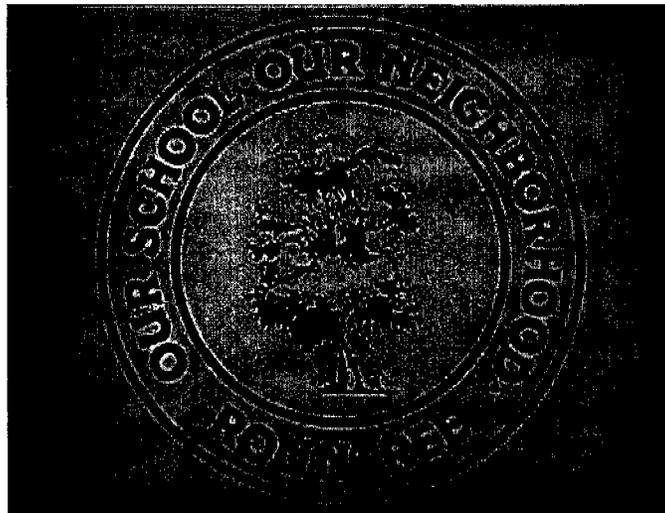


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*Rountree Area Neighborhood Plan, July 1985*

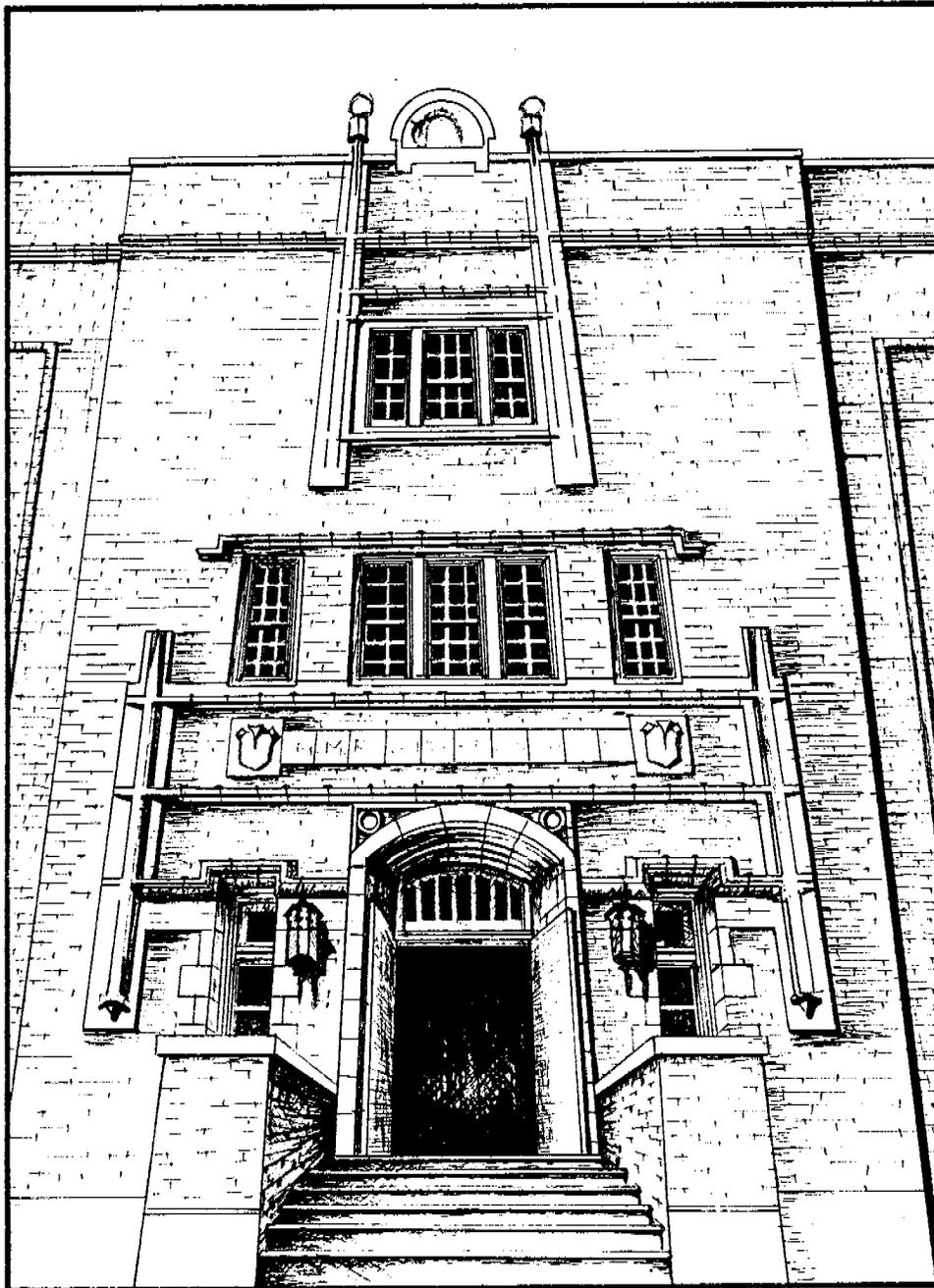
*AND*

*Rountree Neighborhood Plan Addendum,  
May 14, 2001*



*Department of Planning and Development  
Springfield, Missouri*

"This document contains two separate yet similar plans: *The Rountree Neighborhood Plan*, adopted on July 15, 1985; and, the *Rountree Neighborhood Plan Addendum*, adopted on May 14, 2001. The combination of both Plans allows us to see how neighborhood issues have evolved over time. While issues may be duplicated in the plans, the actions proposed in the Addendum should take precedence."



# Rountree Area Neighborhood Plan

DEPARTMENT OF  
COMMUNITY DEVELOPMENT  
SPRINGFIELD, MISSOURI

JULY 1985

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**ROUNTREE AREA  
NEIGHBORHOOD PLAN**

**JULY, 1985**

**DEDICATION**

TO **EMMA GREEN**, A MEMBER OF THE ROUNTREE NEIGHBORHOOD PLANNING COMMITTEE, WHO INSPIRED HER NEIGHBORS AND HER FRIENDS. ALWAYS EAGER TO HELP WHEN NEEDED, EMMA WAS DEVOTED AND ACTIVE IN SEVERAL CIVIC GROUPS AS WELL AS HER CHURCH. HER PASSING LEAVES A DEEP VOID. MAY WE CARRY ON IN HER SPIRIT.

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## FOREWARD

A planning committee composed of neighborhood residents was selected early in the planning process to provide input and assist staff in the preparation of the Rountree Area Neighborhood Plan and the regulations for the Rountree Urban Conservation District. The following schedule of meetings and hearings is included to demonstrate the amount of involvement of the planning committee and staff members. As the list suggests, many evenings were spent discussing the various components of the Plan and Urban Conservation District.

July 7, 1983	First general neighborhood meeting
August 9, 1983	First planning committee meeting
August 18, 1983	Planning committee meeting
September 7, 1983	Planning committee meeting
September 19, 1983	General neighborhood meeting to discuss the Urban Conservation District
September 29, 1983	First public hearing before the Planning and Zoning Commission for designation of the Urban Conservation District
October 12, 1983	Planning committee meeting
October 20, 1983	Second public hearing before the Planning and Zoning Commission for designation of the Urban Conservation District
October 31, 1983	First public hearing before City Council for designation of the Urban Conservation District

November 14, 1983	Second public hearing before City Council for designation of the Urban Conservation District
November 30, 1983	Planning committee meeting
December 1, 1983	General neighborhood meeting to discuss development policies and standards for National Avenue
February 7, 1984	Planning committee meeting
February 28, 1984	Planning committee meeting
April 3, 1984	Planning committee meeting
April 24, 1985	Planning committee meeting
September 18, 1984	General neighborhood meeting
October 4, 1984	General neighborhood meeting
October 18, 1984	General neighborhood meeting
November 28, 1984	General neighborhood meeting
May 23, 1985	General discussion of Plan concepts before the Planning and Zoning Commission
June 5, 1985	Meeting with residents of proposed residential parking permit area
June 13, 1985	General neighborhood meeting
June 20, 1985	First public hearing before the Planning and Zoning Commission on the Rountree Area Neighborhood Plan and the Rountree Urban Conservation District ordinance

July 3, 1985

Second public hearing before the Planning and Zoning Commission on the Rountree Area Neighborhood Plan and the Rountree Urban Conservation District ordinance

July 8, 1985

First public hearing before City Council on the Rountree Area Neighborhood Plan and the Rountree Urban Conservation District ordinance

July 22, 1985

Second public hearing and final action by the City Council on the Rountree Area Neighborhood Plan and the Rountree Urban Conservation District ordinance

**ROUNTREE NEIGHBORHOOD PLANNING COMMITTEE**

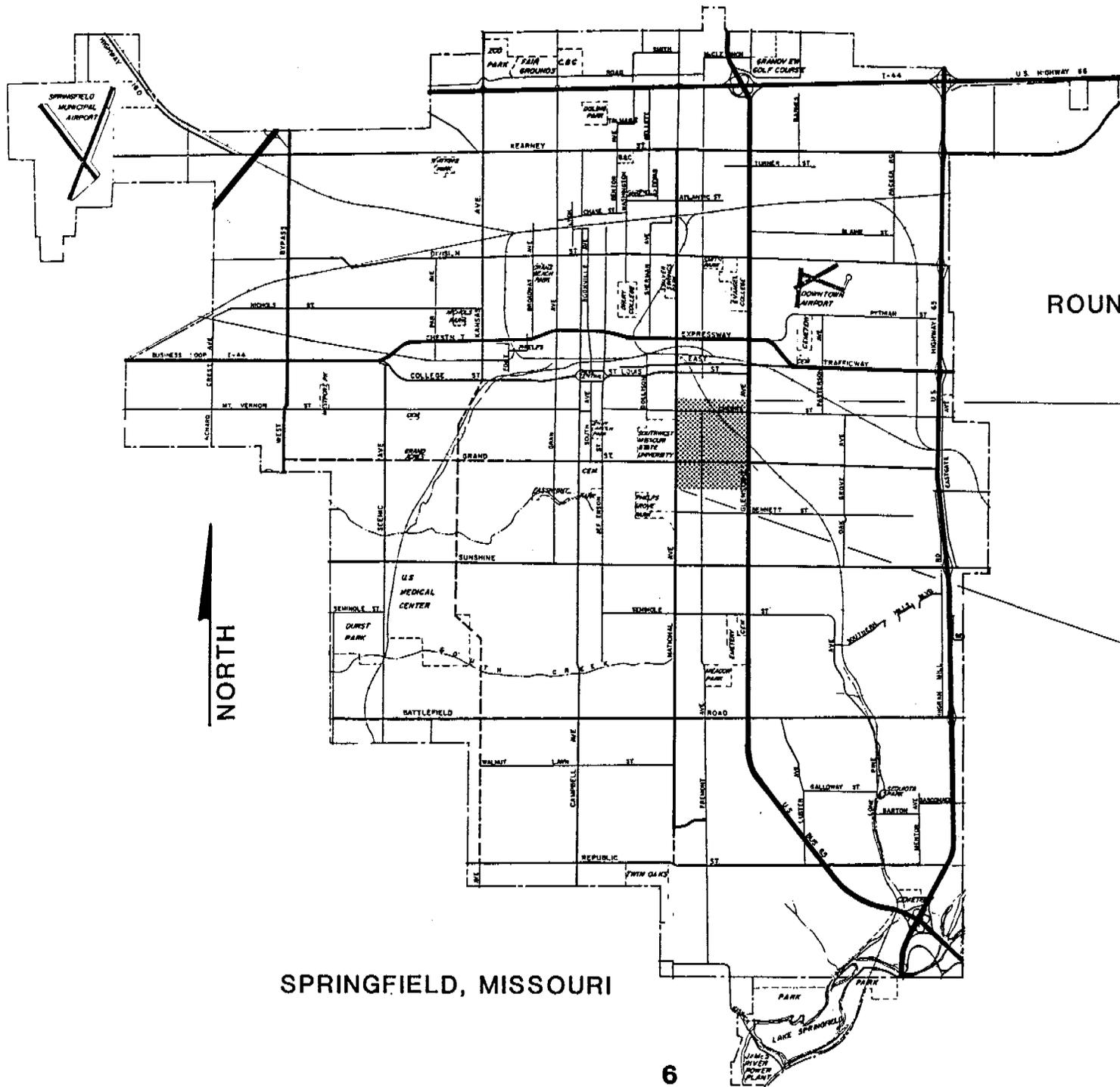
Paul Arnold  
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David Fulton  
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Dottie Miller  
Mary Pilant  
Steve Sauer

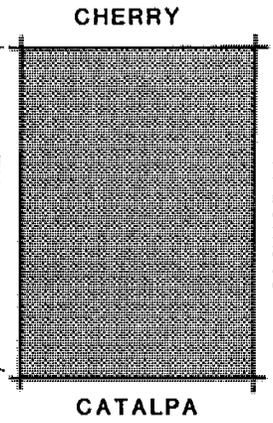
Andrew Saunders  
Tom Stombaugh  
Betty M. Wollpert  
Andy Wright







ROUNTREE STUDY AREA



CHERRY

NATIONAL

GLENSTONE

CATALPA

NORTH

SPRINGFIELD, MISSOURI

MAP 1

## INTRODUCTION

The Rountree Study Area is located near the geographic and population center of Springfield - just to the east of Southwest Missouri State University. The area consists of approximately 377 acres bound by Cherry Street, Glenstone Avenue, Catalpa Street, and National Avenue. Long a desirable residential neighborhood, the neighborhood has experienced pressure in recent years for change resulting from:

- 1) The growth of SMSU and its related facilities;
- 2) The shortage of student housing near the campus;
- 3) The increased competition for parking spaces which are convenient to the SMSU campus; and
- 4) Proposed commercial/service development along National Avenue.

The recognition of these potentially undesirable pressures for change prompted the Department of Community Development to initiate research leading to the development of a neighborhood plan and proposed ordinance revisions.

The Rountree Area Neighborhood Plan is intended to provide local decision-makers with a set of guidelines and policies for the preservation of the area. Ordinance revisions addressing specific concerns are also proposed in the context of the plan.

### PLAN ORGANIZATION

As a first step in the planning process for the Rountree Study Area, the existing conditions were inventoried. A detailed analysis of the existing conditions is contained in the Appendix. A summary of the inventory findings can be found following the introduction along with the problems and issues generated by the inventory findings. The plan philosophy, goals, and general recommendations for the entire Rountree Study Area are included next. Finally, specific philosophies, policies, and proposed ordinance revisions, if appropriate, are articulated for each of the eight concept plan areas of the Rountree Study Area.

### URBAN CONSERVATION DISTRICT

Urban conservation district designation is an innovative planning tool intended to promote the preservation and enhancement of Springfield's older neighborhoods. Through an urban

conservation district designation, regulations can be drafted which are sensitive to the needs of a specific neighborhood. If the City Council designates an urban conservation district and directs that an urban conservation plan be prepared, the regulations contained in the u. c. ordinance replace existing laws and become a part of the City Code once the plan is adopted. The potential benefits of designating an urban conservation district in the Rountree Study Area can go beyond the development of specific regulatory tools to help the district help itself. The plan should serve to foster neighborhood identity and unity which are of vital importance in conserving the quality of any neighborhood.

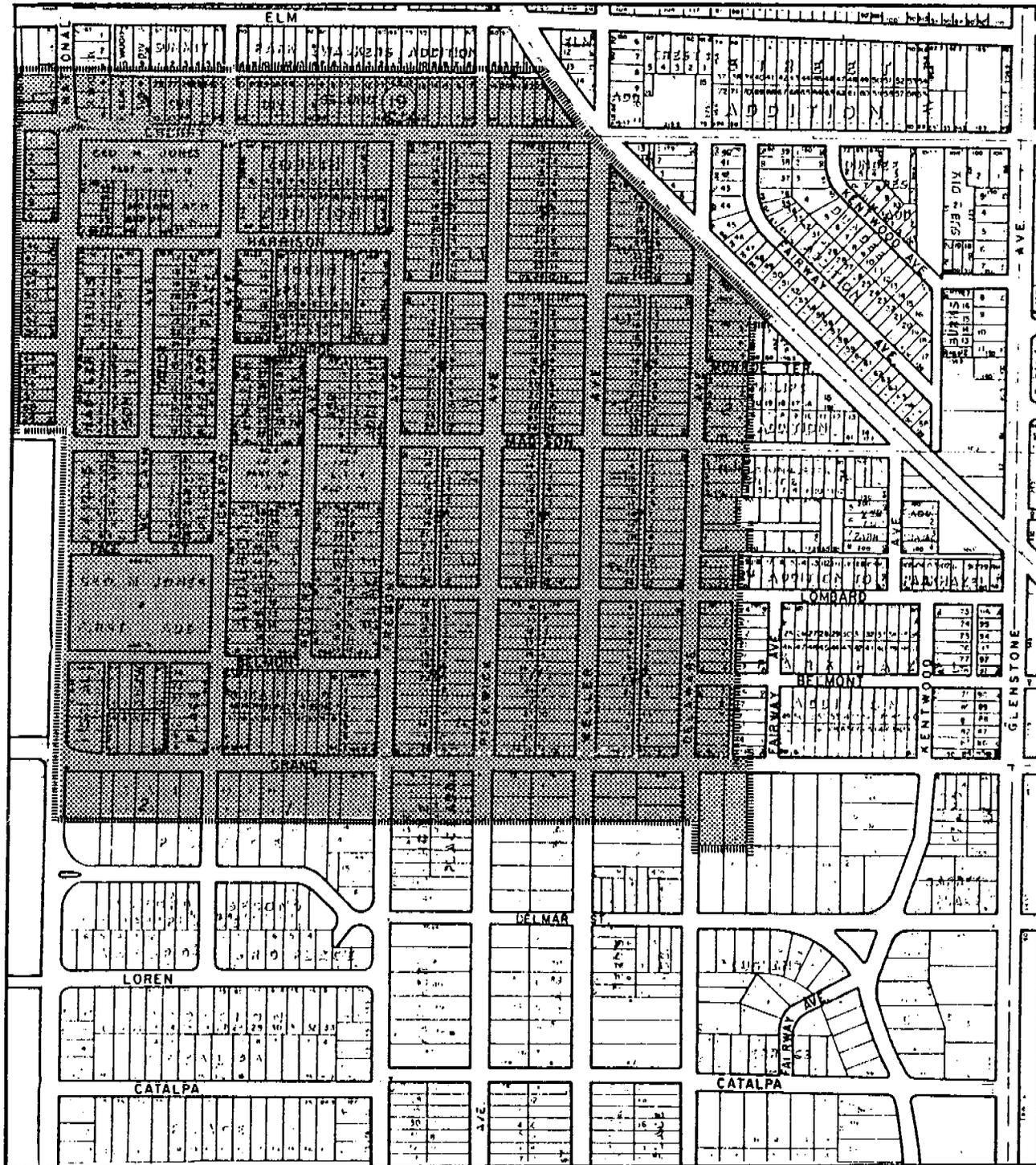
The City Council designated preliminary boundaries for the Rountree Urban Conservation District during their November 14, 1983 meeting by adopting Resolution No. 7007. This designation culminated several months of discussion between planning staff and the Rountree Area Planning Committee, which included a general neighborhood meeting on September 19, 1983 and public hearings before the Planning and Zoning Commission on September 29 and October 20, 1983. The preliminary boundaries were approved as delineated on Map 2.

The primary justification for recommending that an urban conservation district be established in the Rountree Study Area was taken from Section 80.1160, (5) (c) of Chapter 36, Article I 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 "conservation" area.

The Rountree Study Area was found to contain some evidence of the illegal conversion and use of residential structures as well as structural overcrowding. Overcrowding has placed excessive burdens on community facilities such as the street system. There was also some determination that, in certain sections of the Rountree Study Area, structural obsolescence and deterioration has occurred due to excessive land coverage, structural overcrowding of rental properties, and as a result of obsolete lotting arrangements.

