
Phelps Grove Neighborhood Plan



*Department of Planning and Development
Springfield, Missouri
Adopted February 18, 1997*

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Introduction

Developed in the early 1900's, the Phelps Grove neighborhood is home to one of Springfield's largest collections of bungalow architecture. The streets are lined with large trees and many properties proudly display plantings nourished over many decades. The neighborhood's proximity to Southwest Missouri State University (SMSU) makes it an ideal home for University faculty, staff, and students. Others choose the neighborhood for its central location, moderately priced housing, and the ambience found in a well-cared-for older neighborhood. In addition to the cultural and entertainment opportunities at Southwest Missouri State University, the Phelps Grove neighborhood is also home to Phelps Grove Park and the Springfield Art Museum, making cultural and recreational activities within easy walking distance for residents.

Boundaries for the Phelps Grove neighborhood are Grand Street on the north, National Avenue on the east, Bennett Street/Brookside Drive on the south, and Jefferson Avenue on the west (Map 1). The neighborhood is zoned R-SF, single-family, with the exception of medium density (R-MD) zoning along Grand Street between Jefferson Avenue and Dollison Avenue. Grand between Dollison and National Avenues is zoned GI, Government-Institutional. There are three nonconforming commercial uses in the neighborhood: a restaurant at 1141 East Delmar; a beauty shop at 1119 South Kings; and a comic store at 1375 South National. A

few nonconforming residential uses have also been identified (Map 2). The southern portion of the neighborhood is devoted to Phelps Grove Park and the Springfield Art Museum.

Change came to the Phelps Grove neighborhood with the growth of Southwest Missouri State University. SMSU first purchased land for parking lots along the south side of Grand Street during the 1970's and has continued to expand those lots. Many homes have been sold for student rentals. What was once a quiet, owner-occupied neighborhood has changed to a neighborhood almost evenly split between owner-occupied and renter-occupied dwellings. Overcrowding became a problem in the late 1980's as homes were rented to more than three unrelated individuals. Conflicts between permanent residents and renters escalated as opinions differed on what constituted acceptable behavior, noise levels, and house and yard care. Housing condition deteriorated - partly in response to the uncertainty over SMSU's expansion plans. SMSU commuter parking also became a problem in the 1980's as students sought to avoid paid parking lots.

In 1990 the City worked with neighborhood residents to create a residential permit parking district. The parking district restricts on-street parking to residents and their guests during peak school hours. In 1993 the City again worked with residents to enact regulations addressing the overcrowding problem. A planning



committee of neighborhood residents and property owners was established in the fall of 1993 to assist the Planning and Development Department in the preparation of a neighborhood/urban conservation district plan. The Committee suspended its work on the neighborhood plan through much of 1995 and 1996 while the City and SMSU developed an agreement about SMSU's southern boundary. The Committee reconvened in the fall of 1996 to complete the plan.

The following issues were identified as priority problems through meetings with the Phelps Grove Planning Committee and through general neighborhood meetings.

- Expansion of Southwest Missouri State University into the neighborhood
- Deteriorated housing
- Stormwater flooding
- Conflicts between renters and permanent residents
- Cut-through traffic and traffic accessing the SMSU commuter parking lots
- Enforcement of existing ordinances
- Communication between renters and permanent residents and between property owners, residents, the City, and SMSU

The problems in the Phelps Grove neighborhood, while not insurmountable, are serious enough to warrant special action by the City. One method of enacting regulations that specifically addresses a particular neighborhood's concerns is through designation of an urban conservation district (U.C.D.). An urban conservation district is a zoning designation and can be used to replace all or some of the

zoning restrictions. It can also be used to enact new regulations for an area. Areas may only be designated urban conservation districts after preparation of an urban conservation district plan. On August 23, 1993, the City Council adopted Resolution No. 8109, declaring their intent to consider the Phelps Grove neighborhood for urban conservation district designation. That action was the required first step in preparing an urban conservation district plan and urban conservation district regulations.

The Zoning Ordinance establishes criteria which must be met before an area is considered for U.C.D. designation. The Phelps Grove neighborhood may be considered for U.C.D. designation under criteria (3) of Section 4-2306.D, Chapter 36, Article 1 of the Springfield City Code:

The area is not yet "blighted" or "insanitary" but is or may become detrimental to the public safety, health, morals or welfare because of a combination of any of the following factors: dilapidation, obsolescence, deterioration, illegal use of structures, illegal conversion of residential structures, presence of structures below minimum code standards, abandonment, excessive vacancies, overcrowding of structures, overcrowding or excessive burdens on community facilities, lack of ventilation, light or sanitary facilities in structures, particularly residential structures, inadequate utilities, excessive land coverage, deleterious land use or layout, and depreciation of physical maintenance. Such an area shall be a conservation area.



The Phelps Grove neighborhood meets this criteria in the following ways:

1. An exterior housing condition survey in 1993 found that 19.8% of the structures were in need of minor rehabilitation and 2.3% were in need of major rehabilitation. This is virtually unchanged since 1985 when a survey found 20.1% in need of minor rehabilitation and 2.6% in need of major rehabilitation. A 1996 survey, conducted as a test of the City's new Exterior Property Maintenance Code found 72.6% in violation of the Code. While enforcement of that Code has been suspended because it was felt to be too restrictive, it does point out the concern with housing maintenance.
2. The Zoning Ordinance allows up to three unrelated individuals to occupy a dwelling unit. Housing overcrowding has been an ongoing concern in the Phelps Grove neighborhood where extreme situations included six or seven students crowded into 2 bedroom, 800 square foot bungalows. In 1993 the City Council adopted Housing Code amendments that provide an enforcement mechanism for the overcrowding issue.
3. A 1993 land use survey indicated that 17 structures were nonconforming uses (i.e. were being used for purposes not allowed by the zoning). A recheck in 1996 again found 17 nonconforming uses. Further research is needed to determine how many of these structures were illegally converted.

These conditions point to the need for action in the Phelps Grove neighborhood. Some of the neighborhood concerns may be addressed through urban conservation district regulations. This plan constitutes the Phelps Grove Urban Conservation Plan.



Phelps Grove Neighborhood Plan

Vision *The Phelps Grove neighborhood will continue to be a vibrant neighborhood in the heart of the city that provides housing for a diverse population.*

Goal 1 *Maintain and improve the single-family character of the Phelps Grove neighborhood.*

Intent: The neighborhood's proximity to Southwest Missouri State University is both bane and blessing. While the area provides close-in housing for faculty and staff, it is also highly desirable for student rentals. One of the neighborhood's concerns has been overcrowding of rental property. While Housing Code amendments adopted in 1993 provide a method of addressing illegal overcrowding, a loophole exists in that the three legal tenants can have the home occupation of renting rooms to two additional tenants. The Zoning Ordinance also provides a method by which accessory apartments can be created in single family houses. It may be appropriate to prohibit both of these situations in the Phelps Grove neighborhood since it has a history of illegal overcrowding and illegal conversions of single family houses.

Land use surveys indicate at least 17 nonconforming uses in the neighborhood.

Some of these uses are legal - the use predates the 1956 Zoning Text and Map. Others may be illegal. Illegal nonconforming uses should be converted to a use consistent with the existing zoning.

Action Steps:

- A. Utilize the urban conservation district designation to limit the home occupation of renting sleeping rooms and serving meals to owner-occupied residences.
- B. Utilize the urban conservation district designation to prohibit accessory apartments.
- C. Verify the legality of nonconforming land uses. Consider the Phelps Grove neighborhood as a pilot neighborhood for the citywide program.

Goal 2 *Preserve the existing housing stock.*

Intent: The Phelps Grove neighborhood is, for the most part, fairly well-maintained. Inspections of rental property as required by the Housing Code have addressed some exterior health and safety concerns. A citywide Exterior Property Maintenance Ordinance was adopted in April 1996 and Phelps Grove was the pilot neighborhood. Enforcement of that ordinance has been suspended while it is being revised based on information gathered during the Phelps Grove pilot program. If the citywide ordinance is not reinstated, actions should be taken to require a



minimum exterior maintenance standard in the Phelps Grove neighborhood.

Action Steps:

- A. Implement a citywide minimum exterior property maintenance code and systematic housing inspection program. If a citywide exterior property maintenance program is not implemented, utilize the urban conservation district designation to implement a minimum exterior maintenance code and systematic housing inspection program in the Phelps Grove neighborhood.
- B. The Phelps Neighborhood Association should consider implementation of a paint-up, fix-up program.

Goal 3 *Minimize the impact of the student rental population on the neighborhood.*

Intent: Housing tenure is almost evenly split between owner and renter occupied. Quite a few of the rental properties are used as student housing and overcrowding has been a problem. Parking in the front yard is also common at student rentals either because of overcrowding or because visitors do not have the required permit or visitor card to park on the street. Loud parties and rowdy behavior are also neighborhood concerns. While the young student population lends a vibrancy to the neighborhood it is important that their activities don't discourage people from wanting to live in the area as permanent residents.

