everyone within 500 feet of the property surrounding the property along with recognized neighborhood organizations.

A Site Plan showing the Proposed Development will be available for viewing; we are interested in understanding potential concerns, recommendations or suggestions that should be considered by the developer for the ultimate use of the project. A sign-in sheet will be circulated and minutes of the meeting will be taken and submitted to the City of Springfield Zoning Department.

Meeting Location: The Church of Jesus Christ of Latter-day Saints
Multi-use Room (no smoking or drinking on premises)
1357 S. Ingram Mill Rd.
Springfield, MO 65804

Meeting Date: Tuesday, August 13, 2013

Meeting Time: 5:00 p.m. to 6:30 p.m.

The meeting will be an "open house" format with Owner Representatives in attendance during the entire time frame allotted so you are welcome to come and go anytime during the meeting. If you are unable to attend the meeting but would like information, please contact Brent Stevens or Katrina Eftink at 417-887-6595.

Thank you,

H DESIGN GROUP, LLC



Brent Stevens, AIA
Principal / Architect



Rezoning Location

Proposed Zone Change (approximately circled in red) from
R-SF Single Family Residential to R-LD-CO Low-Density Multi-Family Residential with a
Conditional Overlay

Neighborhood Meeting Location

The Church of Jesus Christ of Latter-day Saints (circled in blue)

Multi-use Room (no smoking or drinking on premises)

Tuesday, August 13, 2013

5:00 p.m. to 6:30 p.m.

OPEN HOUSE



NOTICE

Enclosed you have received a notice of a neighborhood meeting, submitted by the applicant to discuss a change in zoning status. In addition to the neighborhood meeting, Planning and Development Staff are available to meet with you or your neighborhood association representative(s) at City offices to discuss the proposed zoning changes, answer questions, and receive input directly from the neighborhood.

Staff submits a report with a recommendation to the Planning and Zoning Commission one week prior to the date of the Public Hearing before the Commission. If you have questions or desire to submit input for consideration we would request that you do so at the earliest opportunity so your views can be included in the staff report.

Cordially,

Bob Hosmer, Principal Planner
Development Review Office

City of Springfield, Missouri

Development Review Office

840 Boonville, Springfield, MO 65802

417.864.1180 Phone / 417.864.1882 Fax

- Page 5 of 9 -



October 14, 2013

Dear Neighbor,

Please join us for a second neighborhood meeting to discuss our revised rezoning request for the two parcels located on the southwest corner of E. Catalpa Street and S. Ingram Mill Road.

The developer has taken the neighborhood's concerns into consideration and is now asking both parcels be rezoned to R-LD-CO Low-Density Multi-Family Residential with a revised Conditional Overlay. This new conditional overlay will limit the development to the following:

- maximum density of 10 units per acre
- single story structures
- minimum of 80% masonry (stone work) on elevations

A Site Plan showing the Proposed Development will be available for viewing at the meeting; we are interested in understanding any further concerns, recommendations or suggestions that should be considered by the developer. A sign-in sheet will be circulated and minutes of the meeting will be taken and submitted to the City of Springfield Zoning Department. **Please note the new meeting location below.**

Meeting Location: Pittman Elementary School
Muti-use Room
2934 E. Bennett Street
Springfield, MO 65804

Meeting Date: Thursday, October 24, 2013

Meeting Time: 4:30 p.m. to 5:30 p.m.

If you are unable to attend the meeting but would like information, please contact Brent Stevens or Katrina Eftink at 417-887-6595.

Thank you,

H DESIGN GROUP



Brent M. Stevens AIA
Principal / Architect

NOTICE

Enclosed you have received a notice of a neighborhood meeting, submitted by the applicant to discuss a change in zoning status. In addition to the neighborhood meeting, Planning and Development Staff are available to meet with you or your neighborhood association representative(s) at City offices to discuss the proposed zoning changes, answer questions, and receive input directly from the neighborhood.

Staff submits a report with a recommendation to the Planning and Zoning Commission one week prior to the date of the Public Hearing before the Commission. If you have questions or desire to submit input for consideration we would request that you do so at the earliest opportunity so your views can be included in the staff report.

Cordially,

Bob Hosmer, Principal Planner
Development Review Office

City of Springfield, Missouri

Development Review Office

840 Boonville, Springfield, MO 65802

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- Page 5 of 9 -



Ingram Mill Development
Springfield, Missouri

hdesigngroup
architecture interiors animation branding