By their designation of preliminary district boundaries, the City Council directed the



ROUNTREE NEIGHBORHOOD  
STUDY AREA

MAP 2

PRELIMINARY BOUNDARIES

ROUNTREE  
URBAN CONSERVATION  
DISTRICT



SPRINGFIELD PLANNING DEPARTMENT

Springfield Planning and Zoning Commission to prepare an urban conservation plan. The urban conservation plan was to relate the objectives set forth in Section 80.1155 of the Land Development Code to the appropriate land use regulations, public facility improvements, traffic and parking controls, and other conservation strategies identified through the planning process. Also, the final boundaries of the Rountree Area Urban Conservation District were to be established along with necessary supporting documentation.

The final boundary configuration for the Rountree Urban Conservation District took shape during the evaluation of regulatory and planning strategies. The Rountree Urban Conservation District, as depicted on Map 3, was further subdivided into distinct areas for which specific land use regulations were drafted. The sub-areas include the:

1. Rountree Single-Family Neighborhood Area
2. Kickapoo/Belmont Area
3. National/Grand Area
4. National Avenue Corridor Area
5. Cherry Street Corridor Area
6. Cherry/Pickwick Commercial Area

Land use regulations for these areas are addressed in conjunction with the subarea concept plans.

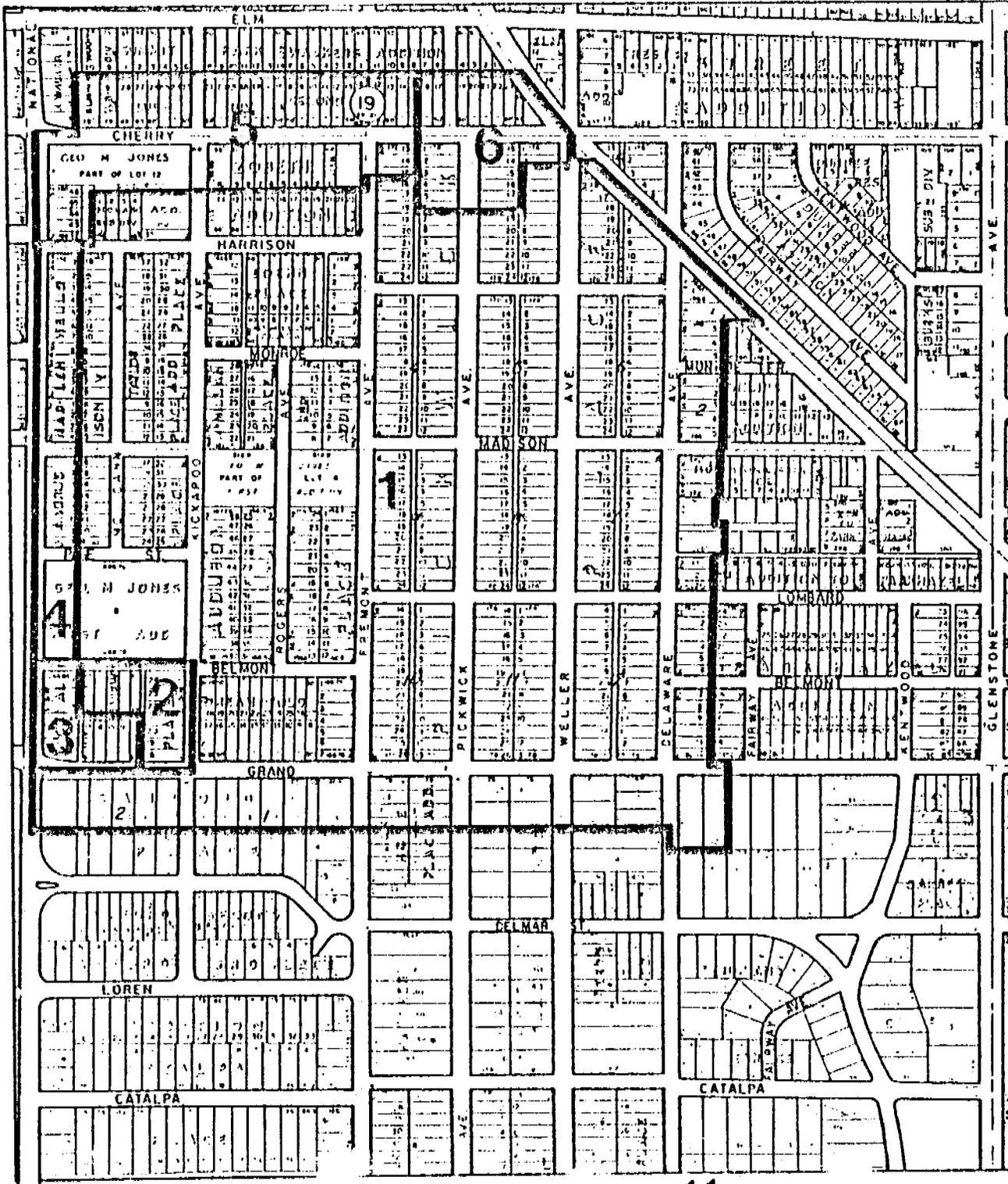
It should be noted that the final and preliminary district boundaries are not identical. Several small areas, once included in the preliminary district but excluded from the final, were dropped for the following reasons:

1. The area did not or was unlikely to become a significant influence on the future integrity of the Rountree Study Area or the Urban Conservation District.
2. The area was substantially oriented to SMSU and its student population and away from the interior of the Rountree Study Area. Such areas will be studied within the context of the Southwest Missouri State University Master Plan and/or the SMSU student housing plan.

ROUNTREE NEIGHBORHOOD  
STUDY AREA

MAP 3

URBAN  
CONSERVATION  
DISTRICT



- 1 ROUNTREE SINGLE-FAMILY NEIGHBORHOOD AREA
- 2 KICKAPOO/BELMONT AREA
- 3 NATIONAL/GRAND AREA
- 4 NATIONAL AVENUE CORRIDOR AREA
- 5 CHERRY STREET CORRIDOR AREA
- 6 CHERRY/PICKWICK COMMERCIAL AREA



SPRINGFIELD DEPARTMENT OF  
COMMUNITY DEVELOPMENT



## SUMMARY OF INVENTORY FINDINGS

The Rountree Study Area projects a positive image as a desirable residential neighborhood. The quality and diversity of the area's housing stock as well as its established urban character supports this observation. This image is further reinforced by the continued strength of the area's housing market. Problems were identified and documented, but they were typically of minor proportions or appeared to be localized. Many of the problems could be linked to the relatively unique circumstances associated with residential neighborhoods adjacent to any major institution. These unique circumstances typically include such things as periodically heavy vehicular traffic, street congestion due to on-street parking, structural overcrowding, and pressure for conversion of structures to higher intensity uses.

Of particular concern is the large inventory of older housing which can be an attractive investment for rental use - especially near the University. Several homes in the blocks nearest Southwest Missouri State University have been converted to rental housing for students. Some of these structures appear to have been illegally converted or used as multi-family housing. Where conversion has occurred, overcrowding has placed excessive burdens on the local street system of the area and has contributed to the parking congestion problem found on the streets nearest the University.

### PROBLEMS AND ISSUES

Factors which may combine to promote the physical deterioration of the Rountree Study Area are listed below and discussed in the following paragraphs. It should be emphasized that many of these factors may appear to contribute to the potential for decline and not necessarily to actual deterioration. Facts and observations are provided which look at:

- The impact of Southwest Missouri State University on the Rountree Study Area - specifically on McCann and Kickapoo Avenues.
- The National Avenue Corridor - its current and potential development.
- Overall housing condition - how to preserve it.
- The Grand/National intersection.
- The Cherry/Pickwick commercial area - its impact on the adjoining neighborhoods.

- The condition and status of public facilities and services.
- Land use/zoning relationships.

### UNIVERSITY IMPACT

The growth of Southwest Missouri State University has generated pressures for change in the neighborhoods surrounding the campus. Pressures have been mounting in the Rountree Study Area, however, at significantly less intensity than at other locations. Problems directly attributable to the influence of University growth, specifically the demand for more off-campus student housing and parking, have been identified in the area between National and Kickapoo Avenues. Increased nonresidential student parking has produced an appearance of congestion and has created a litter problem on neighborhood streets. The continuous flow of nonresidents parking and walking through the area is not consistent with the desired character of single-family neighborhoods. These factors cannot be considered as stabilizing influences, nor do they reinforce efforts to preserve the area's quality of life.

The growing demand for off-campus student housing has tempted some owners to convert formerly single-family, owner occupied homes to rental use. This practice has resulted in overcrowding at a few locations, as well as possibly some illegal structural alterations.

In addition to overcrowding, parking and litter problems, police records establish a correlation between the location of student rental housing and reported nuisance complaints (primarily noise problems).

### Issues

1. What actions or policies can be proposed to reduce the impact of off-campus student parking in the area between National and Fremont Avenues?
2. In the areas zoned R-1 single-family between National and Kickapoo Avenues, what measures can be taken to lessen the adverse impacts of structural conversion for student rental use? Should the proportion of owner occupied structures be increased - how can it be increased?
3. In the areas zoned R-3 multi-family along National Avenue and Cherry Street, what

actions can be taken to upgrade the physical condition of deteriorated buildings, as well as to lessen their adverse impacts on the adjoining residential neighborhood? Should additional standards be developed to control the use or conversion of structures for apartments? What should they be?

4. Should the University be discouraged from relocating or expanding any of its facilities east of National Avenue?

#### NATIONAL AVENUE CORRIDOR

City growth and the expansion of the University has resulted in the complete conversion of National Avenue from single-family occupancy to multi-family or institutional use, with some commercial use at the corners. Many of the surviving converted single-family structures have deteriorated. This apparent disinvestment came about due to a variety of factors such as obsolete lot configuration, inappropriate structural size and type, as well as access problems. Lots which are narrow and relatively shallow create problems for development of higher intensity, although they were once adequate for single-family use. Frequently the use of urban design strategies such as bufferyards is necessary to reduce the negative impacts that higher intensity nonresidential uses might have on adjacent single-family areas.

The market for high density housing and commercial services oriented to the student population has existed for years along National Avenue. New apartment and commercial buildings have been constructed where zoning allowed and sufficient land could be assembled.

Any further development along National Avenue will probably require the demolition of obsolete buildings and land assembly to be economically viable. Unfortunately, recent new developments have not been designed to blend with the scale of existing structures. This trend has added to the transition problem which exists between the National Avenue Corridor and the predominantly single-family neighborhood behind it.

#### Issues

5. What actions can be taken to help maintain the economic viability of the structures fronting National Avenue? Should their preservation be encouraged?

6. What standards should be adopted to ensure that new development which might occur along National Avenue has at least a neutral, if not a positive, impact on the adjacent neighborhood and the University?
7. What policies should be adopted concerning the reuse of cleared land for parking lot facilities not associated with or intended to meet the parking needs of other uses sharing the same site?
8. Should institutional uses, other than the University, be encouraged to expand existing facilities or locate new ones along the east side of National Avenue?
9. What actions can be taken to ensure the safe and efficient flow of traffic on National Avenue?

#### HOUSING CONDITIONS

The Rountree Study Area is a mature, generally stable residential neighborhood. Overall housing condition is good, based on an exterior structural survey of the area. Additionally, the consistently high owner occupancy rates suggest that the area has maintained its attractiveness for investment by families. However, virtually all of the housing in the Rountree Study Area is at least fifty years old. Older structures are frequently more difficult and expensive to maintain. There has also been some pressure to convert housing for rental use by students attending SMSU. The need to develop policies and programs to insure the continued maintenance of area properties may be justified.

#### Issues

10. What actions or policies can be proposed to prevent structural deterioration from intensifying or becoming widespread? What role should the City government assume in this process? The neighborhood resident's role?
11. Will policies and programs designed to discourage the conversion of structures for student rental use be more acceptable/effective than actions to mandate expenditures by property owners to maintain their structures at a given level?

## GRAND AND NATIONAL INTERSECTION

The Grand and National intersection requires special attention because it is the location of several high intensity uses including the University Mall, University Heights Baptist Church, Belmont Apartments, and the Ozarks General Store/Gas Station. This intersection is an attractive area for investment due to its proximity to SMSU and the high visibility afforded by two of Springfield's busiest arterials. Consequently, it is not unreasonable to anticipate pressures for the expansion of existing facilities or the introduction of new uses near the intersection.

### Issues

12. What policies and standards should be proposed to control future development near the Grand/National intersection?
13. Should existing nonresidential uses be permitted to expand parking facilities on land zoned R-1 single-family?

## CHERRY/PICKWICK COMMERCIAL AREA

The Cherry/Pickwick commercial area was established fifty years ago as a neighborhood commercial zone. A neighborhood or C-1 zoning district was delineated later, extending the permitted commercial zone south down Pickwick Avenue to include several single-family structures. Over the years, many of these homes have been converted into office or commercial uses.

The conversion of these structures, although completely legal, has created a transition problem between the commercial and residential area. Inadequate parking and improperly parked vehicles have been observed as a recurring problem at this location. The lack of buffering or screening between the commercial/office activities and adjoining residential uses further illustrates the transition problem. The lights, signs, and traffic associated with commercial areas do not contribute to the conservation of the adjacent neighborhood.

### Issues

14. What standards or policies should be proposed to reduce, if not eliminate, any adverse characteristics which are attributable to uses in the Cherry/Pickwick commercial area?
15. Should the existing zoning configuration at this location be changed to reduce the C-1 zoning extending down Pickwick Avenue?
16. What kinds of commercial uses are appropriate at this location?

### PUBLIC FACILITIES AND SERVICES

The condition and status of public facilities and services available to Rountree Study Area residents is one of the area's strongest assets. Recent proposals to change the status of the Rountree School have been tabled by the R-12 School Board after objections by area residents were voiced. As a result of that situation, the City has also issued a report outlining the issues and suggested policies related to the maintenance of neighborhood schools and urban conservation.

The lack of neighborhood level recreation space has long been a documented problem in the Rountree Study Area. The 1964 Comprehensive Plan and other planning documents called for the establishment of a neighborhood scale park within the area. Land assembly and cost consideration are the fundamental problems to be reviewed when evaluating this subject.

The public road system offers another set of concerns for the area. Specifically, Grand Street is classified as a primary arterial on the City's Major Thoroughfare Plan. Plans to overcome width problems have been addressed with the elimination of on-street parking and the creation of a third lane. This improvement will not require additional right-of-way acquisition and should increase the travel capacity of Grand Street as an arterial. The upgrading of several local streets through the construction of curbs could also improve the road system by alleviating some parking and drainage problems, as well as improving the visual character of the neighborhood.

### Issues

17. What public facility improvements should be made in the Rountree Study Area and how should they be financed?

## LAND USE AND ZONING

Most of the Rountree Study Area has been zoned and is used for single-family housing. A concentration of duplex and multi-family structures have been identified south of the Cherry/Pickwick commercial area in an R-1 single-family district. These nonconforming uses appear, for the most part, to be longstanding uses and cannot be linked to current market pressure for rental housing. Additional research would be required to determine their status as legal or illegal nonconforming uses. (That is, were they in existence as they are currently used prior to annexation or zoning?) The primary problem with nonconforming uses, whether concentrated or dispersed, is their potential impact on property values and neighborhood stability.

### Issues

18. What actions should the City undertake to identify and eliminate illegal nonconforming uses in the Rountree Study Area? Are the nonconforming uses a serious neighborhood problem?
19. What policies should the City adopt concerning the expansion of existing multi-family and commercial zones in or adjacent to the Rountree Study Area? Under what circumstances would rezoning for higher intensity uses be considered?
20. Should institutional uses, such as churches or educational facilities, be allowed to develop and/or expand into areas zoned R-1 single-family?



# **ROUNTREE AREA NEIGHBORHOOD PLAN**



## PLAN PHILOSOPHY AND GOALS

The philosophy and goals for the Rountree Study Area provide guidance for the development of policies and regulatory strategies.

### PLAN PHILOSOPHY:

THE ROUNTREE STUDY AREA SHOULD CONTINUE TO SERVE AND HOUSE A DIVERSE POPULATION CLOSE TO THE CENTER OF THE CITY. TO DO SO, IT SHOULD CONSIST OF A MIX OF LAND USES WHICH PROVIDE A FUNCTIONAL, STIMULATING, AND LIVEABLE ENVIRONMENT FOR ITS RESIDENTS, INCLUDING, WHERE APPROPRIATE, BUSINESS, INSTITUTIONAL, MULTI-FAMILY AND SINGLE-FAMILY USES.

### GOALS FOR THE ROUNTREE STUDY AREA:

- \* HOUSING: MAINTAIN THE SINGLE-FAMILY CHARACTER AND INTEGRITY OF THE ROUNTREE STUDY AREA BY FOCUSING SPECIAL ATTENTION ON THE MAINTENANCE OF THE PHYSICAL ENVIRONMENT AND THROUGH THE ELIMINATION OF ACTIVITIES WHICH DETRACT FROM THE CHARACTER AND INTEGRITY OF THE NEIGHBORHOOD.
- \* CIRCULATION: PRESERVE THE STREET SYSTEM WITHIN THE RESIDENTIAL PORTION OF THE ROUNTREE STUDY AREA FOR LOCAL USE. DISCOURAGE THROUGH TRAFFIC THROUGH IMPROVEMENT OF PERIPHERAL ROUTES AND BY LIMITING NONRESIDENT PARKING.
- \* LAND USE: PRESERVE THE EXISTING LOW DENSITY RESIDENTIAL CHARACTER OF THE INTERIOR PORTIONS OF THE ROUNTREE STUDY AREA. SUPPORT THE HARMONIOUS, ORDERLY, AND EFFICIENT USE OF THE NATIONAL AVENUE AND CHERRY STREET CORRIDORS. LIMIT BUSINESS OR MULTI-FAMILY DEVELOPMENT TO AREAS PRESENTLY ZONED FOR SUCH USE IN THOSE PORTIONS OF THE ROUNTREE STUDY AREA NOT COVERED BY THE ROUNTREE URBAN CONSERVATION DISTRICT.
- \* URBAN BEAUTIFICATION: PRESERVE AND IMPROVE THE AESTHETIC AND ENVIRONMENTAL QUALITY OF THE ROUNTREE STUDY AREA.

**GENERAL RECOMMENDATIONS  
FOR THE  
ROUNTREE STUDY AREA**

1. NEIGHBORHOOD ORGANIZATION

A Rountree Area Advisory Committee should be established to review development proposals, make recommendations to the City Council and/or its boards or commissions, and to initiate actions intended to support the implementation of the Rountree Area Neighborhood Plan. This Committee should be appointed by the neighborhood; the United Neighborhood Organization-East could assist in the appointment of the organization.

Composed of neighborhood residents, the Committee should serve as an advisory body on governmental matters affecting the Rountree Study Area. No function or duty of the Advisory Committee will invalidate any action of the City Council, Planning and Zoning Commission, or any other City board or commission, when such action has been approved by the votes required by the City Charter. In general, the Advisory Committee should:

A. Review Proposed Developments.

1. The Planning Director will notify the Chair of the Advisory Committee of all applications for developments, rezonings, variances, use permits, special exceptions and subdivisions of land requiring a public hearing involving land located wholly or partially within the Rountree Urban Conservation District or within 300 feet of the District's boundaries.
2. The Advisory Committee may initiate contact with an applicant to coordinate planning and may suggest modifications in the application based on these planning efforts.
3. The Advisory Committee may make written comments on any such application or have representatives at a public hearing. All written comments will be attached as a part of staff reports to the Planning and Zoning Commission, City Council, or other governmental body.

B. Initiate, review and recommend criteria and programs for the preservation, development, and enhancement of the Rountree Urban Conservation District, including but not limited to criteria and programs regarding parking, schools, streets and traffic.

C. Recommend priorities in government services and the operation of the various government departments in the Rountree Urban Conservation District by means of:

1. Meeting with City administrative officials to obtain additional information necessary for the Committee to fulfill its functions.
2. Reviewing and evaluating pending legislation substantially affecting the Rountree Urban Conservation District.
3. Such suggestions, comments and advice will be of an advisory nature only but will be forwarded with staff reports to the Planning and Zoning Commission, City Council and Board of Adjustment for consideration at public hearings.

D. Identify and study the problems and requirements of the Rountree Urban Conservation District, in order to:

1. Bring the problems and needs of the neighborhood to the attention of appropriate government agencies or residents; and
2. Recommend solutions or legislation.