Action Steps:

- A. Continue enforcement of the Housing Code amendments concerning overcrowding and registration and inspection of rental housing.
- B. Continue enforcement of the current front yard parking regulations. Target enforcement in the Phelps Grove neighborhood during the first few weeks of each semester.
- C. The SMSU Police Substation should continue to respond to calls in the northern portion of the Phelps Grove neighborhood. If additional police officers become available, consider expanding the Substation's area to include more of the Phelps Grove neighborhood.

Goal 4 *Provide for the orderly expansion of Southwest Missouri State University consistent with the 1996 SMSU Visioning Guide, as adopted by the Springfield City Council and the SMSU Board of Governors.*

Intent: Southwest Missouri State University first proposed expanding University uses south of Grand Street in their 1968 *Campus Master Plan*. Since that time there has been public debate over the appropriate southern boundary for the University. In 1996 SMSU adopted a *Visioning Guide* which showed future University growth. The City Council has adopted *SMSU's 1996 Visioning Guide*



(Map 3) as an element of the Springfield Comprehensive Plan. Also in 1996, the City Council and SMSU Board of Governors adopted a cooperative agreement for the implementation of the *SMSU Visioning Guide* as it applied to the properties south of Grand Street.

Action Steps:

- A. SMSU should constrain its geographic growth south of Grand Street to the area from National Avenue on the east to Dollison Avenue on the west, and north of the alley between Normal and Delmar Streets.
- B. SMSU should develop the area described in Action Step 4.A. as depicted in the *1996 Visioning Guide*. Development will consist of stormwater improvements, reconfiguration of existing parking lots, and green space.
- C. SMSU should replace parking lots T-6 and T-7 on the south side of Normal Street with an open, grassy area.
- D. After SMSU has acquired ownership of the designated properties in the 900, 1000, and 1100 blocks of East Normal Street, they should install a landscaped buffer immediately north of the alley between Normal and Delmar.
- E. SMSU and the City of Springfield should work together to implement the SMSU / City Cooperative Agreement adopted in September 1996 (Appendix 1).

Goal 5 *Provide for appropriate public improvements in the Phelps Grove neighborhood.*

Intent: Adequate public infrastructure is important to the vitality of any neighborhood. Streets and sidewalks are fairly well-maintained in the Phelps Grove neighborhood, however, stormwater drainage has been an ongoing concern. The SMSU / City Cooperative Agreement includes the development of a regional stormwater detention basin. Another need identified in the City's Unfunded Needs List is the reconstruction of Kings Avenue. The roadbed of Kings Avenue is actually the top of a drainage culvert. While structurally sound, the road does not provide a smooth ride. Although reconstruction of Kings Avenue is on the City's Unfunded Needs List, no funding source and no completion date has been identified for the project.

Action Steps:

- A. Develop a regional stormwater detention basin near the southwest corner of National Avenue and Grand Street and make improvements to stormwater inlets in the area.
- B. After the regional stormwater detention basin is developed, determine if there is a need for additional stormwater improvements in the neighborhood.
- C. Reconstruct Kings Avenue between Catalpa Street and Brookside Street.



Goal 6 *Minimize the impact of commuter traffic within the Phelps Grove neighborhood.*

Intent: While commuter parking is not allowed on the streets within the Phelps Grove neighborhood, the commuter parking lots south of Grand Street may be accessed through the neighborhood. The *SMSU Visioning Guide* and *SMSU / City Cooperative Agreement* call for reconfiguration of those lots and several street closures to prevent commuter traffic from cutting through the neighborhood. Another neighborhood concern is that some residents in the southern portion of the neighborhood park their cars on Normal or Delmar Streets and walk to SMSU. This situation may be eliminated when Normal Street is vacated and the SMSU greenspace developed.

Action Steps:

- A. Construct a driveway from National Avenue to the SMSU parking lots south of Grand Street. This driveway should generally be in line with Normal Street; however, if it is built before Normal Street is vacated, it should be designed so that cut-through traffic cannot use Normal Street to travel from National Avenue to Kimbrough Avenue. Construct a right turn lane for southbound traffic on National Avenue.
- B. Vacate Normal Street between Florence Avenue and Dollison Avenue after all properties along that section of Normal Street have been acquired for SMSU expansion.

- C. Close Florence Avenue and Kings Avenue using “hammerhead” closures at the alley between Normal and Delmar Streets to eliminate north-south traffic through the Phelps Grove neighborhood.
- D. Monitor the effect of the proposed street closures to determine if traffic control measures are needed elsewhere in the neighborhood.
- E. After Normal Street is vacated, monitor to determine if residents continue to drive from the southern part of the neighborhood to park in the northern portion. If the situation continues, consider creating two separate parking zones.
- F. Monitor traffic speeds along neighborhood streets. If 15% of the drivers are traveling at speeds greater than 10 miles per hour over the legal speed limit, consider the use of traffic calming measures to reduce speeding on neighborhood streets. Such measures might include traffic circles, chicanes, and chokers. See Appendix 2 for examples of each.
- G. Continue enforcement of the current residential permit parking district regulations. Target enforcement in the Phelps Grove neighborhood during the first few weeks of each semester.



Goal 7 *Facilitate traffic flow on Grand Street by minimizing pedestrian crossings. Encourage uses on the south side of Grand Street which will not create additional pedestrian traffic.*

Intent: One of the strengths of the Phelps Grove neighborhood is its pedestrian atmosphere. The neighborhood is home to many SMSU faculty, staff, and students and it is important to provide pedestrian linkages between the neighborhood and SMSU.

Action Steps:

- A. Relocate the existing traffic signal at the intersection of Kings Avenue and Grand Street approximately 750 feet to the east in accordance with the *Visioning Guide*. This will allow pedestrian and disabled access along the major pedestrian way between the areas of the SMSU campus located north and south of Grand Street. Coordinate the timing of the relocated signal with the traffic signal at the intersection of Grand and National.
- B. Maintain an at-grade pedestrian crossing of Grand Street with a traffic signal at the intersection of John Q. Hammons Parkway in accordance with the *Visioning Guide*.
- C. Provide for pedestrian access from the neighborhood through the SMSU open space to the controlled pedestrian crossings on Grand Street.

Goal 8 *Encourage open communication between all residents and property owners in the Phelps Grove neighborhood and between the neighborhood, the City, and Southwest Missouri State University.*

Intent: No neighborhood lives in a vacuum. The Phelps Grove neighborhood in particular is affected by the actions of Southwest Missouri State University. Not only do the direct actions of the University (such as acquiring property in the neighborhood) affect the Phelps Grove residents, but the indirect impact of the University (students living in the area, parking and noise problems associated with football games and other special events) can also have a significant impact on the neighborhood. Similarly, the City and the neighborhood have an obligation to keep each other informed of common concerns. Finally, since the neighborhood houses such a diverse population, it is important that they find an internal means of communications that is comprehensive and inclusive.

Action Steps:

- A. Continue the quarterly or semi-annual meetings between Phelps Grove neighborhood representatives, Southwest Missouri State University, and the City of Springfield.
- B. Continue the regular team meetings between representatives of the Phelps Neighborhood Association and the City of Springfield.



- C. The Phelps Neighborhood Association should consider developing a brochure which discusses “being a good neighbor” that could be distributed to property owners and residents in the Phelps Grove neighborhood. The City of Springfield could assist in the design and printing of the brochure.
- D. The Phelps Neighborhood Association should consider development of a handbook concerning tenants’ rights and responsibilities. Include specific information about the Phelps Grove neighborhood, such as registration and inspection of rental housing and the residential permit parking district. The City of Springfield could assist in the design and printing of the brochure.
- E. The Phelps Neighborhood Association should consider sponsoring annual neighborhood functions such as ice cream socials, block parties, cookouts, etc. as a way to get acquainted with new residents and to let residents know about the association. These functions should be held throughout the year to include student as well as permanent residents.

Goal 9 Development along the edges of the Phelps Grove neighborhood should be sensitive to the single-family residential character of the neighborhood.

Intent: Three of the Phelps Grove neighborhood edges are arterial streets - Grand Street, National Avenue, and Jefferson Avenue. Kimbrough Avenue, also

an arterial, divides the western third of the neighborhood from the rest of the neighborhood. Just as SMSU’s southern expansion has an impact on the quality of life in the Phelps Grove neighborhood, so does the development along these arterials and the actual design of the roads.

The south side of Grand Street between Jefferson and Dollison Avenues is zoned R-MD, Residential - Medium Density. Land uses in the area include single family residences, multi-family housing, and vacant land. Further east on Grand Street, the land is zoned Government - Institutional and is primarily used for parking by SMSU. Vacant land in the 700 block of East Grand will be transferred to the City of Springfield under the terms of the SMSU / City Cooperative Agreement. The City will make the property available for redevelopment as multi-family housing. Many of the houses built as single-family between Jefferson and Dollison have been converted to apartments. Many are deteriorated. It is expected that some of these properties may also become available for redevelopment.