E. Aid and promote communications within the Rountree Study Area and between it and the rest of the City by means of:

1. Providing that meetings of the Advisory Committee will be open to the public;
2. Soliciting the active cooperation of all segments of the community and City, including organizations, associations, institutions and government;
3. Initiating proposals and supporting those introduced by individual citizens or area organizations which will enhance the quality of life enjoyed by Rountree Study Area residents and preserve the unique residential character of the neighborhood; and
4. Promoting and encouraging community business whose functions, methods of operation, location, and architectural appearance are consistent with the character and requirements of the community.

## 2. RESIDENTIAL PARKING PERMIT PROGRAM

Non-resident on-street parking is a serious problem in parts of the Rountree Study Area. Residents of the Rountree Single-Family Neighborhood Area have complained that the residential integrity of the neighborhood is being threatened by the presence of both heavy and illegal long-term SMSU commuter parkers. During a survey conducted by the Planning Division staff, heavy (more than 50% of parking spaces occupied), on-street parking was observed to be confined to streets west of Fremont. Fremont appears to be the limit of University-related parking. The limited parking on Fremont ("no parking between 8:00 a.m. and 5:00 p.m.") seems to assist in determining the parking location and also creates a "buffer" for the residential areas east of Fremont from the heavy parking. No illegal parking was observed east of Rogers Avenue, however, illegal parking is a major problem west of Rogers. Parking violations observed were parking too close to or partially blocking driveways and parking in "no-parking" zones. All violations were noted in heavy parking areas. These violations create visual and safety hazards as well as inconvenience for egress and ingress to private driveways. Because Planning Division surveys did not indicate a problem with parking on streets east of Fremont at this time, they are not being recommended for inclusion in the Residential Parking Permit Program. There is concern that, with the institution of this program, non-resident on-street parking will spill over onto streets east of Fremont, and specifically onto Pickwick. City staff will monitor the parking situation and work with the neighborhood to mitigate any parking problems that might occur as a result of the adoption of the Residential Parking Permit Program, including, if necessary, the incorporation of additional streets in the program or the deletion of streets initially included.

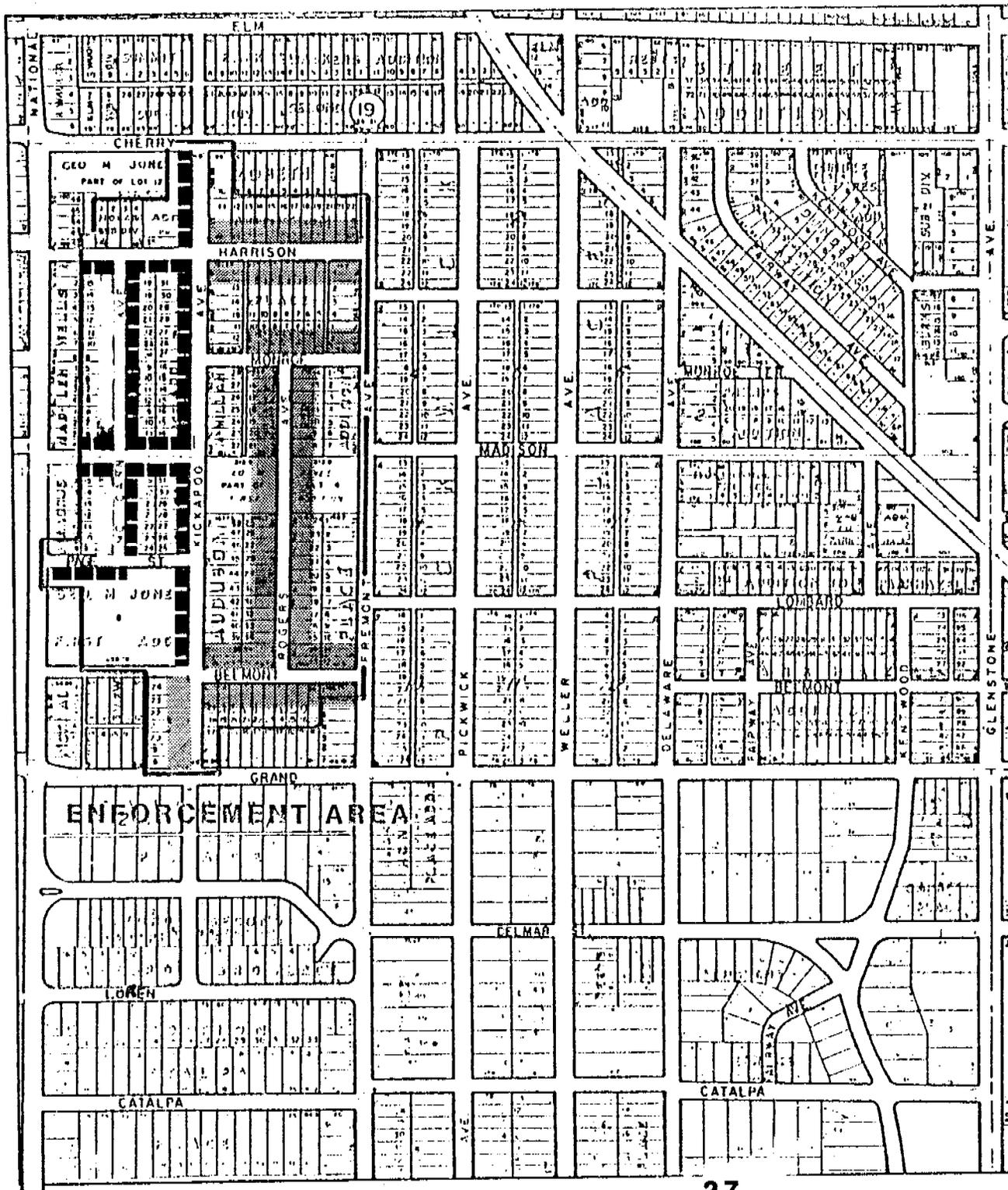
The purpose of the Residential Parking Permit Program (RPPP) is to discourage the use of on-street parking by non-residents. Establishment of the RPPP will have no effect on off-street parking requirements.

The Residential Parking Permit Program will be enforced on the following street sections (See also Map 4):

1. McCann Avenue from Page Street to Harrison Street.
2. Kickapoo Avenue from Grand Street to Cherry Street.
3. Rogers Avenue from Belmont Street to Monroe Street.
4. Page Street from National Avenue to McCann Avenue.
5. Madison Street from the west property lines of lots on the west side of McCann Avenue to Kickapoo Avenue.
6. Monroe Street from the alley east of the east property lines of lots on the east

ROUNTREE NEIGHBORHOOD  
STUDY AREA

MAP 4  
RESIDENTIAL  
PARKING PERMIT  
AREA



■■■■ PERMIT REQUIRED  
24 HOURS PER DAY  
MONDAY THROUGH SATURDAY

■■■■ PERMIT REQUIRED  
8:00 AM TO 7:00 PM  
MONDAY THROUGH FRIDAY

PARKING PROHIBITED  
AT ALL TIMES ON ALL  
OTHER STREET SEGMENTS  
IN THE ENFORCEMENT AREA



SPRINGFIELD DEPARTMENT OF  
MUNITY DEVELOPMENT

- side of Kickapoo Avenue to Fremont Avenue.
7. Belmont Street from Kickapoo Avenue to Fremont Avenue.
  8. Harrison Street from the west property lines of lots on the west side of McCann Avenue to Fremont Avenue.

Permits will be issued on a yearly basis to residents of the enforcement area by the Springfield Department of Finance upon proof of residency. No more than two parking permits per dwelling unit may be issued. One visitor card will also be issued per dwelling unit. It is the intent of the program that these cards be kept at the individual residences for use by occasional visitors. Visitors passes may also be obtained at the Department of Finance when more than one visitor permit is needed. Visitor cards and passes will only be issued to residents of the enforcement area who have obtained parking permits for their personal vehicles. Delivery, service, and emergency vehicles will be exempt from the RPPP requirements.

The Residential Parking Permit Program will be enforced on some street sections from 8:00 a.m. to 7:00 p.m. Monday through Friday. Other street sections, notably McCann and Kickapoo Avenues, will have round-the-clock restricted parking, Monday through Saturday. During the hours of enforcement, vehicles not displaying a residential parking permit or a visitor pass and parked in the enforcement area will be ticketed.

## 2. MONITORING/ENFORCEMENT

Throughout the planning process, residents of the Rountree Study Area expressed concern about enforcement of current City regulations. They cited situations which conflict with City codes but are allowed to continue. Increased monitoring of the Rountree Study Area should be implemented and existing codes and regulations enforced. This increased monitoring and enforcement should extend not only to zoning and housing code violations but also to traffic and parking violations.

### A. Zoning Code.

The prevalence of nonconforming uses in the Rountree Study Area is an indication of the past problem with monitoring and enforcement of existing codes. As stated in the Inventory, it is difficult to determine if a nonconforming use existed prior to annexation or zoning and thus, whether it is legal or illegal. A concentration of uses such as is evident in the Rountree Study Area, however, indicates a need to focus zoning enforcement. Parking lot lights are also a matter

of zoning code enforcement. The current City Code provides that "any lights used to illuminate parking areas in residential districts shall be so arranged and hooded as to confine all direct light rays entirely within the boundary lines of the parking area (Section 80.1810)." This provision of the Code should be strictly enforced so that lighting in any parking lot within or adjoining the Rountree Study Area does not adversely impact the integrity of the residential neighborhoods.

B. Housing Code.

Some evidence of overcrowding was found in the Rountree Study Area. This problem is also addressed by existing codes - no more than three unrelated individuals may occupy a single-family structure in an R-1 zoning district or, if one individual is an owner-occupant, he or she may rent space to four unrelated individuals as a customary home occupation. Some modification of this regulation is suggested in part of the Rountree Study Area as a provision of the urban conservation district zoning ordinance, however, better enforcement of the current regulations will help in alleviating any problems overcrowding may cause.

C. Traffic and Parking.

A large part of the area's parking problem should be adequately addressed by the institution of the Residential Parking Permit Program proposed in General Recommendation 2 and in the urban conservation district zoning ordinance. In order to get the best results, however, diligent enforcement of that program will be necessary.

Adoption of the Rountree Area Neighborhood Plan and urban conservation district zoning ordinance will send a message to both residents and to City staff of the City's commitment to the preservation of the Rountree Study Area. Such preservation is contingent in a large part on the enforcement of existing codes and regulations.

3. HISTORIC/ARCHITECTURAL SURVEY

There are many homes in the Rountree Study Area which may have historical or architectural significance to Springfield. The City of Springfield is currently conducting a city-wide survey in order to identify such structures and areas. The results of the survey should be evaluated to determine which structures within the Rountree Study Area should be

preserved. Steps should then be taken to list those structures on the Springfield Historic Sites Register and/or the National Register of Historic Places. While such listing does not normally bring economic incentives for preservation, it does provide recognition of the structure's importance. Listing on the local register also provides a sixty-day "cooling off" period for proposed demolitions and inappropriate exterior alterations.

#### 4. TRAFFIC CIRCULATION

The hierarchy of street classification and functions in the Rountree Study Area should be recognized and respected. Grand Street, Glenstone Avenue and National Avenue are arterials. As such, their primary function is to move large volumes of traffic at relatively high speeds through the city. Through traffic, with origins and destinations outside of the Rountree Study Area, should be encouraged to use these routes rather than streets bisecting the study area. Likewise, traffic that originates or terminates in the Rountree Study Area should also be encouraged to use the arterial or collector streets whenever possible. Proposed street and traffic improvements in the Rountree Study Area or adjacent to it should be evaluated in terms of their likely effect on the Rountree Study Area, as well as in terms of their impact on traffic control and management strategies.

#### 5. ROUNTREE ELEMENTARY SCHOOL

The continued use of the Rountree Elementary School as a neighborhood school should be encouraged and supported by residents of the Rountree Study Area. A proposal in the recent past to eliminate the Rountree School as a neighborhood school was met with strong opposition by Rountree residents. The School Board postponed their decision on the closing as a result of this opposition. Residents should continue to support the preservation of Rountree as a neighborhood school. A report prepared by the Springfield Department of Community Development concluded that neighborhoods undergoing change or experiencing pressure from competition with nonresidential uses (like the Rountree Study Area) are particularly vulnerable to the adverse impacts of school closings and significant redistricting. Changing the status of the Rountree Elementary School could not be viewed as a positive signal to households desiring to invest in the Rountree Study Area as a residential neighborhood. Failure to attract new homeowners into the area could result in the conversion of structures to rental occupancy as homes are placed on the market with increasing frequency. A sequence of events leading to the introduction of additional rental housing could change the character of the Rountree Study Area by compounding the problems of structural deterioration and overcrowding witnessed in other parts of the community.



ROUNTREE NEIGHBORHOOD  
STUDY AREA

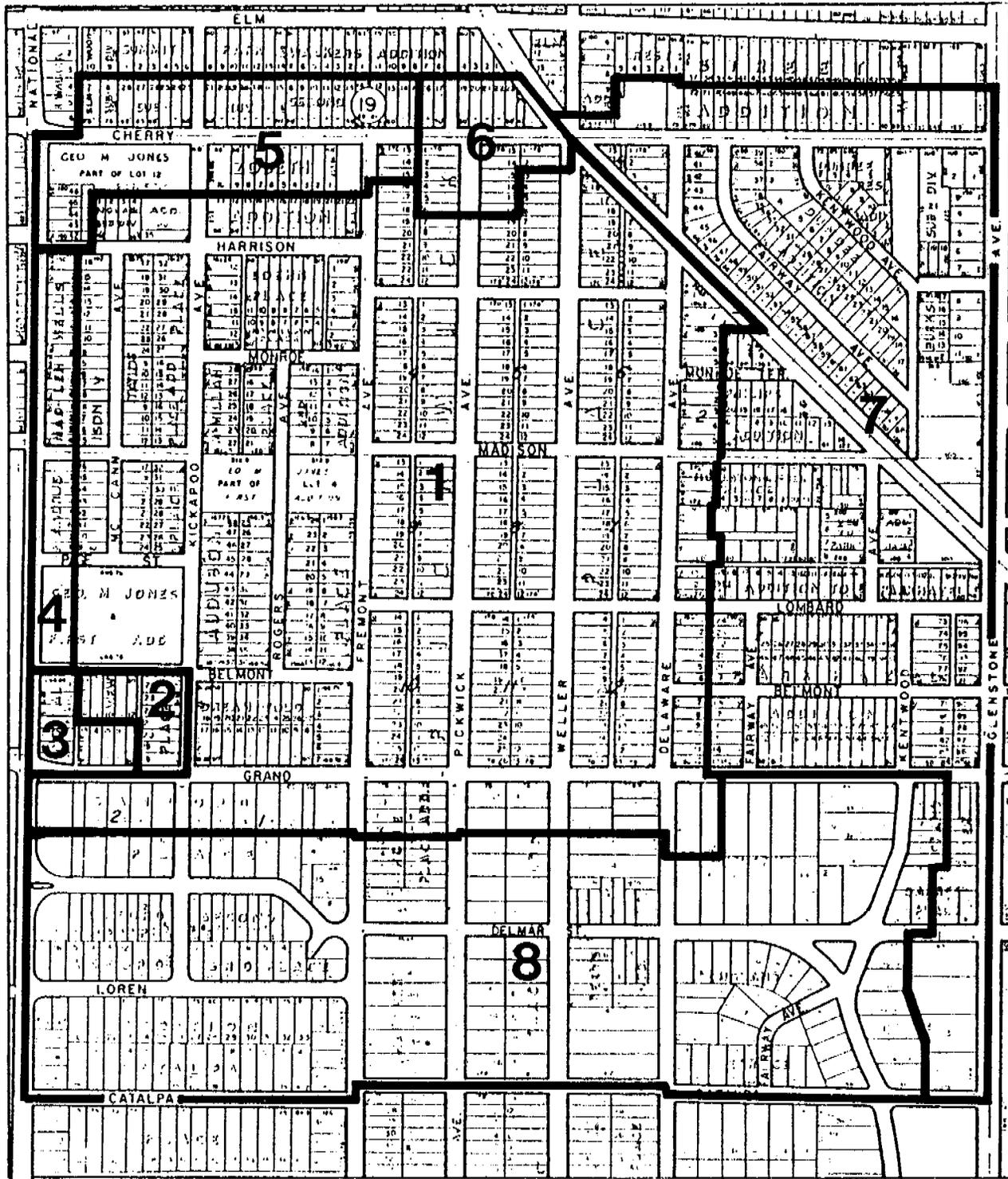
CONCEPT PLAN  
AREA BOUNDARIES

MAP 5

- 1 ROUNTREE SINGLE-FAMILY NEIGHBORHOOD
- 2 KICKAPOO/BELMONT AREA
- 3 NATIONAL/GRAND AREA
- 4 NATIONAL AVENUE CORRIDOR AREA
- 5 CHERRY STREET CORRIDOR AREA
- 6 CHERRY/PICKWICK COMMERCIAL AREA
- 7 GLENSTONE/KENTWOOD AREA
- 8 CATALPA AREA



SPRINGFIELD DEPARTMENT OF  
COMMUNITY DEVELOPMENT



## CONCEPT PLANS

Conceptually, the Rountree Study Area can be divided into eight areas. Map 5 notes the concept plan area boundaries. For each concept area, a general assessment, philosophy, and policies are articulated.

Areas 1 through 6 are proposed for urban conservation district status. The concept plans for those areas are intended to serve as the Rountree Urban Conservation Plan.



## AREA 1 - ROUNTREE SINGLE-FAMILY NEIGHBORHOOD AREA

### ASSESSMENT

The Rountree Single-Family Neighborhood Area is the core of the Rountree Study Area. It is a neighborhood that is experiencing some adverse impact from land uses adjoining its edges. The area is characterized by a diverse (in age, size and value) housing stock and an extensive tree canopy.

### PHILOSOPHY

Efforts in the Rountree Single-Family Neighborhood Area should be aimed at preserving and enhancing the single-family character of the neighborhood.

### POLICIES

#### Policy 1

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT DESIGNATION TO MAINTAIN THE EXISTING SINGLE-FAMILY RESIDENTIAL DENSITIES.

This area is, and should remain, a single-family area. Land uses should not be permitted which will alter the character of the neighborhood by introducing excessive non-residential traffic or disruptive activities.

A. Through the urban conservation district zoning ordinance, require the issuance of a Use Permit for the following uses: churches; schools; and off-premise parking facilities.

Presently the uses mentioned above are allowed by right in R-1 zoning districts. These

uses may generate excessive non-resident traffic at times or may adversely affect the neighborhood in other ways. Requiring the issuance of a Use Permit by City Council will allow an evaluation of the proposed project's impact on the neighborhood.

B. Certain home occupations should be permitted, but carefully regulated to limit potentially adverse impacts resulting from these uses.

Home occupation is defined in the proposed urban conservation district ordinance as "Occupations ordinarily carried on in a home that are not detrimental or injurious to adjoining property; an accessory use of a dwelling unit for gainful employment involving the provision of services." As stated, a home occupation is an accessory use of a dwelling unit; no adverse impact on adjoining properties should be felt. Under the current R-1 zoning, roomers and boarders are allowed as a "by right" use. In order to more closely monitor the impact of this use, the proposed U. C. ordinance requires the issuance of a Use Permit when lodging is provided to one or more individual. The intent of this provision is to allow no more than three roomers and boarders in an existing singlefamily dwelling only if the following requirements are met:

1. Required Home Occupancy. The structure within which the provision for roomers and boarders is made must be owner occupied in order to allow the home occupation of roomers and boarders.
2. Off-Street Parking. Single-family dwellings with roomers and boarders must provide at least one (1) additional off-street parking space, which is paved, for each roomer and boarder. These additional parking spaces shall not be located in the required front and side yard setbacks.
3. Annual Registration. Annual registration by the property owner of dwellings with roomers and boarders will be required. In addition to the existing requirements of the Code governing "Registration of Rental Property," a sketch plan must be included, showing the provision of additional required parking.

Policy 2

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO REQUIRE THE ANNUAL REGISTRATION OF ALL RENTAL HOUSING.

Annual registration is currently required for any apartment building containing two or more units, any boarding house, lodging house, rooming house, fraternity or sorority in the city. Property owners are required to designate a "registered local agent" who will be legally responsible for operating the property in compliance with city codes and ordinances. Official city notices served upon a registered local agent shall be deemed to have been served on the owner of record. In addition, the registered local agent "shall be available at all times for purposes of controlling activities or conduct which occurs on the premises." (Section 18-21).