Redevelopment should be sensitive to the adjacent neighborhood in terms of scale, orientation, design, setback, landscaping, and location of parking. Design standards could be implemented through the preparation of a redevelopment plan under Chapter 99 of the Revised Statutes of Missouri. Chapter 99, the Land Clearance for Redevelopment Authority Law, permits the preparation of a redevelopment plan in areas which have been declared blighted or insanitary. In addition to design parameters, the redevelopment plan could provide



incentives for redevelopment and could allow the use of eminent domain to deal with problem properties.

The west side of National Avenue between Grand Street and Delmar Street is zoned GI - Government - Institutional and is primarily used by the University. The remainder of the National Avenue frontage is zoned R-SF, Residential - Single Family. The majority of homes in this area have become rentals and many are showing signs of disrepair. It may be appropriate to consider medium density residential uses along the northern part of this corridor if the area is redeveloped as a unit and proper design features, such as those proposed for Grand Street, are used.

Discussions are ongoing regarding the need for better mid-city traffic flow. Alternatives proposed through the Vision 20/20 Springfield Greene County Comprehensive Plan process have included widening National Avenue, filling in the gaps on Jefferson Avenue south of the Phelps Grove neighborhood, and reconfiguring the current one-way pairs on Jefferson and Campbell Avenues north of the neighborhood. Some modifications to National, Kimbrough, Jefferson, and/or Campbell may be needed to accommodate traffic flow now and into the next century. Changes to National, Kimbrough, and Jefferson should be sensitive to the Phelps Grove neighborhood.

Action Steps:

- A. Prepare a redevelopment plan under Chapter 99 RSMO to guide redevelopment of properties on the south side of Grand Street. The redevelopment

plan should address site design including location of parking and driveways, screening, and the scale and orientation of the buildings. A committee composed of representatives of the Phelps Grove neighborhood, City Council, Land Clearance for Redevelopment Authority, Planning and Zoning Commission, and Southwest Missouri State University should assist in the preparation of the plan.

- B. Consider redevelopment of properties along National Avenue from Grand Street to Loren Street to higher density residential provided the area is redeveloped as a unit and adequate safeguards are provided to protect the adjacent neighborhood.
- C. Any future widening of National Avenue, Jefferson Avenue, Kimbrough Avenue, or Grand Street should be sensitive to the neighborhood.

Goal 10 Promote the natural and cultural assets of the Phelps Grove neighborhood.

Intent: Both Phelps Grove Park and the Springfield Art Museum are positive influences in the neighborhood. Creating a visual and physical link between the neighborhood and these facilities would not only beautify the neighborhood but also draw attention to the fact that the neighborhood is much more than a University housing area. The Springfield Parks Department operates an "Adopt a Park" program where groups can assist in



beautification or clean-up efforts of city parks. As a key identifier of their neighborhood, the Phelps Neighborhood Association should consider adopting Phelps Grove Park.

Banners and/or gateway signs are useful in setting apart special areas. The neighborhood may wish to consider using banners or gateway signs to establish the neighborhood boundaries.

Waste disposal has also been a concern of a number of Phelps Grove residents. Some residents leave trash carts and cans at the curb continuously, creating an unsightly streetscape.

Action Steps:

- A. Strengthen the link between the neighborhood and Phelps Grove Park by tree or flower plantings to mark major entryways into Phelps Grove Park along Dollison and Bennett.
- B. The Phelps Neighborhood Association should consider participating in the Parks Department's "Adopt a Park" program by adopting Phelps Grove Park.
- C. Strengthen the link between the neighborhood and the Springfield Art Museum by tree or flower plantings to mark the primary entryway to the Art Museum along Bennett Street.
- D. The Phelps Neighborhood Association should consider the use of gateway signs or banners to designate the Phelps Grove neighborhood boundaries.

- E. Encourage waste disposal methods that enhance the appearance of the area.
 - 1. Encourage alley pickup of trash and recyclables.
 - 2. Residents of the Phelps Grove neighborhood should consider contracting with one or more trash haulers to provide neighborhood trash and recyclable pickup.
 - 3. Utilize the urban conservation district designation to prohibit placement of any trash container at the curb earlier than the evening preceding collection and require removal within 24 hours of collection.

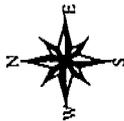


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Maps

Phelps Grove Planning Area Boundary

Map 1



Planning & Development
 Department
 Springfield, Missouri
 12-30-96
 php_gpv.apr

MASTER PLAN

UNDERWAY (0-2 YEARS)

WEIR BAND HALL
 Located north of Harmon Student Center, this 221,000 sq. ft. band hall is a 100,000 sq. ft. addition to the existing 121,000 sq. ft. Weir Band Hall. It will include rehearsal space, a band room, a band office, a band library, and a band shop.

HEALTH & HUMAN SERVICES BLDG.
 The Health & Human Services Building is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Health & Human Services Building. It will include a health center, a human services center, a health library, and a health shop.

NEW CLASSROOM BUILDING
 This 100,000 sq. ft. classroom building is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Classroom Building. It will include a classroom building, a classroom library, and a classroom shop.

PEDESTRIAN TRANSIT MALL
 The Pedestrian Transit Mall is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Pedestrian Transit Mall. It will include a pedestrian transit mall, a pedestrian transit library, and a pedestrian transit shop.

KARLS HALL ADDITION
 The Karls Hall Addition is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Karls Hall. It will include a Karls Hall addition, a Karls Hall library, and a Karls Hall shop.

RENOVATED STUDENT UNION
 The Renovated Student Union is a 100,000 sq. ft. renovation of the existing 100,000 sq. ft. Student Union. It will include a renovated student union, a renovated student union library, and a renovated student union shop.

PROGRAMMED (2-5 YEARS)

LIBRARY INFORMATION CENTER
 The Library Information Center is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Library Information Center. It will include a library information center, a library information center library, and a library information center shop.

UNIVERSITY COLLEGE ADDITION
 The University College Addition is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. University College. It will include a university college addition, a university college addition library, and a university college addition shop.

CHILDREN'S CENTER
 The Children's Center is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Children's Center. It will include a children's center, a children's center library, and a children's center shop.

SUPPORT SERVICES CENTER
 The Support Services Center is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Support Services Center. It will include a support services center, a support services center library, and a support services center shop.

STUDENT SERVICES CENTER
 The Student Services Center is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Student Services Center. It will include a student services center, a student services center library, and a student services center shop.

HARMON STUDENT CTR EXPANSION
 The Harmon Student Center Expansion is a 100,000 sq. ft. expansion of the existing 100,000 sq. ft. Harmon Student Center. It will include a harmon student center expansion, a harmon student center expansion library, and a harmon student center expansion shop.

CAMPUS WALKWAYS SYSTEM
 The Campus Walkways System is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Campus Walkways System. It will include a campus walkways system, a campus walkways system library, and a campus walkways system shop.

TRANSIT OPERATIONS CENTER
 The Transit Operations Center is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Transit Operations Center. It will include a transit operations center, a transit operations center library, and a transit operations center shop.

PLANNED (5-10 YEARS)

ATHLETIC CENTER
 The Athletic Center is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Athletic Center. It will include an athletic center, an athletic center library, and an athletic center shop.

SCIENCE TECHNOLOGY COMPLEX
 The Science Technology Complex is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Science Technology Complex. It will include a science technology complex, a science technology complex library, and a science technology complex shop.

INTERMODAL PARKING STRUCTURE
 The Intermodal Parking Structure is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Intermodal Parking Structure. It will include an intermodal parking structure, an intermodal parking structure library, and an intermodal parking structure shop.

TRANSIT MAINTENANCE FACILITY
 The Transit Maintenance Facility is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Transit Maintenance Facility. It will include a transit maintenance facility, a transit maintenance facility library, and a transit maintenance facility shop.

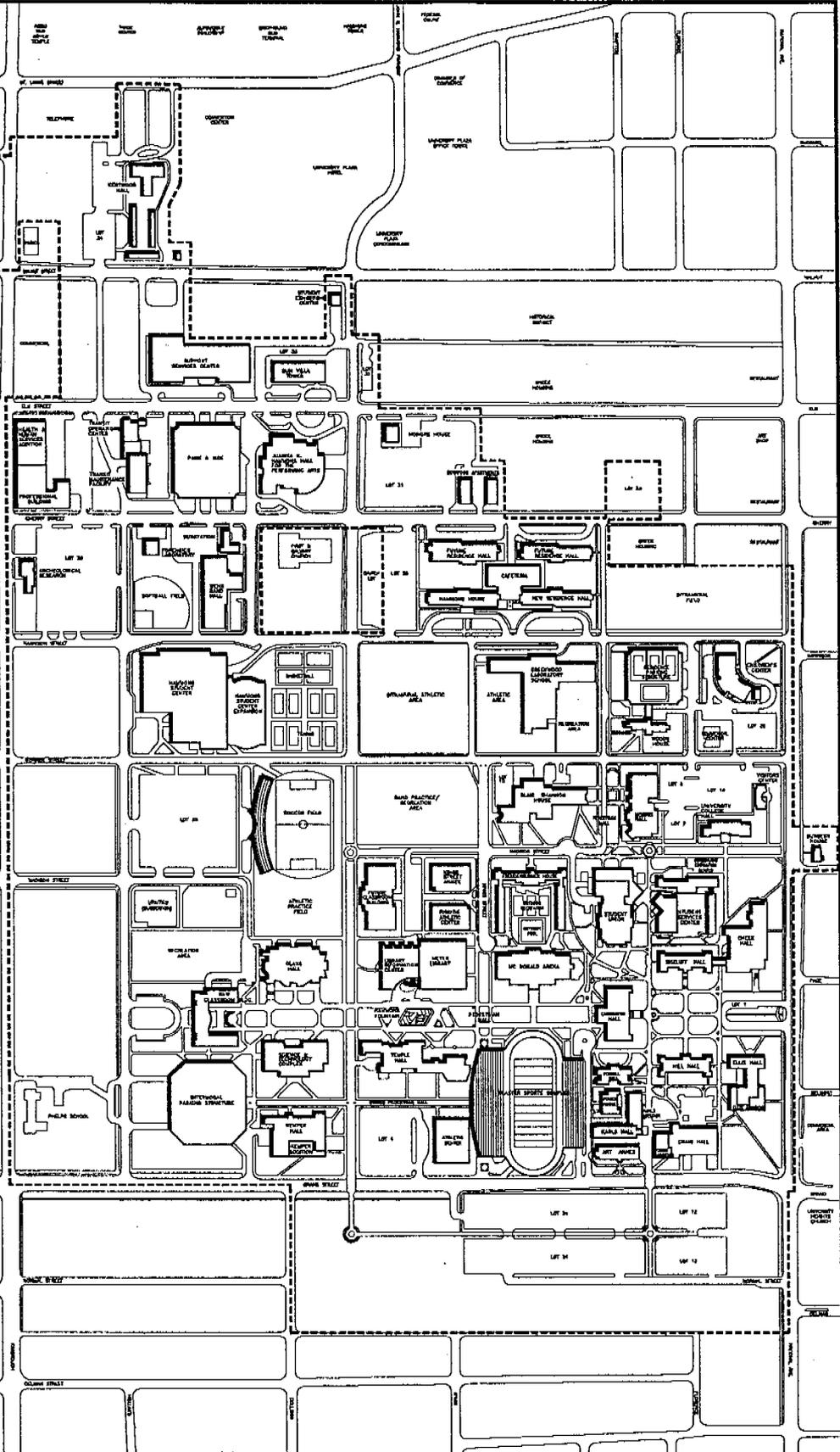
VISITORS CENTER
 The Visitors Center is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Visitors Center. It will include a visitors center, a visitors center library, and a visitors center shop.

CONTINUING EDUCATION CENTER
 The Continuing Education Center is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Continuing Education Center. It will include a continuing education center, a continuing education center library, and a continuing education center shop.

PROPOSED (10-25 YEARS)

HEALTH COLLEGE EXPANSION
 The Health College Expansion is a 100,000 sq. ft. expansion of the existing 100,000 sq. ft. Health College. It will include a health college expansion, a health college expansion library, and a health college expansion shop.

RESIDENCE PARKING STRUCTURE
 The Residence Parking Structure is a 100,000 sq. ft. addition to the existing 100,000 sq. ft. Residence Parking Structure. It will include a residence parking structure, a residence parking structure library, and a residence parking structure shop.



1996
 VISIONING GUIDE **DRAFT**



Southwest Missouri State

UNIVERSITY

EXISTING UNDERWAY (0-2 YEARS) PROGRAMMED (2-5 YEARS) PLANNED (5-10 YEARS) PROPOSED (10-25 YEARS)



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*Appendix 1 - SMSU/City Cooperative
Agreement*

COOPERATIVE AGREEMENT BETWEEN
SOUTHWEST MISSOURI STATE UNIVERSITY
AND THE CITY OF SPRINGFIELD

THIS AGREEMENT is made and entered into by and between Southwest Missouri State University, hereinafter "SMSU", and the City of Springfield, hereinafter "City".

WITNESSETH:

Section I. SMSU agrees as follows:

1. To constrain its geographic growth south of Grand Street to the area from National Avenue on the east to Dollison Street on the west, and north of its southern property line, being the alley between Normal and Delmar Streets.
2. To develop the above-referenced area south of Grand Street as generally depicted in the SMSU Master Plan Visioning Guide dated June, 1996 (hereinafter "Visioning Guide"), a copy of which is attached hereto and incorporated herein by reference.
3. To convey to the City of Springfield fee simple title, marketable in fact, to the properties generally known as 706, 710, 716, 720 and 728 East Grand Street, and 625 East Normal Street, being designated as Area C on the attached map (hereinafter "map"), which is incorporated herein by reference. Said conveyance shall be contingent upon approval by the Missouri General Assembly and shall be in exchange for the agreement of

the City to convey to SMSU fee simple title, marketable in fact, to the properties hereinafter described in paragraph 1 of Section II, and for the City's further agreement to permit development of said properties in accordance with the Visioning Guide. Said conveyance shall be consummated within forty-five (45) days of the effective date of approval of such by the General Assembly and in exchange for properties of equal value to be acquired by the City, as described in Section II, paragraph 2, below.

4. To complete the replacement of parking lots T-6 and T-7, south of Normal Street, with an open, grassy area, by June 30, 1998.
5. To install, during the first available planting season following the completion of the property transfers described as Area "A" on the attached map, a thickened belt of foliage immediately north of the alleyway south of Normal Street to provide a landscaped buffer for obscuring, with natural plantings, the Phelps neighborhood's vision of SMSU properties; and, to install, during the first available planting season following the completion of the property transfers described as Area "B" on the attached map, a thickened belt of foliage immediately north of the alleyway south of Normal Street to provide a landscaped buffer for obscuring, with natural plantings, the Phelps neighborhood's vision of SMSU properties.
6. To mow and otherwise maintain in an aesthetically acceptable manner the

properties to be transferred to SMSU, by the City, commencing after the razing of the dwelling houses and outbuildings located on said properties and continuing such maintenance up to the date of transfer by deed to SMSU.

Section II. The City agrees:

1. To obtain title to the properties in the 900, 1000 and 1100 blocks of East Normal Street, 1048 South Dollison, 1051 South Florence Avenue, and 1148 and 1152 East Grand Street, shown as Areas A and B on the attached Map, and to raze the existing structures located thereon.
2. To acquire the properties described in paragraph 1 Section II hereof as willing sellers and funds become available, as hereinafter described. First priority shall be given to properties needed for a regional storm water detention basin located National and Grand.
3. To allocate \$500,000.00 in the fiscal year 1996-97 in order to commence acquisition of the properties described in Section II, paragraph 1 above, for a regional storm water detention and to complete the acquisition of the remaining properties described in said Section II, paragraph 1 above in 2007.
4. All of the net funds received by the City from the sale by it of the properties transferred to the City by SMSU, as described in Section I, paragraph 3 above, shall be included as a part of the \$500,000.00 referred to in paragraph 3 above and shall be earmarked by the City and used to accelerate the purchase of

properties described in said Section II, paragraph 1 above, to be transferred to SMSU.

5. To convey to SMSU fee simple title, marketable in fact, to the properties described in Section II, paragraph 1 above.
6. To close Florence Avenue and Kings Avenue using a "hammerhead" closure at the alleyway between Normal and Delmar Streets to eliminate north-south traffic through the SMSU campus and through the Phelps neighborhood.
7. To allow drive-through access between National Avenue and SMSU Parking Lot 12 and permit construction of a right turn lane for southbound traffic on National Avenue; and, to permit the vacation, through the normal legal process, of Normal Street between Florence and the east side of Dollison, after the conveyance of all properties to SMSU which would be directly affected by such vacation.
8. To arrange for the relocation of the existing traffic signal at the intersection of Kings Avenue and Grand Street approximately 750 feet to the east to afford pedestrian and disabled access along the major pedestrianway between the areas of the SMSU campus located north and south of Grand Street, in accordance with the Visioning Guide; and, to allow for the coordination of said relocated signal's timing with the traffic signal at the intersection of Grand and National. The City will be reimbursed by SMSU for all costs

incurred by the City in such light relocation and timing coordination thereof.

9. To maintain an at-grade pedestrian crossing of Grand Street with a traffic signal at the intersection of John Q. Hammons Parkway between the areas of the SMSU campus located north and south of Grand Street, in accordance with the Visioning Guide.
10. To agree to coordinate a two year plan, commencing October 1, 1996, leading to the general, permanent closure of John Q. Hammons Parkway between Grand and Monroe Streets to all traffic except pedestrians, bicycles, SMSU shuttles and emergency and SMSU maintenance vehicles.