Requiring registration of single-family rental housing under the provisions of the city code will enable the city to ascertain and monitor the extent of rental housing in the Rountree Single-Family Neighborhood Area. It will also provide the city with a local contact person for the property. As a supplement to the information presently required for registration, the property owner could also be required to submit either the number or the names of the tenants. Zoning regulations limit occupancy in R-1 districts to no more than three unrelated individuals per dwelling unit. Some evidence of overcrowding has been found in the Rountree Single-Family Neighborhood Area. Requiring the submittal of all tenant names or the number of tenants would reveal those structures where code violations are present and could aid in the alleviation of structural overcrowding in this area.

Policy 3

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO LESSEN THE IMPACT OF PARKING IN THE ROUNTREE SINGLE-FAMILY NEIGHBORHOOD AREA.

A. Through the urban conservation district zoning ordinance, establish a residential parking permit program in a portion of the Rountree Single-Family Neighborhood Area.

As discussed in the General Recommendations for the Rountree Study Area, non-resident on-street parking is a problem, particularly in the Rountree Single-Family Neighborhood Area. A Residential Parking Permit Program is included in the urban conservation district ordinance to combat this problem.

B. Through the urban conservation district zoning ordinance, require landscaping for off-premise parking facilities.

Policy 1.A. requires the issuance of a use permit for parking facilities. As a condition of issuing such a use permit, parking lots with twenty or more spaces should be required to provide both interior and peripheral landscaping. Such a requirement should serve to reduce the adverse visual impact of the parking lot.

Policy 4

INVESTIGATE THE PROVISION OF ADEQUATE CURBS, GUTTERS, AND DRIVEWAY ENTRANCES.

The absence of curbs and gutters on many of the east/west streets serving the Rountree Single-Family Neighborhood Area has created parking, drainage, and visual problems. Without curbs to separate the street from yards, parking has occurred in areas not adequately surfaced for parking. This creates unsightly ruts and bare spots in previously green areas. Overparking and parking across driveways also occurs because there is no clear definition of driveway entrances. In addition, storm water flooding problems exist along McCann Avenue and Page Street. Although not a cure for this problem, installation of curbs, gutters, and driveway entrances should aid in the alleviation of it.

At this time the City does not have funds available for curb construction. If funds should become available like the 1983 Jobs Bill grants, for example, curb construction could be considered.

Policy 5

ESTABLISH A VOLUNTARY LANDSCAPING PROGRAM TO PLANT STREET TREES IN THE PUBLIC RIGHT-OF-WAY ALONG NEIGHBORHOOD STREETS WHICH CURRENTLY LACK A STREET TREE CANOPY.

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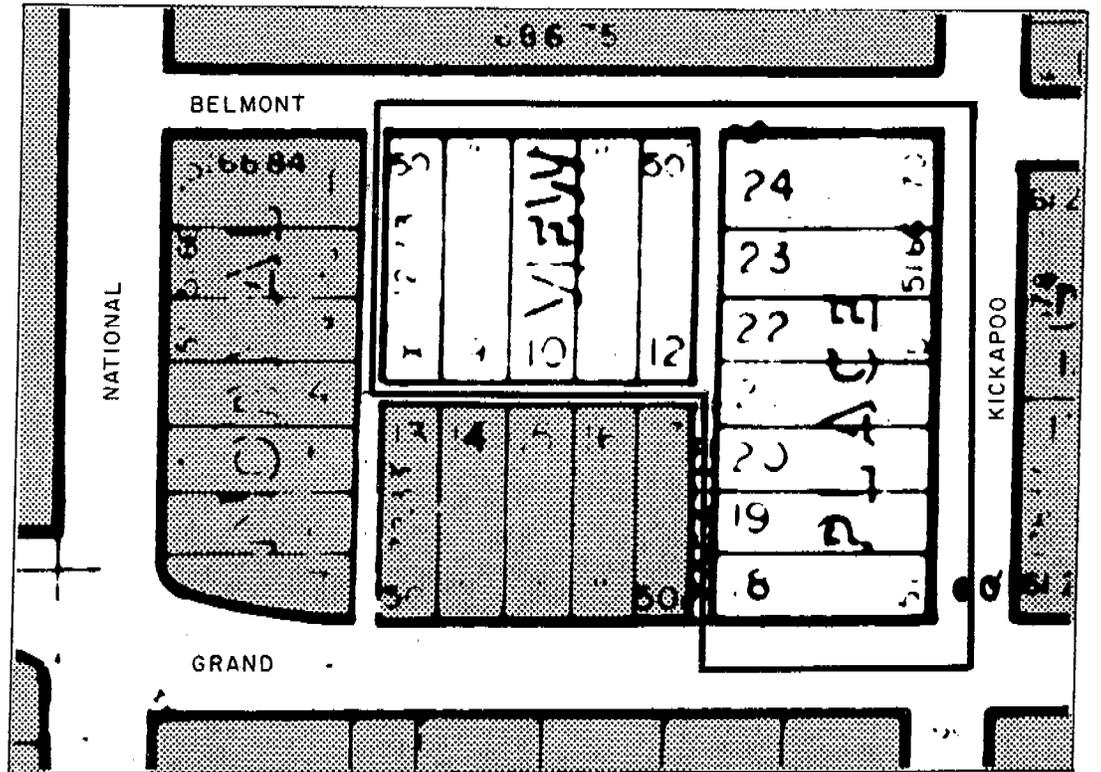
As previously noted, the street tree canopy is a prominent design feature of the Rountree Single-Family Neighborhood Area. The large trees provide a sense of continuity to the neighborhood as well as contribute to the living environment. The street tree canopy is well established along most streets in this area although its continuity weakens in the western section. The neighborhood organization, in conjunction with the Public Works Department of the City, should work to replace dying street trees and to plant new trees where needed.

Policy 6

INVESTIGATE ACTIONS TO ALLEVIATE STORM WATER DRAINAGE PROBLEMS ON McCANN AVENUE.

A study prepared by the Springfield Public Works Department in 1983 determined that there is a storm water flooding problem on the west side of McCann Avenue between Harrison and Page Streets. While construction of two parking lots on National Avenue since 1975 appears to have exacerbated the problem, Public Works determined that flooding conditions have been present for the past thirty to forty years. The study recommended that a storm sewer be built along the back property lines of the South National Avenue properties from south of Harrison to south of Madison to intercept and relieve the flooding problems on McCann. The construction of such a storm sewer is not in the Public Works Department's plans. It is possible, however, to require the development of the storm sewer as a condition of future Use Permits or Planned Developments that may be considered in the National Avenue Corridor. Such a requirement would not come into effect, though, if a change in use that is allowed by right in that area were proposed.

# CONCEPT PLAN AREA 2



Kickapoo/Belmont Area

MAP 7

## AREA 2 - KICKAPOO/BELMONT AREA

### ASSESSMENT

This L-shaped area is quite small, consisting primarily of Belmont Apartments, the United Hebrew Congregation Synagogue, a triplex, and a few single-family structures. It is zoned R-3 and serves as a transitional area between the commercial uses on Grand and National and the single-family neighborhood across Belmont and Kickapoo from it. The area does represent a departure from common zoning practices in that the zoning is only one lot deep instead of extending on both sides of a street.

### PHILOSOPHY

Efforts in this area should be directed toward preserving its residential nature.

### POLICIES

#### Policy 1

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO MAINTAIN THIS AREA'S RESIDENTIAL NATURE.

A. Through the urban conservation district zoning ordinance, limit the permitted uses in this area to those that preserve and enhance its residential quality.

This area is currently zoned R-3, which permits a wide variety of residential uses by right and various non-residential uses through issuance of Use Permit. Some permitted uses such as sororities and fraternities, museums, and offices, are not appropriate in this area because of the traffic they generate. The proposed U. C. district ordinance does not allow such uses. It restricts land use in the area to residential uses, boarding, rooming, and lodging houses, convalescent homes and group day care homes by right and

to custodial group homes and day care centers through the issuance of a Use Permit. By only allowing these uses, the area should retain its residential nature and function as a transitional area between the Grand/National commercial uses and the Rountree Single-Family Neighborhood Area.

B. Through the urban conservation district zoning ordinance, require that site plans be approved by the Administrative Review Committee before any new development or structural conversions and/or use changes occur.

Review and approval of a site plan by the Administrative Review Committee should be required in the following instances:

1. If any structure is constructed, relocated to a site within Area 2, or converted to another use;
2. If any open parking area is constructed or enlarged.

Site plans should be reviewed for their conformity with the review criteria contained in the urban conservation district ordinance. Projects whose site plans fail to comply with the criteria or which will have an adverse impact on the area should not be issued a building permit until the adverse conditions are mitigated.

Policy 2

UTILIZE THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO REQUIRE ONE AND ONE-HALF OFF-STREET PARKING SPACES PER DWELLING UNIT.

Currently one parking space is required per dwelling unit. Because this area serves a largely student clientele, there are frequently more than one person and more than one car per dwelling unit. Requiring one and one-half off-street parking spaces per dwelling unit more realistically addresses the actual demand for parking for area residents.

Policy 3

UTILIZE THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO REQUIRE SCREENING AROUND WASTE CANS, DUMPSTER UNITS, AND OTHER FORMS OF LITTER CONTROL AND REFUSE DISPOSAL DEVICES.

No solid waste disposal unit should be located where it is visible from a public street or adjoining properties. Adequate screening in the form of a sight-proof fence or wall should be provided.

Policy 4

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO ALLOW SIGNAGE CONSISTENT WITH THE RESIDENTIAL CHARACTER OF THE NEIGHBORHOOD.

Signage in the Kickapoo/Belmont Area should be consistent with the neighborhood's residential character. Specific signage provisions for the area are contained in the urban conservation district ordinance.



## AREA 3 - NATIONAL/GRAND AREA

### ASSESSMENT

The National/Grand Area is zoned C-2 on the corner with C-1 zoning flanking it. Uses in the area consist of the Ozarks General Store/Gas Station, various retail and service uses in the University Mall, and the SMSU Athletic Dorm. The area serves an important role as a location where services and merchandise may be purchased close to SMSU. This role should not be diminished, however, the commercial activities should not be allowed to adversely impact the residential neighborhood to the east or the SMSU campus to the west nor should they reduce the traffic capacity of National Avenue or Grand Street.

### Philosophy

Efforts in the National/Grand Area should be directed at providing needed goods and services for SMSU students.

### POLICIES

#### Policy 1

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO MAINTAIN THE EXISTING COMMERCIAL ZONING.

As discussed in the Assessment, this area provides needed commercial goods and services for the neighborhood and for the students at Southwest Missouri State University. The intensity of commercial activity is appropriate for the area and should be maintained.

Policy 2

UTILIZE THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO REQUIRE ONE AND ONE-HALF OFF-STREET PARKING SPACES PER DWELLING UNIT.

Currently one parking space is required per dwelling unit. Because this area serves largely a student clientele, there are frequently more than one person and more than one car per dwelling unit. Requiring one and one-half off-street parking spaces per dwelling unit more realistically addresses the actual demand for parking for area residents.

Policy 3

UTILIZE THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO REQUIRE SCREENING AROUND WASTE CANS, DUMPSTER UNITS, AND OTHER FORMS OF LITTER CONTROL AND REFUSE DISPOSAL DEVICES.

No solid waste disposal unit should be located where it is visible from a public street or adjoining properties. Adequate screening should be provided.

Policy 4

EFFORTS SHOULD BE DIRECTED TOWARD FACILITATING TRAFFIC FLOW ON NATIONAL AVENUE.

A. Maintain the National Avenue traffic median (Madison to Grand Streets).

The National Avenue median effectively prevents southbound vehicles from accessing land uses on the east side of National. While posing a minor inconvenience, the median does aid in keeping the large volume of traffic on National moving.

B. The use of joint driveways should be encouraged.

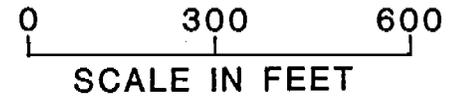
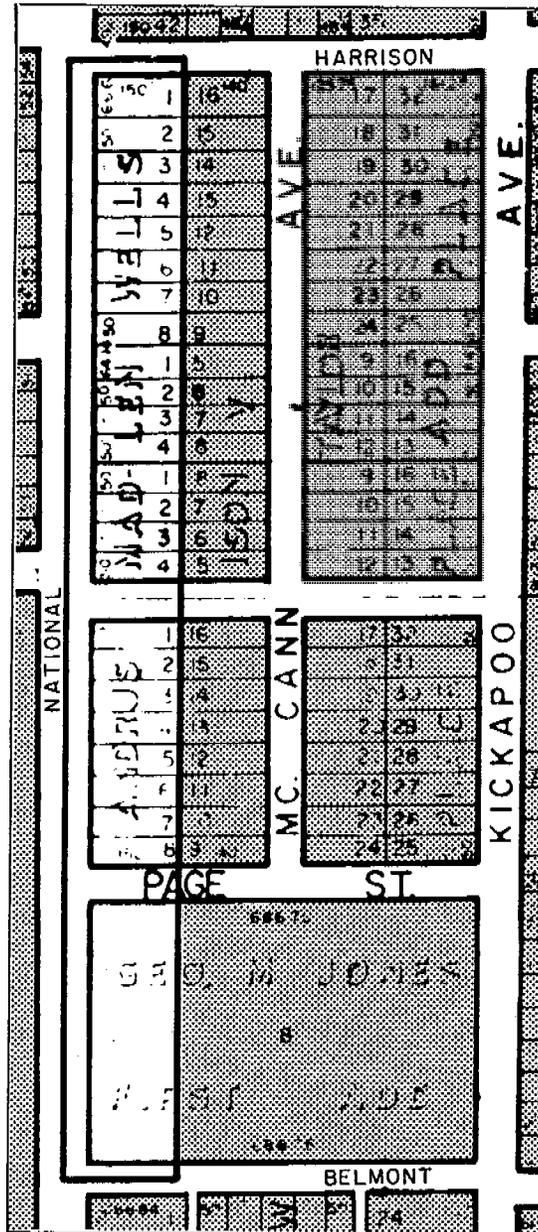
Limiting vehicular access to specific, well defined access points will also facilitate traffic flow on National Avenue. The use of joint driveways will reduce the number of access points necessary.

Policy 5

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO ALLOW SIGNAGE CONSISTENT WITH THE COMMERCIAL NATURE OF THIS AREA.

Signage in the National/Grand Area should be appropriate for the commercial use in the area. Specific signage provisions are contained in the urban conservation district ordinance.

# CONCEPT PLAN AREA 4



National Avenue Corridor Area

MAP 9

## AREA 4 - NATIONAL AVENUE CORRIDOR AREA

### ASSESSMENT

Located immediately across National Avenue from Southwest Missouri State University, the National Avenue Corridor is zoned R-3 and supports a variety of land uses including fraternities, religious student centers, offices, a book store (a legal nonconforming use), off-premise parking facilities, and other residential uses. Multi-family and group quarters uses appear to be the most dominant. There has been pressure since the 1960's to rezone portions of the corridor for commercial uses. Previous requests for commercial rezoning have been denied because these proposed uses were perceived as not being in character with the surrounding neighborhood. Aside from zoning restrictions, development in this area has been hampered by lot configuration and access problems.

Provided any adverse impact to the adjacent neighborhood can be mitigated, certain non-residential development may be appropriate in this area. However, due to concerns expressed by the adjacent neighborhood, nonresidential uses are not being recommended.

Another factor in planning for this area is the proximity of Southwest Missouri State University. SMSU is currently preparing a Master Plan in which it is anticipated that they will discuss some plans regarding National Avenue.

### PHILOSOPHY

Development in the National Avenue Corridor should be limited to those uses that will have minimal impact on the corridor and the adjacent neighborhood and that will also generate investment into deteriorated prooperties within the National Avenue Corridor.

## POLICIES

### Policy 1

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO LIMIT THE ADVERSE IMPACTS OF CERTAIN LAND USES ON THE AREA.

A. Through the urban conservation district zoning ordinance, limit the permitted uses in this area to those that will have minimal adverse impact on the corridor and adjacent neighborhood.

Certain uses currently permitted in R-3 zoning districts are not appropriate in the National Avenue Corridor Area because of the noise and traffic that they might generate and their general incompatibility with the area. These uses, specifically noted in the u.c. district ordinance, include hospitals, mental health centers, and research laboratories. Other uses permitted by right currently will be required to obtain a use permit from City Council, thus affording a review process for specific items such as parking, design, and buffering. Use permits should continue to be required for those uses normally requiring a use permit in R-3 districts and should also be required for private clubs, lodges, fraternities, sororities, and dormitories and for public parking areas.

B. Through the urban conservation district zoning ordinance, require that site plans be approved by the Administrative Review Committee before any new development or structural conversions and/or use changes occur.

Review and approval of a site plan by the Administrative Review Committee should be required in the following instances:

1. If any structure is constructed, relocated to a site within Area 4, or converted to another use;
2. If any open parking area is constructed or enlarged.

Site plans should be reviewed for their conformity with the general review criteria contained in the urban conservation district ordinance. Projects whose site plans fail to comply with the criteria or which will have an adverse impact on the Area should not be issued a building permit until the adverse conditions are mitigated.

Policy 2

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO LESSEN THE IMPACT OF PARKING IN THIS AREA.

A. Through the urban conservation district zoning ordinance, require one and one-half off-street parking spaces per dwelling unit.

Currently one parking space is required per dwelling unit. Because this area serves a largely student clientele, there are frequently more than one person and more than one car per dwelling unit. Requiring one and one-half off-street parking spaces per dwelling unit more realistically addresses the actual demand for parking by area residents.

B. Through the urban conservation district zoning ordinance, require that new or enlarged parking areas abutting the Rountree Single Family Neighborhood Area be properly screened.

Because the west side of the National Avenue Corridor Area abuts the Rountree Single-Family Neighborhood Area, it is desirable to screen parking facilities along National Avenue from the view of the Rountree Single-Family Neighborhood Area in order to preserve that area's residential integrity. Such screening should consist of a sight proof fence or wall six to eight feet tall constructed of wood or masonry.

Policy 3

UTILIZE THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO REQUIRE SCREENING OF CERTAIN USES FROM THE VIEW OF THE ROUNTREE SINGLE-FAMILY NEIGHBORHOOD AREA AND FROM PUBLIC STREETS.

Screening in the form of sight-proof fences or walls should be required along property lines separating the National Avenue Corridor Area and Rountree Single-Family Neighborhood Area whenever a Use Permit is issued in order to protect Rountree's residential integrity. Screening should also be required around waste cans, dumpster units, and other forms of litter control and refuse disposal devices so that no part of such devices is visible

from a public street or from adjoining properties.

Policy 4

EFFORTS SHOULD BE DIRECTED TOWARD FACILITATING TRAFFIC FLOW ON NATIONAL AVENUE.

A. Maintain the National Avenue traffic median (Madison to Grand Streets).

The National Avenue median effectively prevents southbound vehicles from accessing land uses on the east side of National. While posing a minor inconvenience, the median does aid in keeping the large volume of traffic on National moving.

B. The use of joint driveways should be encouraged.

Limiting vehicular access to specific, well defined access points will also facilitate traffic flow on National Avenue. The use of joint driveways will reduce the number of access points necessary.

Policy 5

ESTABLISH A VOLUNTARY LANDSCAPING PROGRAM TO PLANT STREET TREES IN THE PUBLIC RIGHT-OF-WAY ALONG NATIONAL AVENUE.

This portion of National Avenue was originally constructed by the federal government to provide access to the National Cemetery. Shade trees lined the street, known then as National Boulevard or "The Boulevard," and it was a popular place for Sunday drives. When street widening began in the 1960's many of the shade trees had to be cut down. At that time, the Planning and Zoning Commission urged the City to immediately begin planting new trees to replace the ones to be removed. One alternative discussed was the concept of a planting easement, whereby the City would plant trees from the City nursery on private property. Although this concept was not implemented, the City did adopt an ordinance in 1962 providing for the replacement of street trees when removed for street widening.