Section III. The parties mutually agree:

1. To secure such formal resolution and authority for the execution of this Cooperative Agreement by the City Council of the City of Springfield and the Board of Governors of SMSU as the respective parties hereto deem appropriate.
2. To prepare an annual report and to hold such joint annual or more frequent meetings between the City Council and the Board of Governors each year hereafter as the parties deem necessary, regarding the status of the Plan and Agreement, until all terms hereof have been fully consummated. Such report and joint meeting will address future timing, acquisition priorities for the

following year, property transfers, and other details of this Agreement.

City of Springfield

Southwest Missouri State University

BY *Leland L. Gannaway*
Leland L. Gannaway
Mayor of the City of Springfield

BY *James R. Craig*
James R. Craig, President
Board of Governors

Date: _____

Date: *October 18, 1996*

MASTER PLAN

UNDERWAY (0-2 YEARS)

WEIR BAND HALL

Located north of Harmon Student Center, this 22,100 sq. ft. band hall will be built during the 1996-97 fiscal year. It will house the marching band, pep band, and jazz band. The building will also include a rehearsal room, a practice room, and a storage room. The estimated cost is \$10 million.

HEALTH & HUMAN SERVICES BLDG.

Consisting of two buildings, this 100,000 sq. ft. building will be built during the 1996-97 fiscal year. It will house the Health & Human Services Department, including the School of Health & Human Services, the School of Nursing, and the School of Public Health. The estimated cost is \$25 million.

NEW CLASSROOM BUILDING

The University is planning to build a new 100,000 sq. ft. classroom building during the 1996-97 fiscal year. This building will be used for general education courses and will include lecture halls, computer labs, and group study rooms. The estimated cost is \$15 million.

PEDESTRIAN TRANSIT MALL

A new 100,000 sq. ft. pedestrian transit mall will be built during the 1996-97 fiscal year. This mall will provide a safe and convenient way for students and faculty to walk between buildings. The estimated cost is \$5 million.

KARIA HALL ADDITION

A new 100,000 sq. ft. addition to Karia Hall will be built during the 1996-97 fiscal year. This addition will provide additional space for the School of Business Administration. The estimated cost is \$10 million.

RENOVATED STUDENT UNION

The Student Union will be renovated during the 1996-97 fiscal year. This renovation will include updating the interior and exterior of the building, as well as adding new amenities. The estimated cost is \$15 million.

PROGRAMMED (2-5 YEARS)

LIBRARY INFORMATION CENTER

A new 100,000 sq. ft. library information center will be built during the 1998-99 fiscal year. This center will provide a central location for library services, including book borrowing, research assistance, and computer access. The estimated cost is \$15 million.

UNIVERSITY COLLEGE ADDITION

A new 100,000 sq. ft. addition to the University College will be built during the 1998-99 fiscal year. This addition will provide additional space for the University College, including lecture halls, computer labs, and group study rooms. The estimated cost is \$15 million.

CHILDREN'S CENTER

A new 100,000 sq. ft. children's center will be built during the 1998-99 fiscal year. This center will provide a safe and fun environment for children, including play areas, reading rooms, and art studios. The estimated cost is \$10 million.

SUPPORT SERVICES CENTER

A new 100,000 sq. ft. support services center will be built during the 1998-99 fiscal year. This center will provide a central location for support services, including administrative offices, computer labs, and group study rooms. The estimated cost is \$15 million.

STUDENT SERVICES CENTER

A new 100,000 sq. ft. student services center will be built during the 1998-99 fiscal year. This center will provide a central location for student services, including counseling, financial aid, and career development. The estimated cost is \$15 million.

HARMON STUDENT CTR EXPANSION

The Harmon Student Center will be expanded during the 1998-99 fiscal year. This expansion will include adding new amenities and updating the interior and exterior of the building. The estimated cost is \$15 million.

CAMPUS BIKEWAYS SYSTEM

A new campus bikeways system will be built during the 1998-99 fiscal year. This system will provide a safe and convenient way for students and faculty to bike to and from campus. The estimated cost is \$5 million.

TRANSIT OPERATIONS CENTER

A new 100,000 sq. ft. transit operations center will be built during the 1998-99 fiscal year. This center will provide a central location for transit operations, including bus and train services. The estimated cost is \$15 million.

PLANNED (5-10 YEARS)

ATHLETIC CENTER

A new 100,000 sq. ft. athletic center will be built during the 2000-01 fiscal year. This center will provide a central location for athletic activities, including a gymnasium, practice fields, and a weight room. The estimated cost is \$25 million.

SCIENCE TECHNOLOGY COMPLEX

A new 100,000 sq. ft. science technology complex will be built during the 2000-01 fiscal year. This complex will provide a central location for science and technology activities, including laboratories, computer labs, and group study rooms. The estimated cost is \$25 million.

INTERMODAL PARKING STRUCTURE

A new 100,000 sq. ft. intermodal parking structure will be built during the 2000-01 fiscal year. This structure will provide a central location for parking, including for buses, trains, and cars. The estimated cost is \$15 million.

TRANSIT MAINTENANCE FACILITY

A new 100,000 sq. ft. transit maintenance facility will be built during the 2000-01 fiscal year. This facility will provide a central location for transit maintenance, including for buses and trains. The estimated cost is \$15 million.

VISITORS CENTER

A new 100,000 sq. ft. visitors center will be built during the 2000-01 fiscal year. This center will provide a central location for visitors, including a gift shop, a cafe, and a lounge. The estimated cost is \$15 million.

CONTINUING EDUCATION CENTER

A new 100,000 sq. ft. continuing education center will be built during the 2000-01 fiscal year. This center will provide a central location for continuing education activities, including classes and seminars. The estimated cost is \$15 million.

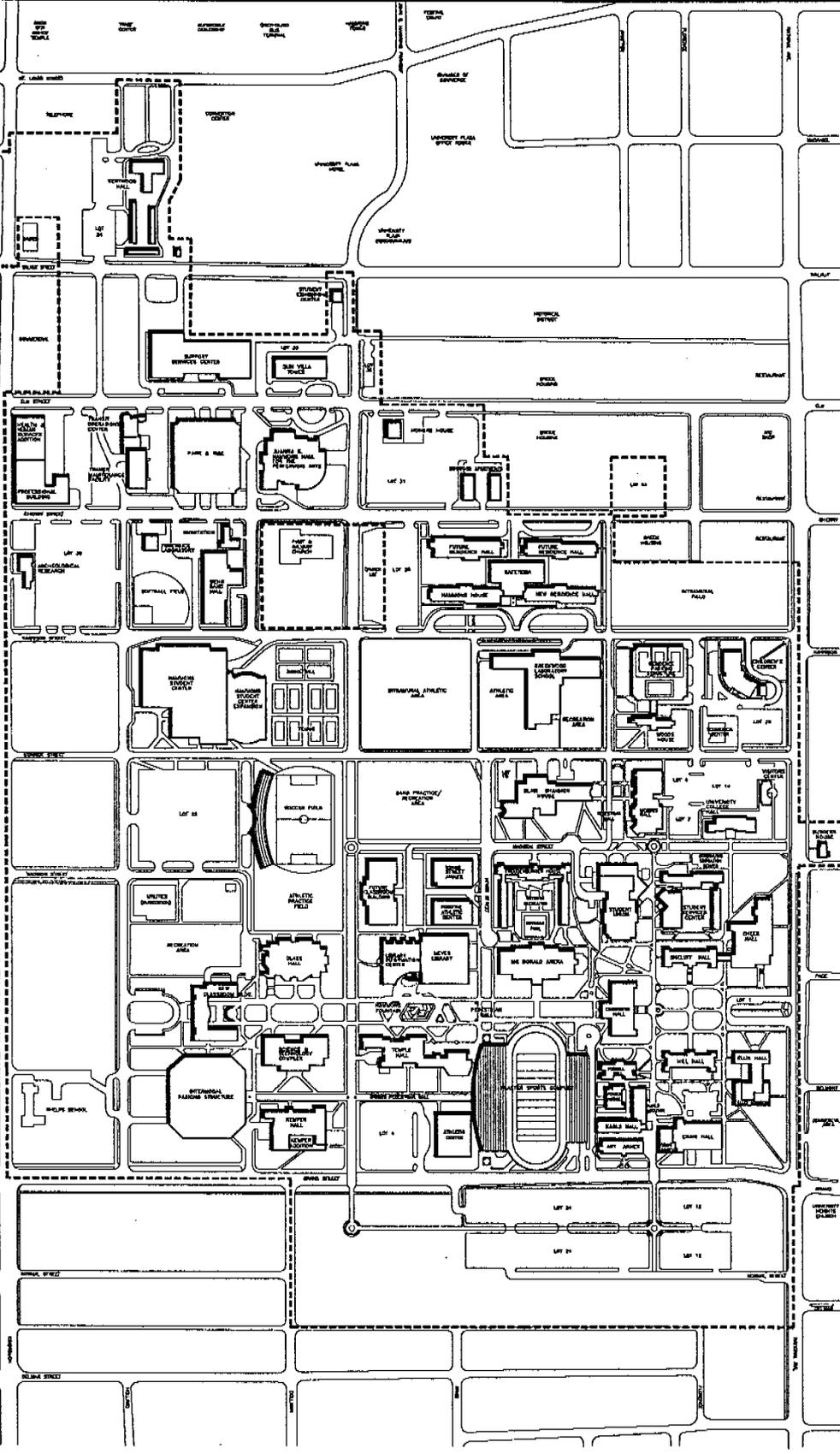
PROPOSED (10-25 YEARS)

HEALTH COLLEGE EXPANSION

A new 100,000 sq. ft. expansion to the Health College will be built during the 2005-06 fiscal year. This expansion will provide additional space for the Health College, including lecture halls, computer labs, and group study rooms. The estimated cost is \$25 million.