There is currently no City program of street tree planting except in the case of death or disease of existing street trees for which the City has assumed responsibility or when

street widening necessitates removal of street trees. To recapture part of the former ambience of National Avenue, voluntary planting of street trees should be encouraged. Chapter 31 of the City Code provides guidance as to the spacing and types of trees that should be used.

Policy 6

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO ALLOW SIGNAGE CONSISTENT WITH THE RESIDENTIAL CHARACTER OF THE NEIGHBORHOOD.

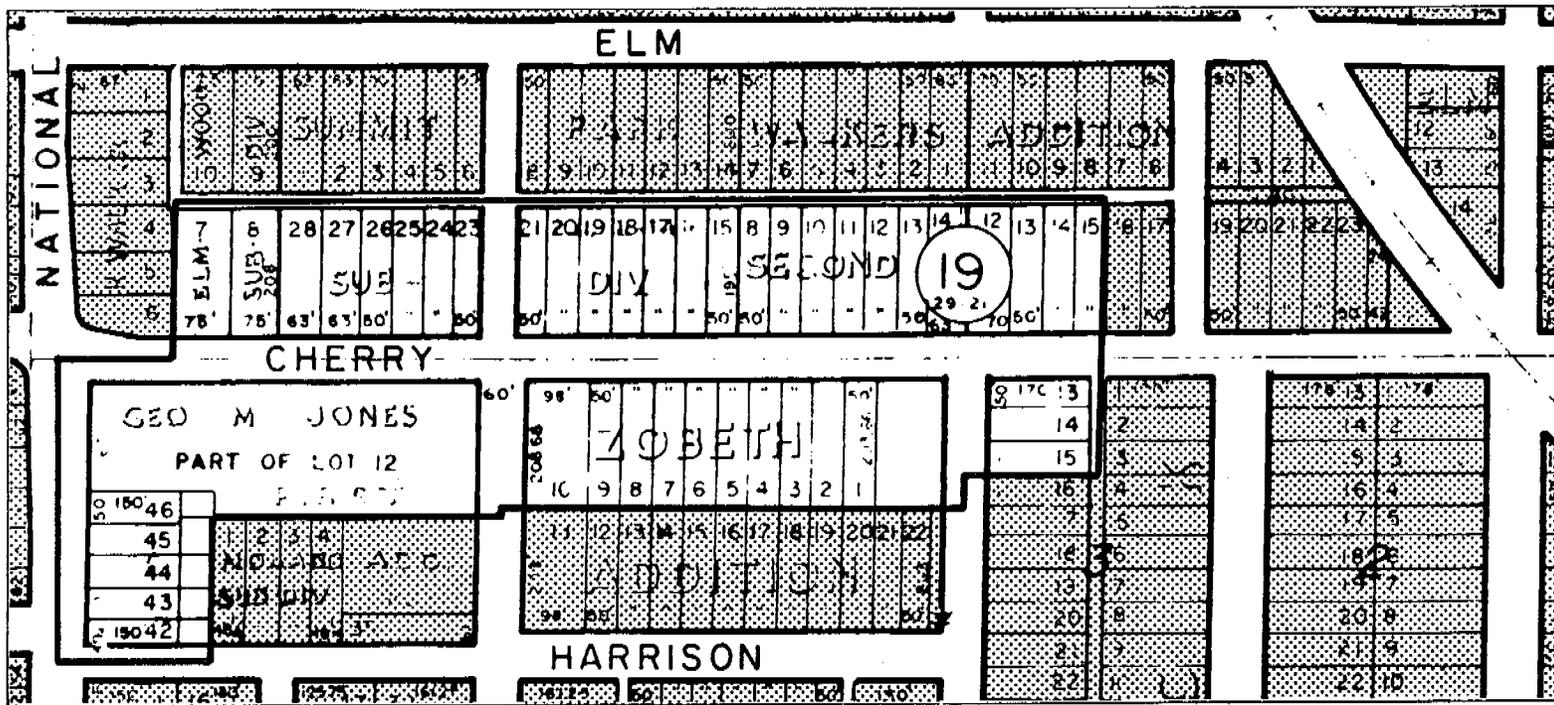
Signage in the National Avenue Corridor Area should be consistent with the neighborhood's character. Specific signage provisions for the area are contained in the urban conservation district ordinance.

Policy 7

INVESTIGATE ACTIONS TO ALLEVIATE STORM WATER DRAINAGE PROBLEMS CAUSED IN PART BY USES IN THE NATIONAL AVENUE CORRIDOR AREA.

A study prepared by the Springfield Public Works Department in 1983 determined that there is a storm water flooding problem on the west side of McCann Avenue between Harrison and Page Streets. While construction of two parking lots on National Avenue since 1975 appears to have exacerbated the problem, Public Works determined that flooding conditions have been present for the past thirty to forty years. The study recommended that a storm sewer be built along the back property lines of the South National Avenue properties from south of Harrison to south of Madison to intercept and relieve the flooding problems on McCann. The construction of such a storm sewer is not in the Public Works Department's plans. It is possible, however, to require the development of the storm sewer as a condition of future Use Permits or Planned Developments that may be considered in the National Avenue Corridor. Such a requirement would not come into effect, though, if a change in use that is allowed by right in that area were proposed.

# CONCEPT PLAN AREA 5



Cherry Street Corridor Area

MAP 10

## AREA 5 - CHERRY STREET CORRIDOR AREA

### ASSESSMENT

The Cherry Street Corridor Area extends along both sides of Cherry Street from the corner of National Avenue to the back property lines of the lots fronting on Pickwick Avenue and along the west side of National to Harrison. The northeast corner of National and Cherry has been omitted because of its commercial zoning and primary relationship to the commercial uses to the north on National Avenue. The area is zoned R-3 and contains several modern apartment buildings as well as a few single-family structures. Along Cherry Street land use is split between single- and multi-family while the National Avenue frontage is primarily multi-family. Surveys indicate a large number of SMSU students live in the Cherry Street Corridor Area. A major land use in the area is the Cherry Manor Health Center, an intermediate care nursing home. One legal nonconforming use, a hair salon, exists on the north side of Cherry Street. Cherry Street is classified as a collector street and heavy parking has been observed in the area. National Avenue is classified as a primary arterial and no parking is allowed on the street.

### PHILOSOPHY

Efforts in this area should be directed toward preserving its residential nature and toward facilitating traffic flow on Cherry Street and National Avenue.

### POLICIES

#### Policy 1

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO MAINTAIN THE AREA'S RESIDENTIAL NATURE.

A. Through the urban conservation district zoning ordinance, limit the permitted uses in this area to those that preserve and enhance its residential quality.

This area is currently zoned R-3, which permits a wide variety of residential uses by right and various non-residential uses through issuance of a Use Permit. Some permitted uses, such as sororities and fraternities, museums, and offices, are not appropriate in this area because of the traffic they generate. The proposed U. C. district ordinance does not allow such uses. It restricts land use in the area to residential uses, boarding, rooming, and lodging houses, convalescent homes and group day care homes by right and to custodial group homes and day care centers through the issuance of a Use Permit. By only allowing these uses, the area should retain its residential nature.

B. Through the urban conservation district zoning ordinance, require that site plans be approved by the Administrative Review Committee before any new development or structural conversions and/or use changes occur.

Review and approval of a site plan by the Administrative Review Committee should be required in the following instances:

1. If any structure is constructed, relocated to a site within Area 5, or converted to another use;
2. If any open parking area is constructed or enlarged.

Site plans should be reviewed for their conformity with the general review criteria contained in the urban conservation district ordinance. Projects whose site plans fail to comply with the criteria or which will have an adverse impact on the Area should not be issued a building permit until the adverse conditions are mitigated.

#### Policy 2

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO LESSEN THE IMPACT OF PARKING IN THIS AREA.

A. Through the urban conservation district zoning ordinance, require one and one-half off-street parking spaces per dwelling unit.

Currently one parking space is required per dwelling unit. Because this area serves a largely student clientele, there are frequently more than one person and more than one

car per dwelling unit. Requiring one and one-half off-street parking spaces per dwelling unit more realistically addresses the actual demand for parking for area residents and should help alleviate some of the parking congestion on Cherry Street.

B. Through the urban conservation district zoning ordinance, require that new or enlarged parking areas abutting the Rountree Single-Family Neighborhood Area be properly screened.

Because a portion of the Cherry Street Corridor Area abuts the Rountree Single-Family Neighborhood Area, it is desirable to screen parking facilities along Cherry Street and National Avenue from the view of that area in order to preserve the area's residential integrity. Such screening should consist of a sight proof fence or wall six to eight feet tall constructed of wood or masonry.

Policy 3

UTILIZE THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO REQUIRE SCREENING OF CERTAIN USES FROM THE VIEW OF THE ROUNTREE SINGLE-FAMILY NEIGHBORHOOD AREA AND FROM PUBLIC STREETS.

Screening in the form of sight-proof fences or walls should be required along property lines separating the Cherry Street Corridor Area and Rountree Single-Family Neighborhood Area whenever a Use Permit is issued in order to protect Rountree's residential integrity. Screening should also be required around waste cans, dumpster units, and other forms of litter control and refuse disposal devices so that no part of such devices is visible from a public street or from adjoining properties.

Policy 4

ESTABLISH A VOLUNTARY LANDSCAPING PROGRAM TO PLANT STREET TREES IN THE PUBLIC RIGHT-OF-WAY ALONG NATIONAL AVENUE.

This portion of National Avenue was originally constructed by the federal government to provide access to the National Cemetery. Shade trees lined the street, known then as National Boulevard or "The Boulevard," and it was a popular place for Sunday drives. When street widening began in the 1960's many of the shade trees had to be cut down. At that time, the Planning and Zoning Commission urged the City to immediately begin planting new trees to replace the ones to be removed. One alternative discussed was the concept of a planting easement, whereby the City would plant trees from the City nursery on private property. Although this concept was not implemented, the City did adopt an ordinance in 1962 providing for the replacement of street trees when removed for street widening.

There is currently no City program of street tree planting except in the case of death or disease of existing street trees for which the City has assumed responsibility or when street widening necessitates removal of street trees. To recapture part of the former ambience of National Avenue, voluntary planting of street trees should be encouraged. Chapter 31 of the City Code provides guidance as to the spacing and types of trees that should be used.

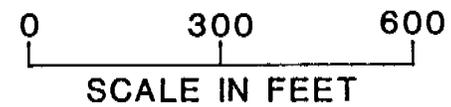
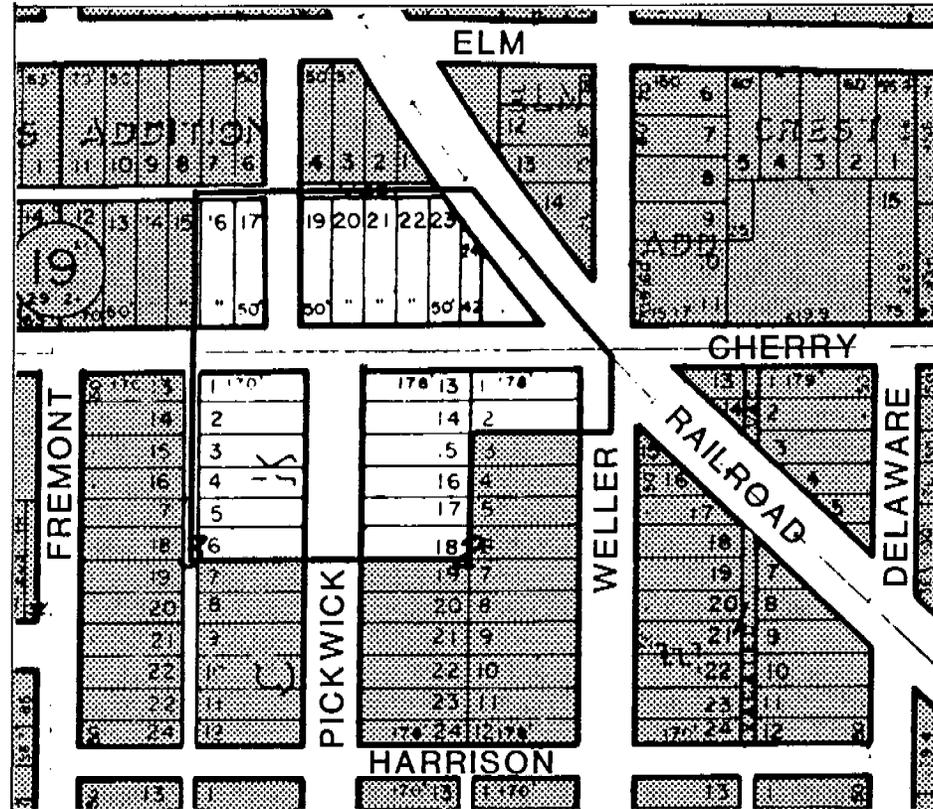
Policy 5

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO ALLOW SIGNAGE CONSISTENT WITH THE RESIDENTIAL CHARACTER OF THE NEIGHBORHOOD.

Signage in the Cherry Street Corridor Area should be consistent with the neighborhood's residential character. Specific signage provisions for the area are contained in the urban conservation district ordinance.



# CONCEPT PLAN AREA 6



Cherry/Pickwick Commercial Area

MAP 11

## AREA 6 - CHERRY/PICKWICK COMMERCIAL AREA

### ASSESSMENT

C-1 zoning exists at the four corners of Cherry Street and Pickwick Avenue and extends east to the Burlington Northern railroad tracks on Cherry Street and south to mid-block of Pickwick Avenue. Three legal nonconforming uses exist in the area - a film laboratory, a pest control office and a blueprint reproduction/supply company. The extension of commercial zoning down Pickwick Avenue represents a departure from the common practice of locating zoning boundaries at rear lot lines and represents an opportunity for encroachment into the Rountree Single-Family Neighborhood Area. The area is characterized by a Spanish Mission Revival commercial structure on Pickwick that was built in the 1920's and several other commercial structures of similar vintage, indicating the area's long term status as a neighborhood shopping center.

### Philosophy

The Cherry/Pickwick Commercial Area should continue to serve as a neighborhood commercial center but actions should be taken to prevent encroachment into the residential neighborhoods surrounding it.

### POLICIES

#### Policy 1

EFFORTS SHOULD BE DIRECTED TOWARD PRESERVING AND ENHANCING THE NEIGHBORHOOD-ORIENTED NATURE OF THE CHERRY/PICKWICK COMMERCIAL AREA AND TOWARD PROTECTING THE SURROUNDING NEIGHBORHOODS.

- A. The commercial zoning line should not be allowed to expand past its current location.

The Burlington Northern railroad forms a substantial boundary for the east edge of the commercial area. The neighborhoods to the north, south and west of the Cherry/Pickwick Commercial Area are viable residential areas. Increased commercial zoning should not be allowed to encroach into any of these neighborhoods.

B. Investment which will result in the preservation of existing structures should be encouraged.

As noted earlier, several structures in this area are vintage 1920's structures and, because of these, the area evokes a pleasant ambience of an early neighborhood shopping center. The scale and design of the center also complements the surrounding neighborhood nicely. Efforts should be made to preserve and re-use these structures.

C. Property owners should encourage and support the preparation of a Redevelopment Plan for the Cherry/Pickwick Commercial Area.

Development of a Redevelopment Plan under Chapter 353 of the Missouri Statutes and subsequent adoption of the plan by City Council would make financial incentives available to property owners. Property taxes on improvements may be waived for ten years; taxes on land frozen for ten years. Taxes on land and improvements may then be valued at fifty percent of true value for the ensuing fifteen years. This incentive would be especially appropriate if several owners were considering major improvements to their properties.

Policy 2

UTILIZE THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO REQUIRE THAT SITE PLANS BE APPROVED BY THE ADMINISTRATIVE REVIEW COMMITTEE BEFORE ANY NEW DEVELOPMENT OR STRUCTURAL CONVERSIONS AND/OR USE CHANGES OCCUR.

Review and approval of a site plan by the Administrative Review Committee should be required in the following instances:

1. If any structure is constructed, relocated to a site within Area 6, or converted to another use;

2. If any open parking area is constructed or enlarged.

Site plans should be reviewed for their conformity with the general review criteria contained in the urban conservation district ordinance. Projects whose site plans fail to comply with the criteria or which will have an adverse impact on the Area should not be issued a building permit until the adverse conditions are mitigated.

Policy 3

UTILIZE THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO PROVIDE ADEQUATE OFF-STREET PARKING WHILE ALSO BUFFERING THE ADJACENT ROUNTREE SINGLE-FAMILY NEIGHBORHOOD AREA FROM THE IMPACT OF THE PARKING.

A. Through the urban conservation district zoning ordinance, require one and one-half parking spaces per dwelling unit.

While there is very little residential land use in this area currently, there is the potential for residential redevelopment. Since one market for those residential units would be SMSU students, a reasonable estimate of demand for parking is one and one-half spaces per unit.

Because this area's commercial thrust is primarily neighborhood oriented, the current C-1 parking standards for retail and other uses is probably adequate and should not be changed.

B. Parking should not be allowed in the required front yard of premises in the Cherry/Pickwick Commercial Area.

Parking is currently allowed in the required front yard of non-residential establishments in C-1 zoning districts such as the Cherry/Pickwick Commercial Area. Parking in the front of establishments, along Pickwick Avenue especially, detracts from the general appearance and desirability of the neighborhood. This provision should not apply to those premises which, as of the date of the adoption of the urban conservation district zoning ordinance, do not have sufficient space to satisfy off-street parking standards or where such a

prohibition would result in unnecessary hardship. In the case of a hardship, a variance may be requested through the Board of Adjustment.

Policy 4

UTILIZE THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO REQUIRE SCREENING BETWEEN HIGH INTENSITY USES IN THE CHERRY/PICKWICK COMMERCIAL AREA AND THE ROUNTREE SINGLE-FAMILY NEIGHBORHOOD AREA AND AROUND SOLID WASTE DISPOSAL DEVICES.

A. Through the urban conservation district zoning ordinance, require a bufferyard along all property lines separating commercial uses in the Cherry/Pickwick Commercial Area and the Rountree Single-Family Neighborhood Area.

A bufferyard should be required to protect the single-family residential uses in the Rountree Single-Family Neighborhood Area from any adverse impact resulting from being adjacent to higher intensity uses in this area. The bufferyard should include a sight--proof fence or wall that is six to eight feet high and is constructed of wood or masonry. In addition, plantings should be required to soften the effect of the fence or wall.

B. Through the urban conservation district zoning ordinance, require that waste cans, dumpster units, and other forms of litter control and refuse disposal devices be screened.

No solid waste disposal unit should be located where it is visible from a public street or adjoining properties. Adequate screening should be provided.

Policy 5

UTILIZE THE PROVISIONS OF THE URBAN CONSERVATION DISTRICT ZONING ORDINANCE TO ALLOW SIGNAGE CONSISTENT WITH THE NEIGHBORHOOD-ORIENTED NATURE OF THE CHERRY/PICKWICK COMMERCIAL AREA.