RESIDENCE PARKING STRUCTURE

A new 100,000 sq. ft. residence parking structure will be built during the 2005-06 fiscal year. This structure will provide a central location for parking, including for students and faculty. The estimated cost is \$15 million.



1996 VISIONING GUIDE DRAFT



Southwest Missouri State

UNIVERSITY

EXISTING UNDERWAY (0-2 YEARS) PROGRAMMED (2-5 YEARS) PLANNED (5-10 YEARS) PROPOSED (10-25 YEARS)



- AREA A
- AREA B
- AREA C

AREA A

AREA B

AREA C

JOHN Q. HAMMONS

HOLLAND

KIMBROUGH

GRAND

NORMAL

DELMAR

DOLLISON

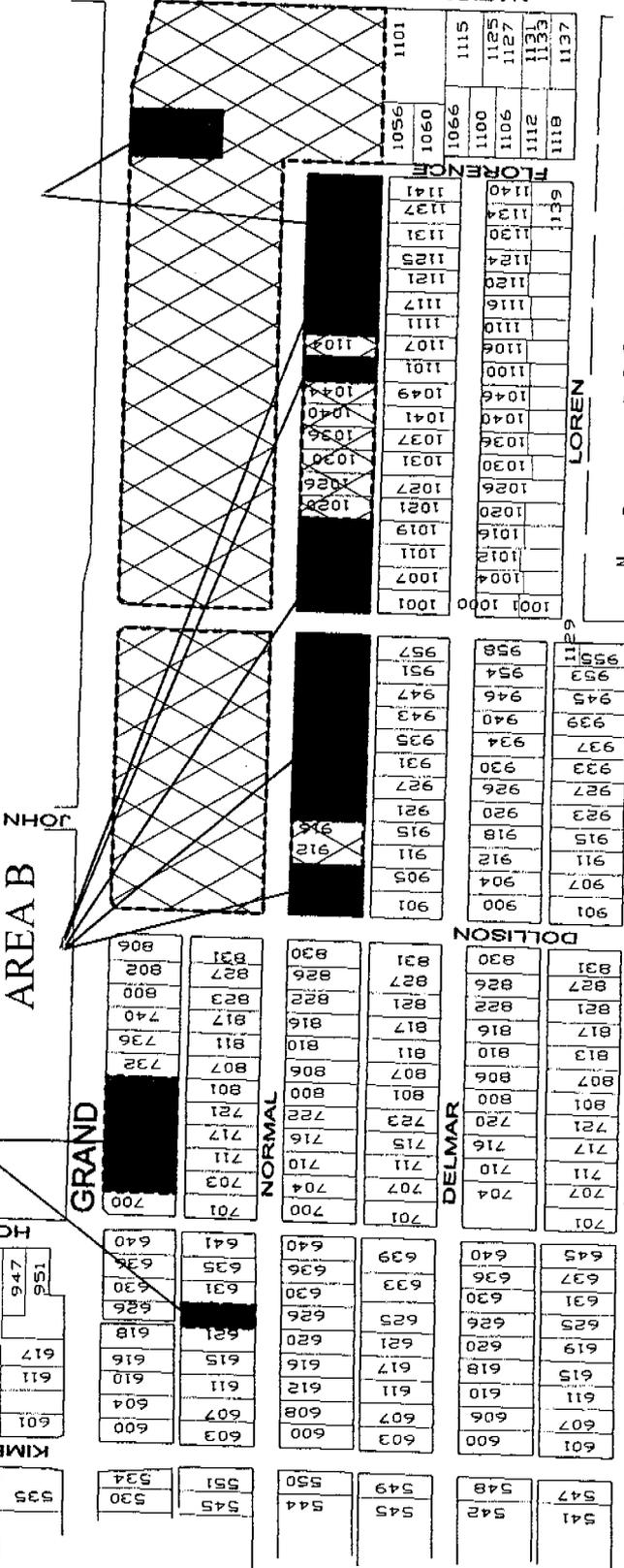
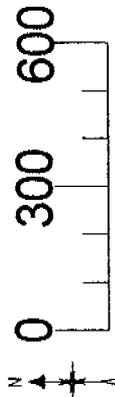
LOREN

NATIONAL

FLORENCE

LOREN

S.M.S.U
PROPERTY



Appendix 2 - Traffic Calming Measures

Traffic Calming

Traffic calming attempts to maximize mobility while reducing the undesirable effects of that mobility. It is a holistic, integrated planning approach to redirect traffic to more efficient thoroughfares and restore neighborhood quality to residential areas. While this appendix will cover many traffic calming measures it is not intended to be a complete list of traffic calming solutions. Information for this Appendix came from the following sources: Traffic Calming, Cynthia Hoyle, American Planning Association, PAS Report Number 456, July 1995; and 'Calming' Traffic, Doug Lemov, *Governing Magazine*, August 1996.

Traffic Calming Measures

There are two types of techniques that can be employed to reduce the speed of vehicles on roadways: active and passive controls.

Passive Control Measures

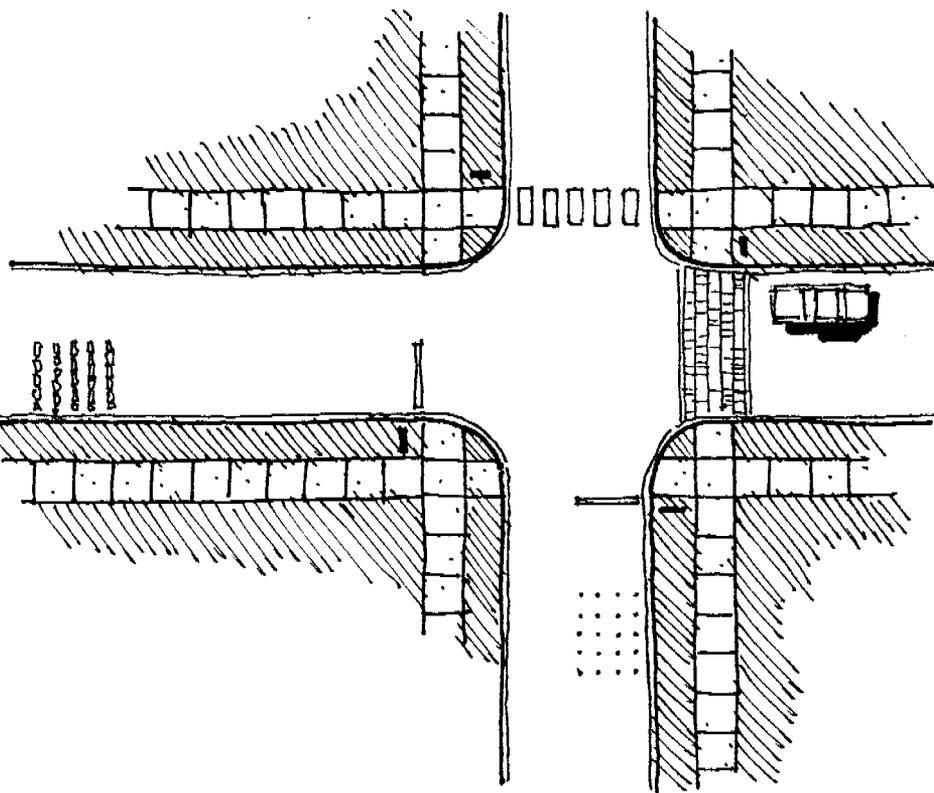
These measures are primarily traffic signs (e.g. Stop, Yield, speed limits, one way, etc.) as well as traffic signals and pavement markings, such as crosswalks. These regulatory signs inform drivers but do not physically prevent action. Passive Control Measures require enforcement for them to be effective.