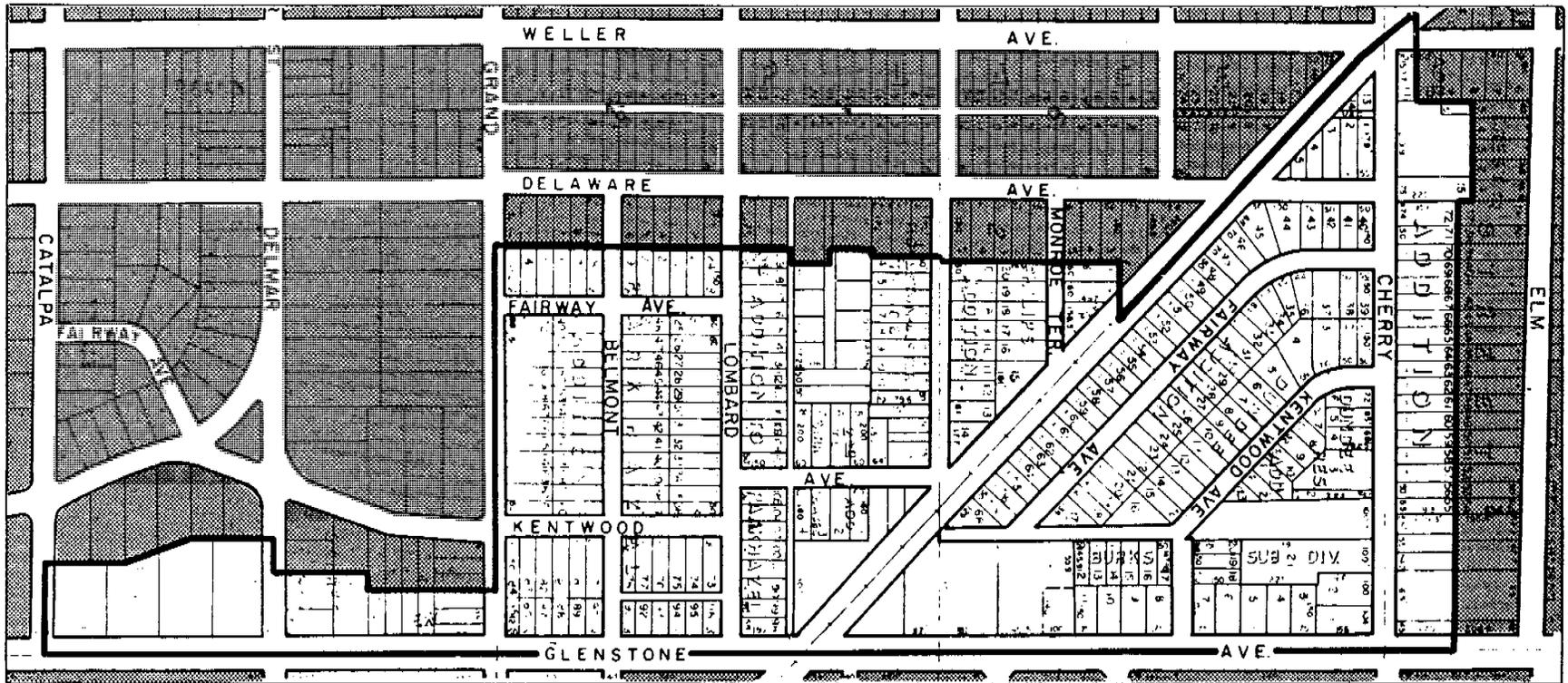
Signage allowed in the Cherry/Pickwick Commercial Area should be consistent with the neighborhood shopping center character of the area and should not adversely affect adjacent residential neighborhoods. Specific signage provisions for the area are contained in the urban conservation district ordinance.

Policy 6

INVESTIGATE ACTIONS TO IMPROVE TRAFFIC FLOW AT THE CHERRY STREET/PICKWICK AVENUE INTERSECTION.

Pickwick Avenue is off-set at its intersection with Cherry Street. This, coupled with the parking allowed in front of the businesses at the intersection, makes it difficult to determine the location of traffic lanes on Pickwick Avenue. No accidents were recorded at this intersection in 1983, however, the intersection presents a potential risk. Specific corrective actions, such as restriping, should be investigated.

# CONCEPT PLAN AREA 7



0 300 600  
SCALE IN FEET



Glenstone/Kentwood Area

MAP 12

## AREA 7 - GLENSTONE/KENTWOOD AREA

### ASSESSMENT

The Glenstone/Kentwood Area consists of the commercially zoned land fronting Glenstone Avenue and the residential neighborhood directly west of Glenstone. Zoned primarily R-1 (one pocket of R-3 exists on Cherry Street adjacent to the C-2 Glenstone land), the residential neighborhood contains blocks of structures with a lower median value than other areas in the Rountree Study Area. It also is sufficiently removed from the SMSU campus that non-resident on-street parking is not a problem.

### PHILOSOPHY

Efforts in the Glenstone/Kentwood Area should be directed toward preserving the residential integrity of the neighborhood.

### POLICIES

#### Policy 1

THE COMMERCIAL ZONING LINE SHOULD NOT BE ALLOWED TO EXPAND PAST ITS PRESENT LOCATION ON THE WEST SIDE OF GLENSTONE AVENUE.

Viable residential neighborhoods abut the Glenstone Avenue commercial area. These neighborhoods should be protected from further commercial encroachment. The depth of zoning in this area appears adequate for the type of commercial uses currently in place and for complementary uses that might be developed.

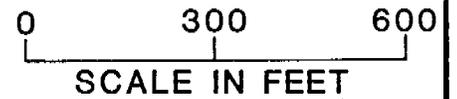
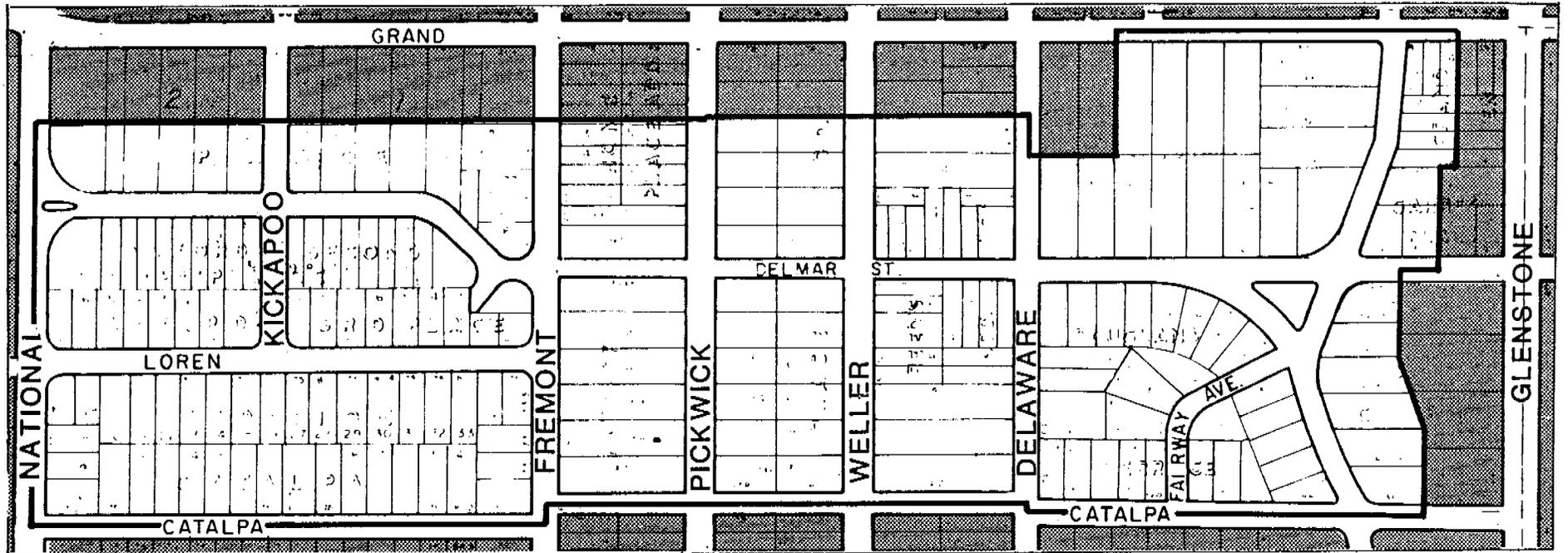
Policy 2

THE USE OF JOINT DRIVEWAYS ON GLENSTONE AVENUE SHOULD BE ENCOURAGED.

Limiting vehicular access to specific, well defined access points will facilitate traffic flow on Glenstone Avenue. The use of joint driveways will reduce the number of access points necessary.



# CONCEPT PLAN AREA 8



Catalpa Area

MAP 13

## AREA 8 - CATALPA AREA

### ASSESSMENT

The Catalpa Area is the neighborhood at the very southern boundary of the Rountree Study Area. It is zoned R-1 and is almost totally owner-occupied. Median value of owner occupied housing is extremely high in the area, with one block's median value estimated at \$187,500. The area is a highly desirable residential location and no threats to that status are foreseen.

### PHILOSOPHY

Public efforts in this area should be directed toward reinforcing the residential character of the neighborhood.

### POLICY

THE CURRENT ZONING PATTERN SHOULD NOT BE ALTERED.

As stated in the Assessment, this is a highly desirable residential area. There is commercial zoning abutting the eastern edge of the Catalpa. That zoning line should remain where it is. Commercial encroachment or more intensive residential zoning would not be appropriate in this area.





AREA 1  
ROUNTREE SINGLE-FAMILY NEIGHBORHOOD AREA

POLICIES

RESPONSIBILITY FOR  
IMPLEMENTATION

- |  |   |
|--|---|
| 1. Utilize the provisions of the urban conservation district designation to maintain the existing single-family densities.   | Planning and Zoning Commission, City Council. |
| a. Through the urban conservation district zoning ordinance, require the issuance of a Use Permit for the following uses: churches; schools; and off-premise parking facilities. |   |
| b. Certain home occupations should be permitted, but carefully regulated to limit potentially adverse impacts resulting from these uses.   |   |
| 2. Utilize the provisions of the urban conservation district zoning ordinance to require the annual registration of all rental housing.  | Planning and Zoning Commission, City Council. |
| 3. Utilize the provisions of the urban conservation district zoning ordinance to lessen the impact of parking in the Rountree Single-Family Neighborhood Area.                   | Planning and Zoning Commission, City Council. |
| a. Through the urban conservation district zoning ordinance, establish a residential parking permit program in a portion of the Rountree Single-Family Neighborhood Area.        |   |
| b. Through the urban conservation district zoning ordinance, require landscaping for off-premise parking facilities.   |   |
| 4. Investigate the provision of adequate curbs, gutters, and driveway entrances.   | Springfield Department of Public Works.       |

AREA 1 continued

POLICIES

RESPONSIBILITY FOR  
IMPLEMENTATION

- |   |  |
|---|--|
| 5. Establish a voluntary landscaping program to plant street trees in the public right-of-way along neighborhood streets which currently lack a street tree canopy. | Neighborhood,<br>Springfield Department of Public Works.                                 |
| 6. Investigate actions to alleviate storm water drainage problems on McCann Avenue.   | Springfield Department of Public Works,<br>Planning and Zoning Commission, City Council. |

**AREA 2  
KICKAPOO/BELMONT AREA**

POLICIES

RESPONSIBILITY FOR  
IMPLEMENTATION

- |  |  |
|--|--|
| 1. Utilize the provisions of the urban conservation district zoning ordinance to maintain this area's residential nature.  | Planning and Zoning Commission, City Council, Administrative Review Committee. |
| a. Through the urban conservation district zoning ordinance, limit the permitted uses in this area to those that preserve and enhance its residential quality.   |  |
| b. Through the urban conservation district zoning ordinance, require that site plans be approved by the Administrative Review Committee before any new development or structural conversions and/or use changes occur. |  |
| 2. Utilize the urban conservation district zoning ordinance to require one and one-half off-street parking spaces per dwelling unit.   | Planning and Zoning Commission, City Council.                                  |
| 3. Utilize the urban conservation district zoning ordinance to require screening around waste cans, dumpster units, and other forms of litter control and refuse disposal devices.                                     | Planning and Zoning Commission, City Council.                                  |
| 4. Utilize the provisions of the urban conservation district zoning ordinance to allow signage consistent with the residential character of the neighborhood.  | Planning and Zoning Commission, City Council.                                  |

**AREA 3  
NATIONAL/GRAND AREA**

**POLICIES**

**RESPONSIBILITY FOR  
IMPLEMENTATION**

- |  |   |
|--|---|
| 1. Utilize the provisions of the urban conservation district zoning ordinance to maintain the existing commercial zoning.  | Planning and Zoning Commission, City Council. |
| 2. Utilize the urban conservation district zoning ordinance to require one and one-half off-street parking spaces per dwelling unit.   | Planning and Zoning Commission, City Council. |
| 3. Utilize the urban conservation district zoning ordinance to require screening around waste cans, dumpster units, and other forms of litter control and refuse disposal devices. | Planning and Zoning Commission, City Council. |
| 4. Efforts should be directed toward facilitating traffic flow on National Avenue.   | Springfield Department of Public Works.       |
| a. Maintain the National Avenue traffic median (Madison to Grand Streets).   |   |
| b. The use of joint driveways is encouraged.   |   |
| 5. Utilize the provisions of the urban conservation district ordinance to allow signage consistent with the commercial nature of this area.  | Planning and Zoning Commission, City Council. |

**AREA 4  
NATIONAL AVENUE CORRIDOR AREA**

**POLICIES**

**RESPONSIBILITY FOR  
IMPLEMENTATION**

- |   |   |
|---|---|
| <p>1. Utilize the provisions of the urban conservation district zoning ordinance to limit the adverse impacts of certain land uses on the area.</p> <p style="padding-left: 40px;">a. Through the urban conservation district zoning ordinance, limit the permitted uses in this area to those that will have minimal adverse impact on the corridor and adjacent neighborhood.</p> <p style="padding-left: 40px;">b. Through the urban conservation district zoning ordinance, require that site plans be approved by the Administrative Review Committee before any new development or structural conversions and/or use changes occur.</p> | <p>Planning and Zoning Commission, City Council, Administrative Review Committee.</p> |
| <p>2. Utilize the provisions of the urban conservation district zoning ordinance to lessen the impact of parking in this area.</p> <p style="padding-left: 40px;">a. Through the urban conservation district zoning ordinance, require one and one-half off-street parking spaces per dwelling unit.</p> <p style="padding-left: 40px;">b. Through the urban conservation district zoning ordinance, require that new or enlarged parking areas abutting the Rountree Single-Family Neighborhood Area be properly screened.</p>   | <p>Planning and Zoning Commission, City Council.</p>                                  |
| <p>3. Utilize the urban conservation district zoning ordinance to require screening of certain uses from the view of the Rountree Single-Family Neighborhood Area and from public streets.</p>  | <p>Planning and Zoning Commission, City Council.</p>                                  |

AREA 4 continued

POLICIES

RESPONSIBILITY FOR  
IMPLEMENTATION

- |  |   |
|--|---|
| 4. Efforts should be directed toward facilitating traffic flow on National Avenue.<br><br>a. Maintain the National Avenue traffic median (Grand to Madison Streets).<br><br>b. The use of joint driveways is encouraged. | Springfield Department of Public Works.   |
| 5. Establish a voluntary landscaping program to plant street trees in the public right-of-way along National Avenue.   | Neighborhood, Springfield Department of Public Works.                                 |
| 6. Utilize the provisions of the urban conservation district zoning ordinance to allow signage consistent with the residential character of the neighborhood.  | Planning and Zoning Commission, City Council.   |
| 7. Investigate actions to alleviate storm water drainage problems caused in part by uses in the National Avenue Corridor Area.   | Springfield Department of Public Works, Planning and Zoning Commission, City Council. |

**AREA 5  
CHERRY STREET CORRIDOR AREA**

**POLICIES**

**RESPONSIBILITY FOR  
IMPLEMENTATION**

- |   |   |
|---|---|
| <p>1. Utilize the provisions of the urban conservation district zoning ordinance to maintain the area's residential nature.</p> <p style="padding-left: 40px;">a. Through the urban conservation district zoning ordinance, limit the permitted uses in this area to those that preserve and enhance its residential quality.</p> <p style="padding-left: 40px;">b. Through the urban conservation district zoning ordinance, require that site plans be approved by the Administrative Review Committee before any new development or structural conversions and/or use changes occur.</p> | <p>Planning and Zoning Commission, City Council, Administrative Review Committee.</p> |
| <p>2. Utilize the provisions of the urban conservation district zoning ordinance to lessen the impact of parking in this area.</p> <p style="padding-left: 40px;">a. Through the urban conservation district zoning ordinance, require one and one-half off-street parking spaces per dwelling unit.</p> <p style="padding-left: 40px;">b. Through the urban conservation district zoning ordinance, require that new or enlarged parking areas abutting the Rountree Single-Family Neighborhood Area be properly screened.</p>   | <p>Planning and Zoning Commission, City Council.</p>                                  |
| <p>3. Utilize the urban conservation district zoning ordinance to require screening of certain uses from the view of the Rountree Single-Family Neighborhood Area and from public streets.</p>  | <p>Planning and Zoning Commission, City Council.</p>                                  |

AREA 5 continued

POLICIES

RESPONSIBILITY FOR  
IMPLEMENTATION

4. Establish a voluntary landscaping program to plant street trees in the public right-of-way along National Avenue.
5. Utilize the provisions of the urban conservation district zoning ordinance to allow signage consistent with the residential character of the neighborhood.

Neighborhood, Springfield Department of Public Works.

Planning and Zoning Commission, City Council.



AREA 6 continued

POLICIES

RESPONSIBILITY FOR  
IMPLEMENTATION

- b. Parking should not be allowed in the required front yard of premises in the Cherry/Pickwick Commercial Area.
4. Utilize the urban conservation district zoning ordinance to require screening between high intensity uses in the Cherry/Pickwick Commercial Area and the Rountree Single-Family Area and around solid waste disposal devices.
- a. Through the urban conservation district zoning ordinance, require a bufferyard along all property lines separating commercial uses in the Cherry/Pickwick Commercial Area and the Rountree Single-Family Neighborhood Area.
- b. Through the urban conservation district zoning ordinance, require that waste cans, dumpster units, and other forms of litter control and refuse disposal devices be screened.
5. Utilize the provisions of the urban conservation district zoning ordinance to allow signage consistent with the neighborhood-oriented nature of the Cherry/Pickwick Commercial Area.
6. Investigate actions to improve traffic flow at the Cherry/Pickwick Avenue intersection.
- Planning and Zoning Commission, City Council.
- Planning and Zoning Commission, City Council.
- Springfield Department of Public Works.

AREA 7  
GLENSTONE/KENTWOOD AREA

POLICIES

1. The commercial zoning line should not be allowed to expand past its present location on the west side of Glenstone Avenue.
2. The use of joint driveways is encouraged.

RESPONSIBILITY FOR  
IMPLEMENTATION

Planning and Zoning  
Commission, City  
Council.

Springfield Depart-  
ment of Public Works.

AREA 8  
CATALPA AREA

POLICIES

1. The current zoning pattern should not be altered.

RESPONSIBILITY FOR  
IMPLEMENTATION

Planning and Zoning  
Commission, City  
Council.



**RECOMMENDED  
ROUNTREE URBAN CONSERVATION  
DISTRICT ORDINANCE**



## ROUNTREE URBAN CONSERVATION DISTRICT

**Section 1.** The following regulations shall govern and control the use and development of land in Urban Conservation District No. 2, the Rountree Urban Conservation District, as shown in Exhibit 1; which regulations are as follows:

A. Residential Parking Permit Program. On street parking will be allowed only by permit in the enforcement area described below. Establishment of the residential parking permit program will have no effect on off-street parking requirements. The Traffic Engineer may, at his discretion, designate no parking areas on any of the streets in the residential parking permit area for the purposes of safety and to facilitate traffic flow.

1. Enforcement Area. A residential parking permit area is created by this ordinance on the street sections noted below and indicated on Exhibit 2:

a. Parking by permit only 24 hours a day, Monday through Saturday:

- (1) McCann Avenue from Page Street to Harrison Street;
- (2) Kickapoo Avenue from Grand Street to Cherry Street;
- (3) Page Street from National Avenue to McCann Avenue;
- (4) Madison Street from the west property lines of lots on the west side of McCann Avenue to Kickapoo Avenue;
- (5) Harrison Street from the west property lines of lots on the west side of McCann Avenue to Kickapoo Avenue;

b. Parking by permit only 8:00 a.m. to 7:00 p.m. Monday through Friday:

- (1) Rogers Avenue from Belmont Street to Monroe Street;
- (2) Belmont Street from Kickapoo Avenue to Fremont Avenue;
- (3) Monroe Street from the alley east of the east property lines of lots on the east side of Kickapoo Avenue to Fremont Avenue; and
- (4) Harrison Street from Kickapoo Avenue to Fremont Avenue.

c. During the times listed above, vehicles parked in the enforcement area and not displaying a parking permit or visitor pass will be ticketed.

2. Permit Issuance and Display. The City Department of Finance will issue parking permits to residents of the enforcement area upon proof of residency. Permits will be issued on a yearly basis and no more than two parking permits per dwelling unit may be issued. Visitor cards and permits will also be available to residents of the enforcement area. Resident and visitor permits shall be displayed in a manner set forth in administrative procedures prepared by the City.

3. Exemptions. Delivery, service, and emergency vehicles shall be exempt from the requirements of this section.

4. Signage. Signs identifying those areas and the hours of enforcement affected by the residential parking permit program shall be placed by the Department of Public Works.