Active Control Measures for Traffic Calming

Active controls create the visual impression that a street is not meant for through traffic and that other users, such as pedestrians and bicyclists, of the roadway have an equal right to use the street. Active controls attempt to change driver behavior and are therefore self-enforcing.

Pavement Markings

Pavement markings including patterned sections of rough pavement, raised reflectors, cobblestone strips or textured crosswalks across the street, create a slight vibration in the car, which causes the driver to become more alert and/or slow down.

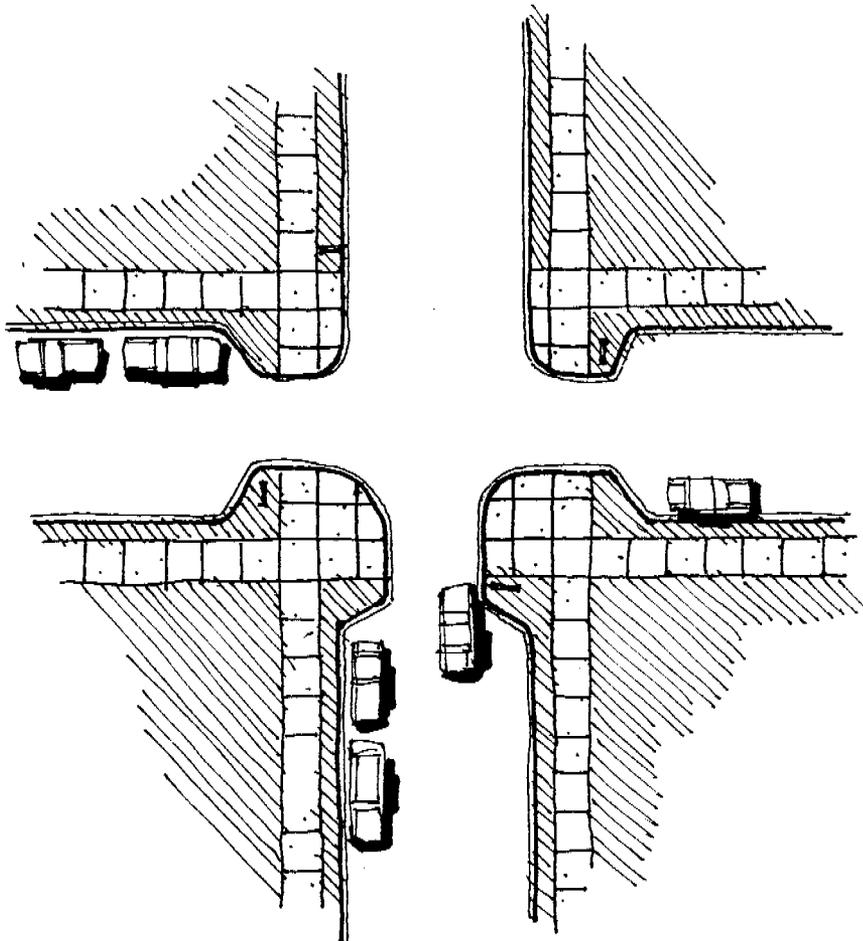


Stop Signs

Stop signs are designed to assign the right-of-way at intersections. If used excessively as speed control devices, stop signs may foster general disrespect for traffic signals.

Curb Extension

Curb extensions benefit and protect pedestrians while slowing cars. The curb extension enlarges pedestrian waiting areas at corners, pushing the sidewalk further into the street, often to the far edge of parking lanes. Not only does it narrow the amount of street pedestrians have to cross, it also slows driver speeds at crowded intersections by reducing turning radii and preventing corner-cutting.

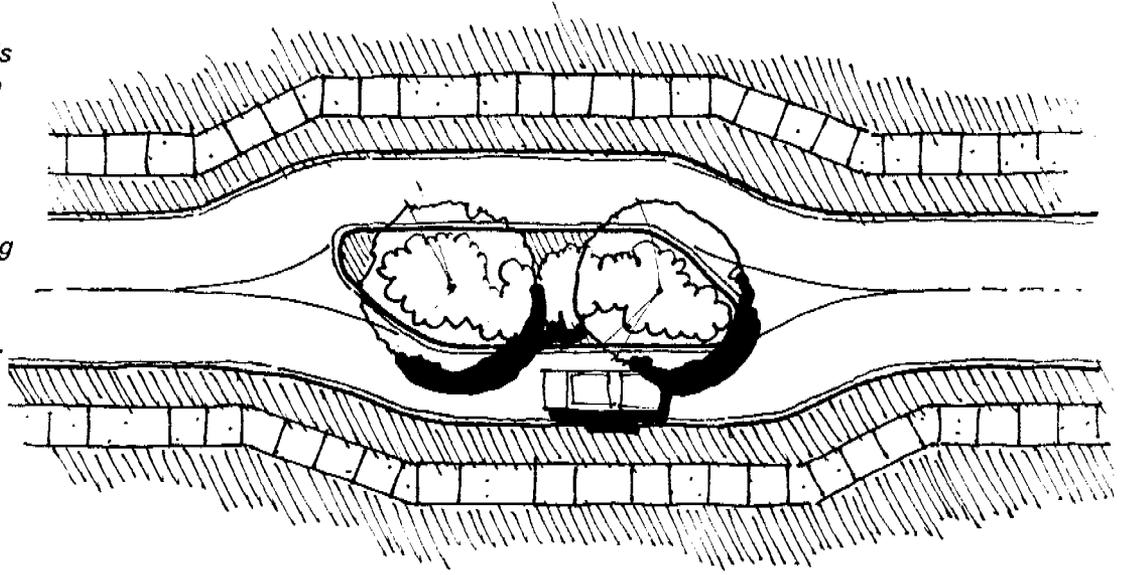


Protected Parking

Protected parking provides a landscaped island projecting out from the curb; the island creates protected parking bays. These measures are meant to reduce the speed of vehicles through neighborhoods rather than reduce traffic volumes.

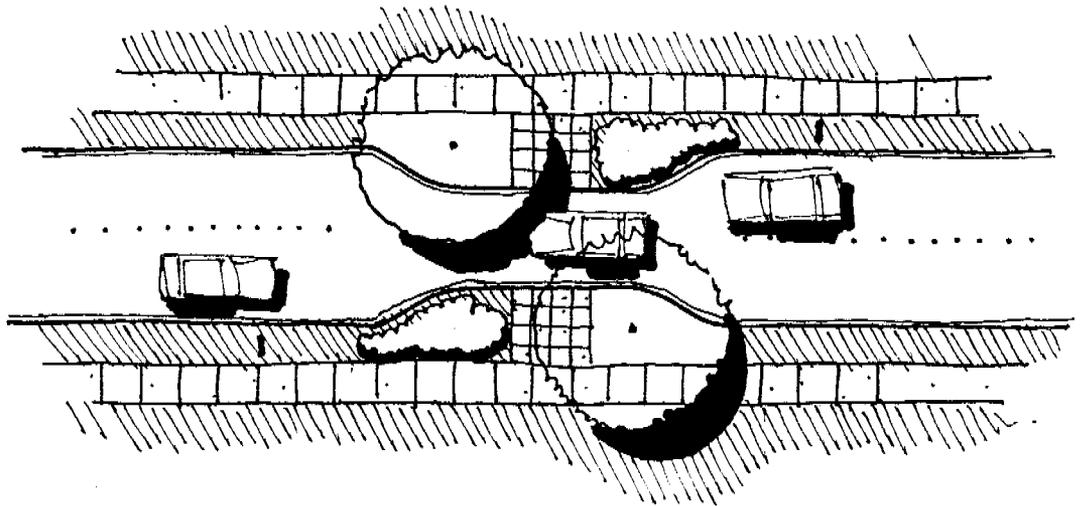
Mid-Block Diverter

A mid-block diverter adds a landscaped obstacle to the middle of a street, forcing cars around the diverter and signaling them to slow. This type of diverter breaks up long street views and creates protected on-street parking and green space.



Chokers / Slow Points

Chokers and slow points reduce the street width which slows drivers and requires them to acknowledge and interact with other vehicles on the street. In some cases, a choker will narrow the street enough to allow only one car to pass at a time.



Chicane

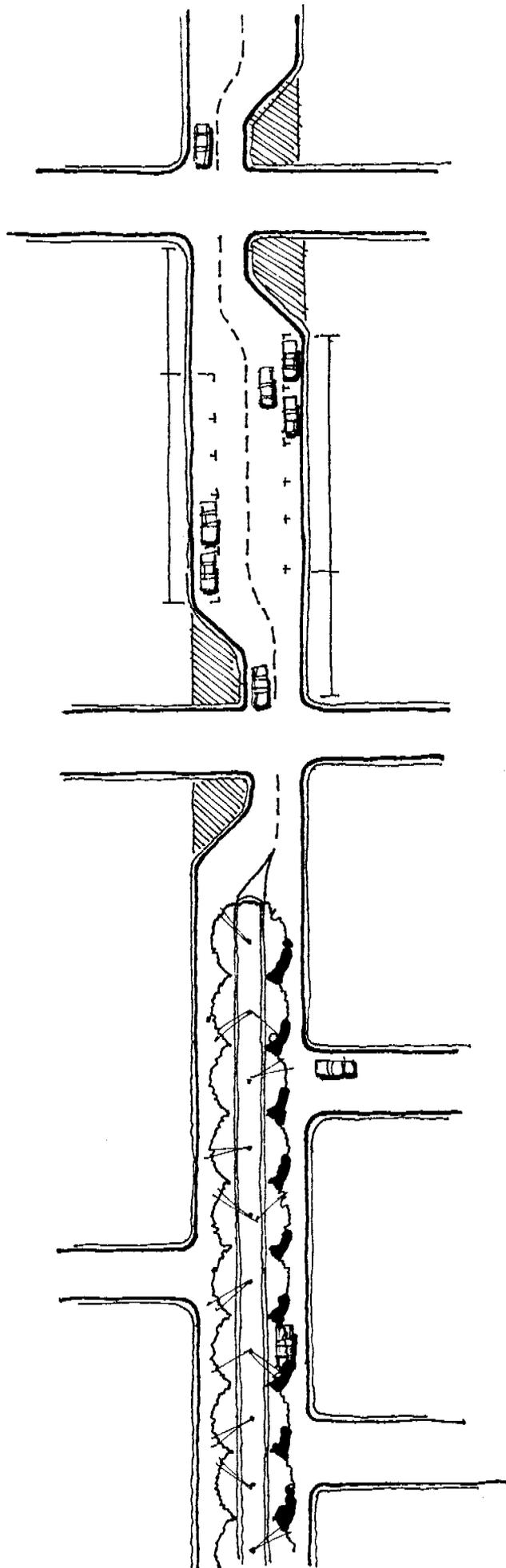
Chicanes are a form of curb extension which alternate from one side of the street to the other. In some cases, chicanes have proved to be a long-term effective means of reducing speeds in residential areas.

Protected Parking

Protected parking provides a landscaped island projecting out from the curb; the island creates protected parking bays. These measures are meant to reduce the speed of vehicles through neighborhoods rather than reduce traffic volumes.

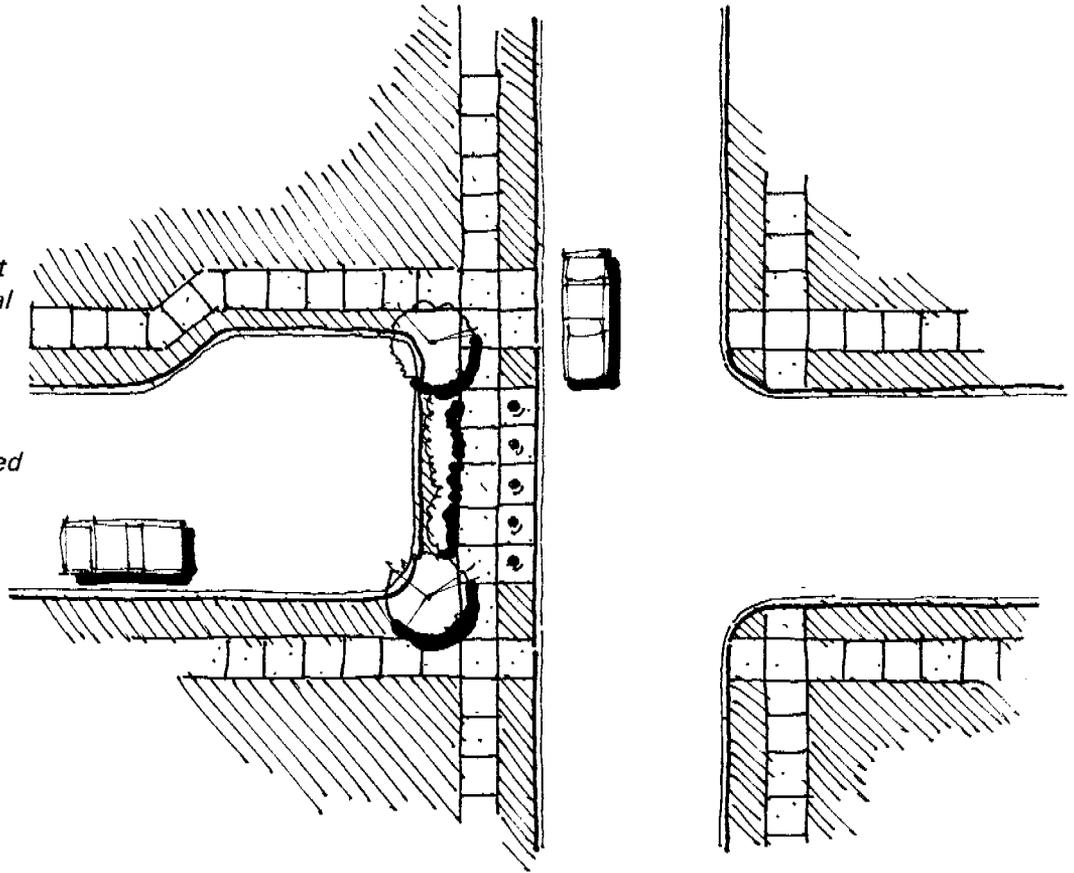
Median Barrier

Median barriers are usually used to improve traffic flow in major streets. They can also be used, however, to reduce traffic flow onto residential streets by preventing left turns off a major street onto a residential one or preventing traffic from one neighborhood crossing the major street into another.



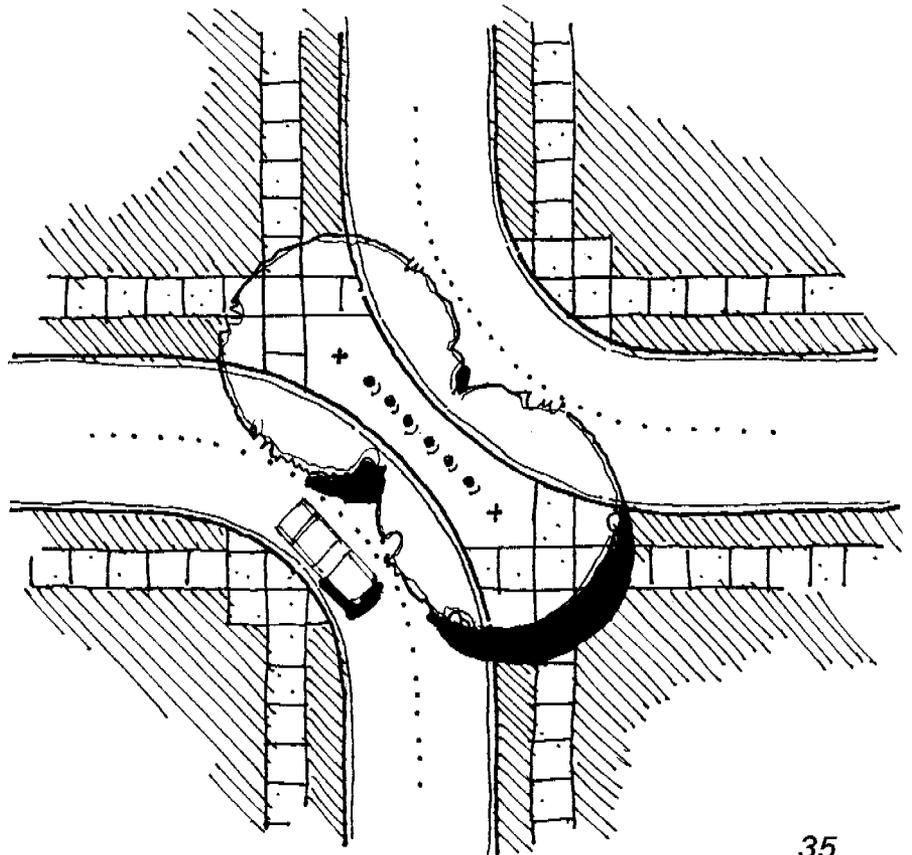
Cul-de-Sac Closures

A cul-de-sac is a complete barrier of a street at an intersection or mid-block that leaves the block open to local traffic at one end while physically restricting through traffic. (This is one of the most expensive and least desirable techniques employed for traffic calming due to issues of accessibility for emergency vehicles, buses, etc.)



Diagonal Intersection Diverters

A diagonal diverter is a barrier placed diagonally across an intersection to convert the intersection into two unconnected streets, each making a sharp turn. Its primary purpose is to make travel through a neighborhood circuitous and reducing through traffic.



Traffic Circle or Round-about

A traffic circle or round-about is a raised island, which is usually landscaped and located at the intersection of two streets. The use of these devices is recommended on residential nonarterial streets where they have been found to be very effective in reducing traffic speeds and accidents without diverting traffic onto adjacent residential streets.