5. Modifications. Modifications to the residential parking permit program such as changing the restricted parking times, number of permits, etc. may be made by the City Traffic Engineer with the cooperation of the residents of the enforcement area as long as such changes are in keeping with the intent of this ordinance. No additional streets or areas shall be included in or deleted from the Residential Parking Permit enforcement area without public hearing and action by the City Council.

B. Parking Lot Surface. All public or customer parking areas and driveways leading thereto in the Rountree Urban Conservation District must be paved.

C. Nonconforming Uses. All uses made nonconforming by this ordinance or were made so by previous ordinances shall be required to register with the Director of Building Regulations by July 1, 1986..

**ROUNTREE URBAN CONSERVATION DISTRICT--AREA A**  
**Rountree Single-Family Neighborhood Area**

**Section 2.** The following regulations shall govern and control the use and development of land in Urban Conservation District No. 2, the Rountree Urban Conservation District-Area A, as shown in Exhibit 1; which regulations are as follows:

A. Uses Permitted. The following uses shall be permitted in Area A:

All uses permitted by right in the "R-1" One-Family District as set forth in Section 80.100

of the Land Development Code except for the uses listed in Section 2, C., which require the issuance of a use permit.

B. Customary Home Occupations.

1. Permitted Home Occupations. All customary home occupations permitted by the Land Development Code are permitted in Area A, except as provided below. In addition, the following use is permitted as a customary home occupation:

- a. Roomers and Boarders--provision of lodging to not more than three (3) persons who are not related to the household head by blood, marriage, or adoption. Roomers and boarders as a customary home occupation shall require that the structure in which the lodging is provided be owner-occupied and that a roomer and boarder permit is obtained from the Department of Building Regulations. More than one roomer and boarder shall require issuance of a Use Permit (See Applications and Standards Relating to Use Permits).

2. Prohibited Home Occupations. All uses prohibited as customary home occupations by the Land Development Code shall be prohibited in Area A. In addition, the following use shall be prohibited as a customary home occupation in Area A:

- a. Lawn Mower Repair.

3. Use Limitations Standards. All home occupations shall be subject to the following use limitation standards:

- a. There shall be no exterior evidence of the conduct of a home occupation and no signs other than those permitted under the provisions of this ordinance.
- b. There shall be no significant or substantial interior structural modifications in order to accommodate a home occupation.
- c. No storage or display of material, goods, supplies, or equipment related to the operations of a home occupation shall be visible from the outside of any structure located on the premises.
- d. Only the residents of the dwelling unit may be engaged in the home occupation.
- e. No home occupation shall cause an increase in the use of any one or more utilities (water, sewer, and electricity) so that the combined total use for dwelling and home occupation purposes exceeds the averages for residences in the area.
- f. The conduct of any home occupation will not reduce or render unusable areas

provided for required off-street parking, vehicular or pedestrian traffic for the area in which it is located.

- g. A home occupation shall not create greater vehicle or pedestrian traffic than normal for the area in which it is located.
- h. No home occupation shall create noise, dust, vibration, smell, smoke, glare, electrical interference, fire hazard, or any other hazard or nuisance to any greater or more frequent extent than that usually experienced in an average single-family area under normal circumstances wherein no home occupation exists.
- i. No more than twenty-five (25) percent of the gross floor area of a dwelling, not to exceed six hundred (600) square feet, may be used for any home occupation. Accessory buildings, such as detached garages and sheds, shall not be used for home occupation purposes.

4. Roomer and Boarder Permit. No customary home occupation of roomers and boarders shall be lawful until the structure has been inspected for compliance with the Use Limitation Standards set forth above and the Department of Building Regulations has certified that the structure is owner-occupied.

C. Use Permits. In addition to those uses subject to the issuance of a use permit in "R-1" One-Family Districts, the following uses shall be permitted only by issuance of a use permit in accordance with procedures set forth in Sections 80.1460 and 80.1470 of the Land Development Code.

- 1. Churches and other places of worship, including parish houses and Sunday Schools, but excluding rescue missions or temporary revivals.
- 2. Elementary schools.
- 3. Schools or development centers for persons with handicaps or development disabilities operated by a non-profit organization, where located in or adjacent to public or private schools or churches or similar facilities, or other locations deemed appropriate in relation to existing uses in the neighborhood; excluding however, vocational training or workshops.
- 4. Parking facilities operated on a non-commercial basis.
- 5. Customary home occupation of roomers and boarders when provided to more than one individual.

D. Applications and Standards Relating to Use Permits. No use permit shall be issued unless all conditions of the use permit as set forth in Section 80.100 are satisfied and the following conditions have been met or provisions made therefore:

1. The application including site plan is complete and does not contain or reveal violations of the regulations applicable to the Rountree Urban Conservation District.

2. The proposed use is not injurious to or detrimental to the use and enjoyment of surrounding property.

3. The screening of the site provides adequate shield for nearby, less intense uses.

4. The proposed structures or landscaping are not lacking amenity in relation to, or are not incompatible with nearby structures and uses.

5. In the case of the customary home occupation of roomers and boarders, the following requirements must be met:

- a. Number allowed: No more than three roomers and boarders will be allowed.
- b. Required home occupancy: The structure within which the provision for roomers and boarders is made must be owner-occupied in order to allow the home occupation of roomers and boarders.
- c. Off-street parking: Single family dwellings with roomers and boarders must provide at least one (1) additional off-street parking space, which is paved, for each roomer and boarder. These additional parking spaces shall not be located in the required front and side yard setbacks.
- d. Annual registration: Dwellings with roomers and boarders must register annually with the City Finance Director. In addition to the requirements of Chapter 18 of the City Code, a sketch plan must be provided when registering, showing the provision of the required additional parking.

6. The City Council may require such additional conditions as it deems necessary to further the public interest, to achieve the intent of the Urban Conservation District Plan and to assure that the conditions stated above are satisfied.

E. Site Plan Review. No changes to current R-1 regulations.

F. Annual Registration of Rental Property. Owners of all rental housing in the

Rountree Urban Conservation District, Area A must register said property with the City Finance Director as required in Chapter 18 of the City Code. In addition to the requirements contained in the City Code, property owners must submit the number of tenants to whom the structure is rented and any other information as deemed appropriate by the City Finance Director.

G. Parking.

1. Parking Lot Landscaping. All off-premise parking facilities with twenty (20) or more spaces must provide landscaping as follows:

- a. Interior coverage requirements: Not less than six (6) percent of the interior of the parking lot will be landscaped.
- b. Peripheral coverage requirements: A minimum peripheral landscaping strip of ten (10) feet in depth will be required between the edge of the parking lot and the public right-of-way line of a street or the property line of an adjacent lot. A hedge wall or other durable landscape barrier of at least two and one-half (2.5) feet will extend the entire length of the landscaping strip. One shrub for each ten (10) feet of non-living durable barrier will be planted in the landscaping strip.
- c. Plant materials: No planting materials will be approved to fulfill any landscaping requirements if they are considered unsuitable for planting by the Administrative Review Committee. Existing trees or shrubs located within the mandatory landscaping strips may be used to satisfy the requirements of this section.
- d. Landscaping maintenance: The owners of the subject property will be responsible for providing, protecting, and maintaining all required landscaping in healthy and growing condition, replacing it when necessary, and keeping it free of refuse and debris.
- e. Sight triangles: No landscaping materials over two and one-half (2.5) feet in height will be placed within the sight triangle formed by the intersection of a public street and a driveway or within the sight triangle formed by the intersection of two public streets.

2. Parking Lot Surface. In addition to the paving requirement for all parking lots and driveways leading thereto, concrete curbing must be provided around the base of planter islands which are contained entirely within the parking lot, along the edge of landscaping strips for those sections which abut the parking lot, and along the outlying edge of all paved surfaces, excluding sidewalks.

H. Screening. No changes to current R-1 regulations.

I. Sign Standards. No changes to current R-1 regulations.

J. Other Zoning Regulations. All other zoning regulations pertaining to the "R-1" One-Family District shall apply to Area A unless otherwise modified herein.

**ROUNTREE URBAN CONSERVATION DISTRICT--AREA B  
KICKAPOO/BELMONT AREA**

**Section 3.** The following regulations shall govern and control the use and development of land in Urban Conservation District No. 2, the Rountree Urban Conservation District-Area B, as shown in Exhibit 1; which regulations are as follows:

A. Uses Permitted. The following uses shall be permitted in Area B:

All uses permitted by right in the "R-3" Multi-Family Housing District as set forth in Section 80.300 of the Land Development Code except for the following uses which are prohibited:

1. Public parking areas;

2. Clubs and grounds for games, provided any such use is not operated primarily for commercial gain, nor for which any mechanical amusement equipment is operated incidental to such games or sports;

3. Public recreation buildings, community buildings, little theatre group or dramatic clubs, and athletic fields;

4. Private clubs, lodges, fraternities, sororities, and dormitories;

5. Educational, not-for-profit television or radio station with studio, micro-wave communications equipment and offices;

6. Museums.

B. Use Permits. The following uses shall be permitted only by issuance of a use permit

in accordance with procedures set forth in Sections 80.1460 and 80.1470 of the Land Development Code:

1. Group homes: Custodial.
2. Day care center, provided the requirements of Chapter 36, Article XI are satisfied.

C. Applications and Standards Relating to Use Permits. No use permit shall be issued unless all conditions of the use permit as set forth in Section 80.301 are satisfied and the following conditions have been met or provisions made therefore:

1. The application including site plan is complete and does not contain or reveal violations of the regulations applicable to the Rountree Urban Conservation District.
2. The City Council may require such additional conditions as it deems necessary to further the public interest, to achieve the intent of the Urban Conservation District Plan and to assure that the conditions referenced above are satisfied.

D. Site Plan Review.

1. Review and approval of a site plan by the Administrative Review Committee shall be required in the following instances:
  - a. If any structure is constructed, relocated to a site within Area B, or converted to another use.
  - b. If any open parking area is constructed or enlarged.
2. Site plans shall be reviewed for their conformity with the following review criteria:
  - a. Existing buildings proposed to be converted to another use must meet all fire, health, building, plumbing, and electrical requirements of the City of Springfield.
  - b. The proposed site plan does not interfere with easements, roadways, rail lines, utilities, and public or private rights-of-way.
  - c. The proposed site plan is not injurious or detrimental to the use and enjoyment of surrounding property.
  - d. The circulation elements of the proposed site plan do not create hazards to

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

- e. The screening of the site provides adequate shielding for nearby uses which may be incompatible with the proposed use.
- f. The proposed structures or landscaping are not lacking amenity in relation to, or are not incompatible with nearby structures and uses.
- g. The proposed site plan does not create drainage or erosion problems on or off the site.

3. Projects whose site plans fail to comply with the criteria or which will have an adverse impact on the area shall not be issued a building or occupancy permit until the adverse conditions are mitigated.

E. Parking Spaces Required. Residential units shall have at least one and one-half (1.5) parking spaces for each dwelling unit.

F. Screening. Waste cans, dumpster units, or other forms of litter control and refuse disposal devices shall be placed on properties where they are least visible from a public street or adjoining properties. Screening in the form of a sight-proof fence or wall shall be provided.

G. Sign Standards. The following sign standards are established for the Rountree Urban Conservation District, Area B:

1. Number and Location. Each business and nonbusiness premise shall be permitted to use one detached sign and one wall sign. Roof signs are not permitted. One projecting sign may be substituted for the permitted detached sign. Adequate sight triangles at driveway entrances and street intersections must be maintained. No sign shall be located within the public right-of-way nor closer than five feet from the edge of the property line.

2. Size. A maximum of twenty (20) square feet of effective area shall be permitted for each attached sign. Detached and projecting signs may be two-sided, each side not to exceed fifteen (15) square feet. A single-sided, detached sign may not exceed twenty (20) square feet.

3. Height. No detached sign shall exceed a height of seven (7) feet as measured from street grade.

4. Sign Lighting. No sign shall use a blinking, flashing, animated, or other illuminating device which changes in light intensity. No beacons, spotlights, or strobe lights shall be permitted.

5. Signs shall only refer to a business, person, activity, goods, products, or service located on the premises where the sign is installed and maintained. Signs commonly referred to as portable signs are not permitted. Signs that are exempt from sign permit provisions of Division 18 of the Land Development Code are permitted.

H. Other Zoning Regulations. All other zoning regulations pertaining to the "R-3" Multi-Family Housing District shall apply to Area B unless otherwise modified herein.

**ROUNTREE URBAN CONSERVATION DISTRICT--AREA C  
NATIONAL/GRAND AREA**

**Section 4.** The following regulations shall govern and control the use and development of land in Urban Conservation District No. 3, the Rountree Urban Conservation District-Area C, as shown in Exhibit 1; which regulations are as follows:

A. Uses Permitted. The following uses shall be permitted in Area C:

1. All uses permitted by right in the "C-1" Neighborhood Business District as set forth in Section 80.600 of the Land Development Code shall be permitted in that portion of Area C previously zoned "C-1" except for the following use which is specifically prohibited:

a. Drive-in restaurants.

2. All uses permitted by right in the "C-2" General Retail District as set forth in Section 80.700 of the Land Development Code shall be permitted in that portion of Area C previously zoned "C-2" except for the following uses which are specifically prohibited:

a. Archery ranges, commercial.

b. Drive-in restaurants.

c. Drive-in retail stores for persons who are served in automobiles.

- d. Golf driving ranges.
  - e. Hotels, commercial.
  - f. Miniature golf courses.
  - g. Motels.
  - h. Parking garages, commercial.
  - i. Pony tracks or range.
  - j. New or used car and motorcycle sales facilities.
  - k. Dealerships for new car sales with service of new or used vehicles; rental of motor vehicles with or without service; sales or rentals with or without service of trailers not over twenty (20) feet in length, and of boats other than car top.
  - l. Tourist courts.
  - m. Trailer coach parks, sales or service.
  - n. Temporary and promotional activities.
  - o. Carnivals and circuses.
- B. Use Permits. None.
- C. Applications and Standards Relating to Use Permits. None.
- D. Site Plan Review. None.
- E. Parking Spaces Required. Residential units shall have at least one and one-half (1.5) parking spaces for each dwelling unit.
- F. Screening. Waste cans, dumpster units, or other forms of litter control and refuse disposal devices shall be placed on properties where they are least visible from a public street or adjoining properties. Screening in the form of a sight-proof fence or wall

shall be provided.

G. Sign Standards. The following sign standards are established for the Rountree Urban Conservation District, Area C:

Signage permitted in the "C-1" Neighborhood Business District as set forth in Division 18 of the Land Development Code shall be permitted in that portion of Area C previously zoned "C-1" and signage permitted in the "C-2" General Retail District as set forth in Division 18 of the Land Development Code shall be permitted in that portion of Area C previously zoned "C-2" except that only one (1) detached sign shall be permitted per premise in Area C. Signs commonly referred to as portable signs are not permitted.

H. Other Zoning Regulations. All other zoning regulations pertaining to the "C-1" Neighborhood Business District and the "C-2" General Retail District shall apply to Area C unless otherwise modified herein.

**ROUNTREE URBAN CONSERVATION DISTRICT--AREA D  
NATIONAL AVENUE CORRIDOR AREA**

**Section 5.** The following regulations shall govern and control the use and development of land in Urban Conservation District No. 2, the Rountree Urban Conservation District-Area D, as shown in Exhibit 1; which regulations are as follows:

A. Uses Permitted. The following uses shall be permitted in Area D:

All uses permitted by right in the "R-3" Multi-Family Housing District as set forth in Section 80.300 of the Land Development Code except for the uses listed in Section 5, B., which require the issuance of a use permit.

B. Use Permits. The following uses shall be permitted only by issuance of a use permit in accordance with procedures set forth in Sections 80.1460 and 80.1470 of the Land Development Code:

1. Professional offices including lawyers, dentists, doctors, interior decorators, landscape architects, architects, insurance agents, engineers, real estate agents, abtractors, artists, accountants, adjustors, appraisors, and similar types of professional uses.

2. Galleries and exhibition halls.
3. Museums and libraries.
4. Administrative offices of one or more organizations, business, or enterprise.
5. Studios, including photo, art, dancing, and music.
6. Private clubs, lodges, fraternities, sororities, and dormitories.
7. Public parking areas.

C. Applications and Standards Relating to Use Permits. No use permit shall be issued unless all conditions of the use permit as set forth in Section 80.301 are satisfied and the following conditions have been met or provisions made therefore:

1. The application is complete and does not contain or reveal violations of the regulations applicable to the Rountree Urban Conservation District.

2. The City Council may require such additional conditions as it deems necessary to further the public interest, to achieve the intent of the Urban Conservation District Plan and to assure that the conditions referenced above are satisfied.

D. Site Plan Review.

1. Review and approval of a site plan by the Administrative Review Committee shall be required in the following instances:

- a. If any structure is constructed, relocated to a site within Area D, or converted to another use.
- b. If any open parking area is constructed or enlarged.

2. Site plans shall be reviewed for their conformity with the following review criteria:

- a. Existing buildings proposed to be converted to another use must meet all fire, health, building, plumbing, and electrical requirements of the City of Springfield.
- b. The proposed site plan does not interfere with easements, roadways, rail lines,

- utilities, and public or private rights-of-way.
- c. The proposed site plan is not injurious or detrimental to the use and enjoyment of surrounding property.
  - d. The circulation elements of the proposed site plan do not create hazards to safety on or off the site, disjointed vehicular or pedestrian circulation paths on or off the site, or undue interference and inconveniences to vehicular and pedestrian travel.
  - e. The screening of the site provides adequate shielding for nearby uses which may be incompatible with the proposed use.
  - f. The proposed structures or landscaping are not lacking amenity in relation to, or are not incompatible with nearby structures and uses.
  - g. The proposed site plan does not create drainage or erosion problems on or off the site.

3. Projects whose site plans fail to comply with the criteria or which will have an adverse impact on the area shall not be issued a building or occupancy permit until the adverse conditions are mitigated.

E. Parking.

1. Spaces Required. Residential units shall have at least one and one-half (1.5) parking spaces for each dwelling unit.

2. Screening. New or enlarged parking areas in Area D that abut Area A shall be screened along the property line where the two areas abut. Such screening shall consist of a sight-proof fence or wall six to eight feet tall constructed of wood or masonry.

F. Screening. In addition to the screening required in Section 5, E., the following screening shall be required:

- a. Screening in the form of sight-proof fences or walls shall be required along property lines separating Area D from Area A whenever a use permit is issued for a property in Area D.
- b. Waste cans, dumpster units, or other forms of litter control and refuse disposal devices shall be placed on properties where they are least visible from a public street or adjoining properties. Screening in the form of a sight-proof fence or wall shall be provided.

G. Sign Standards. The following sign standards are established for the Rountree Urban

Conservation District, Area D:

1. Number and Location. Each business and nonbusiness premise shall be permitted to use one detached sign and one wall sign. Roof signs are not permitted. One projecting sign may be substituted for the permitted detached sign. Adequate sight triangles at driveway entrances and at street intersections must be maintained. No sign shall be located within the public right-of-way nor closer than five feet from the edge of the property line.

2. Size. A maximum of twenty (20) square feet of effective area shall be permitted for each attached sign. Detached and projecting signs may be two-sided, each side not to exceed fifteen (15) square feet. A single-sided, detached sign may not exceed twenty (20) square feet.

3. Height. No detached sign shall exceed a height of seven (7) feet as measured from street grade.

4. Sign Lighting. No sign shall use a blinking, flashing, animated, or other illuminating device which changes in light intensity. No beacons, spotlights, or strobe lights shall be permitted.

5. Signs shall only refer to a business, person, activity, goods, products, or service located on the premises where the sign is installed and maintained. Signs commonly referred to as portable signs are not permitted. Signs that are exempt from sign permit provisions of Division 18 of the Land Development Code are permitted.

H. Other Zoning Regulations. All other zoning regulations pertaining to the "R-3" Multi-Family Housing District shall apply to Area D unless otherwise modified herein.

**ROUNTREE URBAN CONSERVATION DISTRICT--AREA E  
CHERRY STREET CORRIDOR AREA**

**Section 6.** The following regulations shall govern and control the use and development of land in Urban Conservation District No. 2, the Rountree Urban Conservation District-Area E, as shown in Exhibit 1; which regulations are as follows:

A. Uses Permitted. The following uses shall be permitted in Area E:

All uses permitted by right in the "R-3" Multi-Family Housing District as set forth in Section 80.300 of the Land Development Code except for the following uses which are prohibited:

1. Public parking areas.
2. Clubs and grounds for games, provided any such use is not operated primarily for commercial gain, nor for which any mechanical amusement equipment is operated incidental to such games or sports.
3. Public recreation buildings, community buildings, little theatre group or dramatic clubs, and athletic fields.
4. Private clubs, lodges, fraternities, sororities, and dormitories.
5. Educational, not-for-profit television or radio station with studio, micro-wave communications equipment and offices.
6. Museums.

B. Use Permits. The following uses shall be permitted only by issuance of a use permit in accordance with procedures set forth in Sections 80.1460 and 80.1470 of the Land Development Code:

1. Group homes: Custodial.
2. Day care center, provided the requirements of Chapter 36, Article XI are satisfied.

C. Applications and Standards Relating to Use Permits. No use permit shall be issued unless all conditions of the use permit as set forth in Section 80.301 are satisfied and the following conditions have been met or provisions made therefore:

1. The application including site plan is complete and does not contain or reveal violations of the regulations applicable to the Rountree Urban Conservation District.
2. The City Council may require such additional conditions as it deems necessary to further the public interest, to achieve the intent of the Urban Conservation District

Plan and to assure that the conditions referenced above are satisfied.

D. Site Plan Review.

1. Review and approval of a site plan by the Administrative Review Committee shall be required in the following instances:

- a. If any structure is constructed, relocated to a site within Area E, or converted to another use.
- b. If any open parking area is constructed or enlarged.

2. Site plans shall be reviewed for their conformity with the following review criteria:

- a. Existing buildings proposed to be converted to another use must meet all fire, health, building, plumbing, and electrical requirements of the City of Springfield.
- b. The proposed site plan does not interfere with easements, roadways, rail lines, utilities, and public or private rights-of-way.
- c. The proposed site plan is not injurious or detrimental to the use and enjoyment of surrounding property.
- d. The circulation elements of the proposed site plan do not create hazards to safety on or off the site, disjointed vehicular or pedestrian circulation paths on or off the site, or undue interference and inconveniences to vehicular and pedestrian travel.
- e. The screening of the site provides adequate shielding for nearby uses which may be incompatible with the proposed use.
- f. The proposed structures or landscaping are not lacking amenity in relation to, or are not incompatible with nearby structures and uses.
- g. The proposed site plan does not create drainage or erosion problems on or off the site.

3. Projects whose site plans fail to comply with the criteria or which will have an adverse impact on the area shall not be issued a building or occupancy permit until the adverse conditions are mitigated.

E. Parking.

1. Spaces Required. Residential units shall have at least one and one-half (1.5)

parking spaces for each dwelling unit.

2. Screening. New or enlarged parking areas in Area E that abut Area A shall be screened along the property line where the two areas abut. Such screening shall consist of a sight-proof fence or wall six to eight feet tall constructed of wood or masonry.

F. Screening. In addition to the screening required in Section 6, E., the following screening shall be required:

1. Screening in the form of sight-proof fences or walls shall be required along property lines separating Area E from Area A whenever a use permit is issued for a property in Area E.
2. Waste cans, dumpster units, or other forms of litter control and refuse disposal devices shall be placed on properties where they are least visible from a public street or adjoining properties. Screening in the form of a sight-proof fence or wall shall be provided.

G. Sign Standards. The following sign standards are established for the Rountree Urban Conservation District, Area E:

1. Number and Location. Each business and nonbusiness premise shall be permitted to use one detached sign and one wall sign. Roof signs are not permitted. One projecting sign may be substituted for the permitted detached sign. Adequate sight triangles at driveway entrances and street intersections must be maintained. No sign shall be located within the public right-of-way nor closer than five feet from the edge of the property line.

2. Size. A maximum of twenty (20) square feet of effective area shall be permitted for each attached sign. Detached and projecting signs may be two-sided, each side not to exceed fifteen (15) square feet. A single-sided, detached sign may not exceed twenty (20) square feet.

3. Height. No detached sign shall exceed a height of seven (7) feet as measured from street grade.

4. Sign Lighting. No sign shall use a blinking, flashing, animated, or other illuminating device which changes in light intensity. No beacons, spotlights, or strobe lights shall be permitted.

5. Signs shall only refer to a business, person, activity, goods, products, or service located on the premises where the sign is installed and maintained. Signs commonly referred to as portable signs are not permitted. Signs that are exempt from sign permit provisions of Division 18 of the Land Development Code are permitted.

H. Other Zoning Regulations. All other zoning regulations pertaining to the "R-3" Multi-Family Housing District shall apply to Area E unless otherwise modified herein.

**ROUNTREE URBAN CONSERVATION DISTRICT--AREA F  
CHERRY/PICKWICK COMMERCIAL AREA**

**Section 7.** The following regulations shall govern and control the use and development of land in Urban Conservation District No. 2, the Rountree Urban Conservation District--Area F, as shown on Exhibit 1; which regulations are as follows:

A. Uses Permitted. The following uses shall be permitted in Area F:

All uses permitted by right in the "C-1" Neighborhood Business District as set forth in Section 80.600 of the Land Development Code except for the following use which is specifically prohibited:

1. Drive-in restaurants.

B. Use Permits. None.

C. Applications and Standards Relating to Use Permits. None.

D. Site Plan Review.

1. Review and approval of a site plan by the Administrative Review Committee shall be required in the following instances:

- a. If any structure is constructed, relocated to a site within Area F, or converted to another use.
- b. If any open parking area is constructed or enlarged.

2. Site plans shall be reviewed for their conformity with the following review criteria:

- a. Existing buildings proposed to be converted to another use must meet all fire, health, building, plumbing, and electrical requirements of the City of Springfield.
- b. The proposed site plan does not interfere with easements, roadways, rail lines, utilities, and public or private rights-of-way.
- c. The proposed site plan is not injurious or detrimental to the use and enjoyment of surrounding property.
- d. The circulation elements of the proposed site plan do not create hazards to safety on or off the site, disjointed vehicular or pedestrian circulation paths on or off the site, or undue interference and inconveniences to vehicular and pedestrian travel.
- e. The screening of the site provides adequate shielding for nearby uses which may be incompatible with the proposed use.
- f. The proposed structures or landscaping are not lacking amenity in relation to, or are not incompatible with nearby structures and uses.
- g. The proposed site plan does not create drainage or erosion problems on or off the site.

3. Projects whose site plans fail to comply with the criteria or which will have an adverse impact on the area shall not be issued a building or occupancy permit until the adverse conditions are mitigated.

#### E. Parking.

1. Spaces Required. Residential units shall have at least one and one-half (1.5) parking spaces for each dwelling unit.

2. Parking in Required Front Yard. No motor vehicle shall be parked in the required front yard of a lot or tract of land in Area F. This provision shall not apply to those premises which, as of the date of adoption of this ordinance, do not have sufficient space to satisfy off-street parking standards or where such a prohibition would result in unnecessary hardship. In the case of a hardship, a variance may be requested through the Board of Adjustment.

#### F. Screening.

1. Waste cans, dumpster units, or other forms of litter control and refuse disposal devices shall be placed on properties where they are least visible from a public street

or adjoining properties. Screening in the form of a sight-proof fence or wall shall be provided.

2. A bufferyard shall be constructed along all property lines separating commercial uses in Area F and residential uses in Area A. The bufferyard shall consist of a sight-proof fence or wall that is six to eight feet tall and constructed of wood or masonry. In addition, plantings in substantial conformance with Exhibit 3 shall be provided. This provision shall be enforceable when a property in Area F is converted to another use and/or when any action requiring a building permit is undertaken.

G. Sign Standards. The following sign standards are established for the Rountree Urban Conservation District, Area F:

1. Number and Location. Each business and nonbusiness premise shall be permitted to use one detached sign and one wall sign. Roof signs are not permitted. One projecting sign may be substituted for the permitted detached sign. Adequate sight triangles at driveway entrances and street intersections must be maintained. No sign shall be located within the public right-of-way nor closer than five feet from the edge of the property line.

2. Size. Each business premise is allowed two (2) square feet of effective sign area for each lineal foot of building frontage on a public street. Detached signs shall not exceed twenty (20) square feet of effective area.

3. Height. No detached sign shall exceed a height of seven (7) feet as measured from street grade.

4. Sign Lighting. No sign shall use a blinking, flashing, animated, or other illuminating device which changes in light intensity. No beacons, spotlights, or strobe lights shall be permitted.

5. Signs shall only refer to a business, person, activity, goods, products, or service located on the premises where the sign is installed and maintained. Signs commonly referred to as portable signs are not permitted. Signs that are exempt from sign permit provisions of Division 18 of the Land Development Code are permitted.

H. Other Zoning Regulations. All other zoning regulations pertaining to the "C-1" Neighborhood Business District shall apply to Area F unless otherwise modified herein.

**Section 8. Enforcement and Penalty.**

Provisions pertaining to administration of enforcement and penalties as set forth in Chapter 36, Article I and XI, Sections 36-1170.04 to 36-1170.10 of the Springfield City Code shall apply to the Rountree Urban Conservation District.

**Section 9. Definitions.**

A. **Converted To Another Use.** For the purposes of this ordinance, a property shall be deemed to have been converted to another use when a single family use is converted to a duplex, multi-family, office, or commercial use, a duplex or multi-family use is converted to an office or commercial use, or an office or commercial use is converted to any type of residential use.

B. **Customary Home Occupation.** Occupations ordinarily carried on in a home that are not detrimental or injurious to adjoining properties; an accessory use of a dwelling unit for gainful employment involving provision of services.

C. **Family.** One or more individuals related by blood, marriage or adoption, or not more than three individuals who are not so related, living together as a single housekeeping unit in a dwelling, and maintaining or using the same and certain housekeeping facilities in common, and having such meals as they may eat at home prepared and eaten together.

ROUNTREE NEIGHBORHOOD  
STUDY AREA

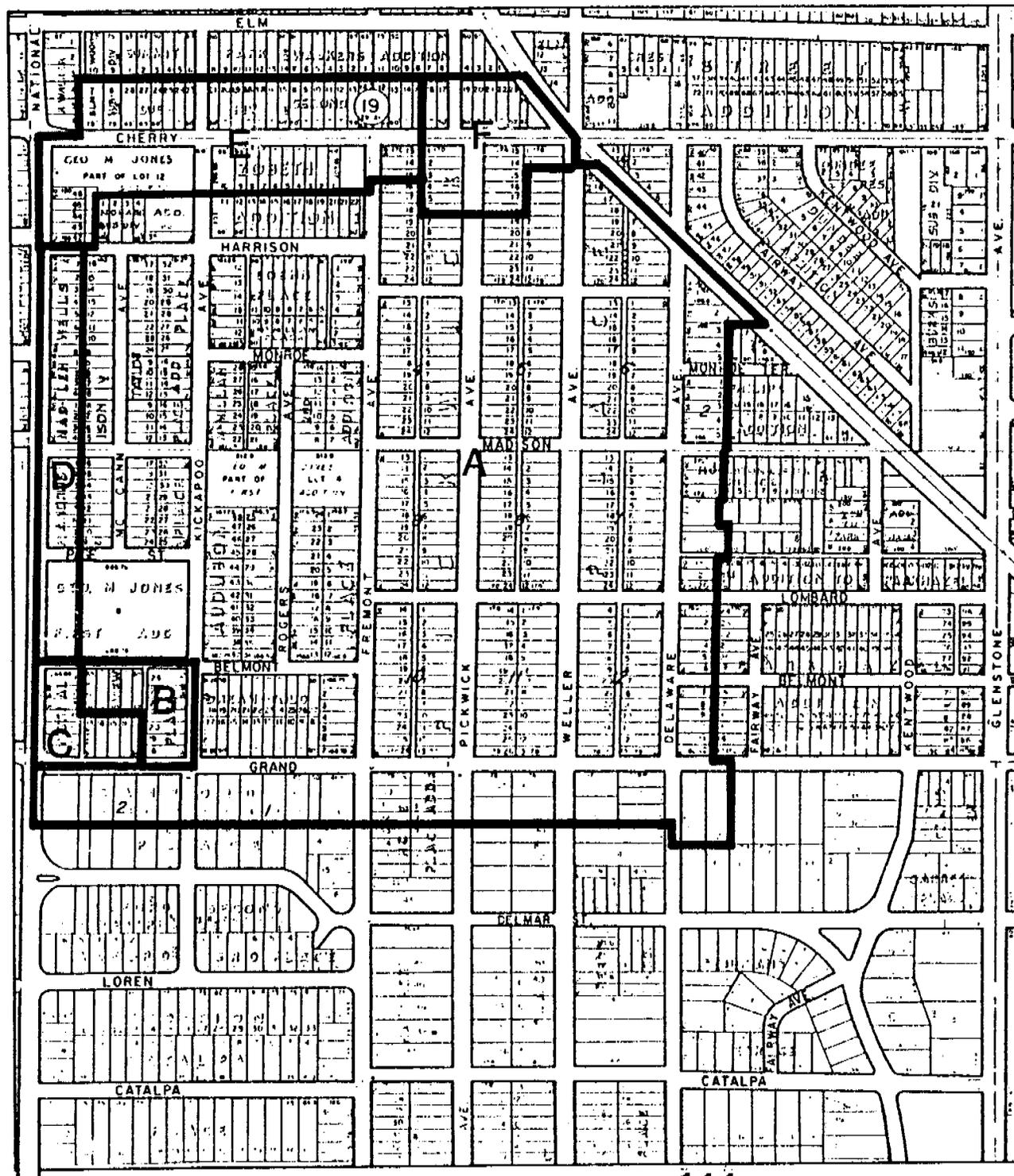
EXHIBIT 1

ROUNTREE  
URBAN  
CONSERVATION  
DISTRICT

- A ROUNTREE SINGLE-FAMILY NEIGHBORHOOD AREA
- B KICKAPOO/BELMONT AREA
- C NATIONAL/GRAND AREA
- D NATIONAL AVENUE CORRIDOR AREA
- E CHERRY STREET CORRIDOR AREA
- F CHERRY/PICKWICK COMMERCIAL AREA

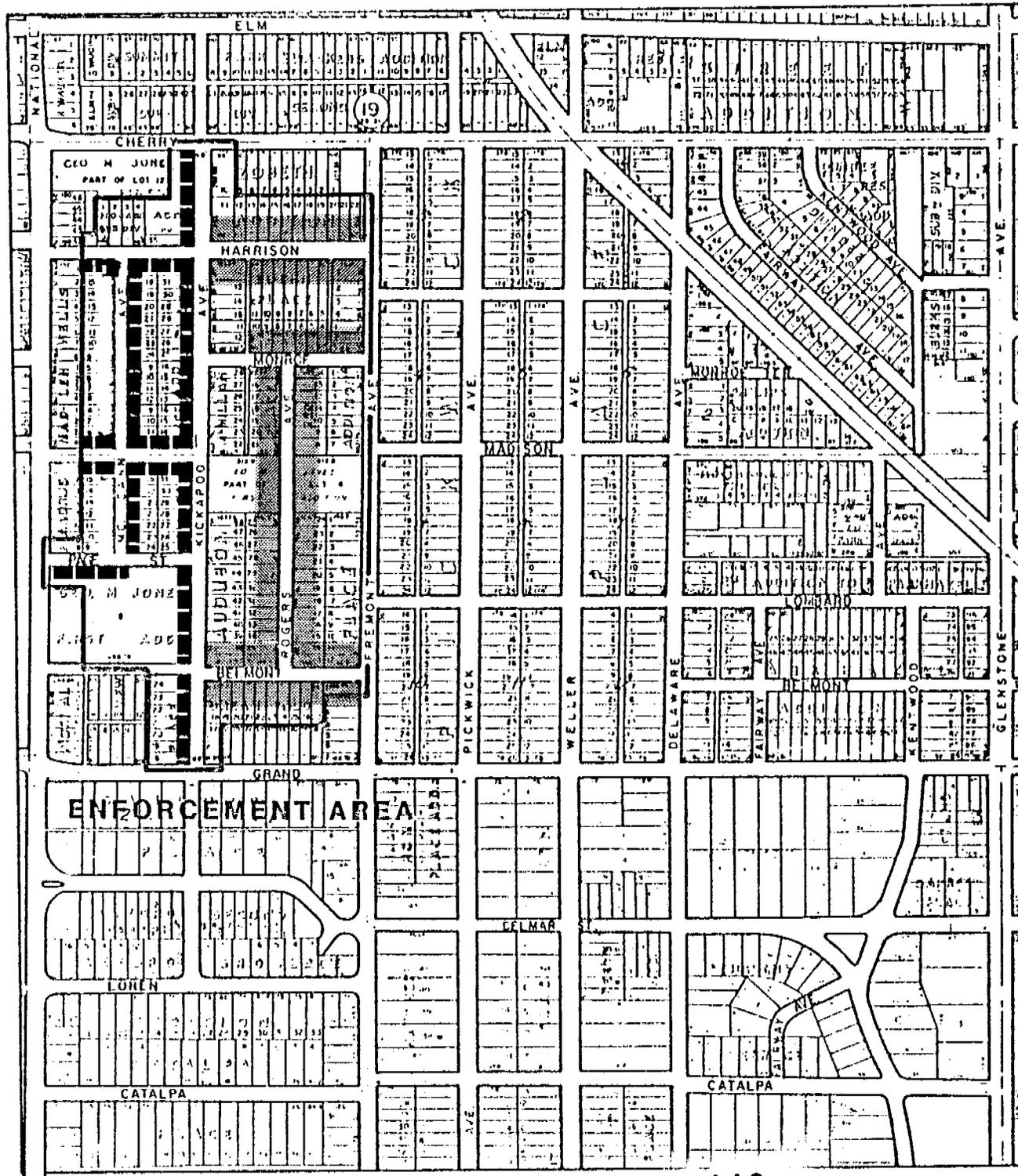


SPRINGFIELD DEPARTMENT OF  
COMMUNITY DEVELOPMENT



ROUNTREE NEIGHBORHOOD  
STUDY AREA

EXHIBIT 2  
RESIDENTIAL  
PARKING PERMIT  
AREA



■■■■ PERMIT REQUIRED  
24 HOURS PER DAY  
MONDAY THROUGH SATURDAY

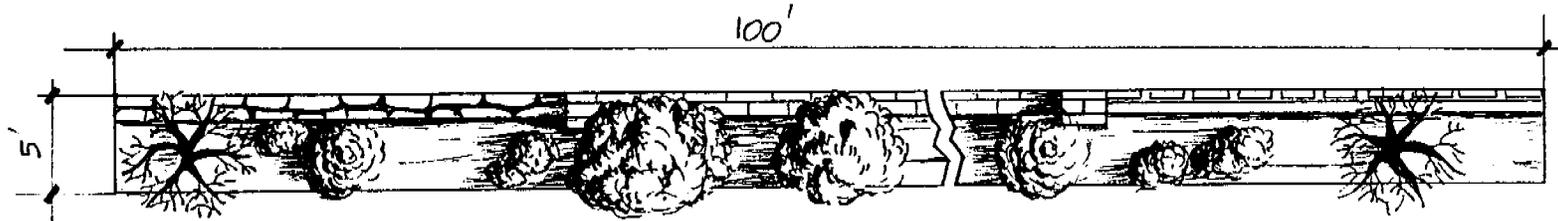
▨▨▨▨ PERMIT REQUIRED  
8:00 AM TO 7:00 PM  
MONDAY THROUGH FRIDAY

PARKING PROHIBITED  
AT ALL TIMES ON ALL  
OTHER STREET SEGMENTS  
IN THE ENFORCEMENT AREA



SPRINGFIELD DEPARTMENT OF  
COMMUNITY DEVELOPMENT

## EXHIBIT 3 SCREENING REQUIREMENT



Required Plantings/100'

8 Evergreen Trees

8 Shrubs

Required Structure

F<sub>1</sub> - 6 Ft. Solid Wood Fence

6 Ft. Solid Masonry/brick wall

Minimum Plant Sizes

	<u>Height</u>	<u>Mature Height</u>
Evergreen Tree	5 Ft.	20 Ft.
Shrub		
Deciduous	24 In.	20 Ft.
Evergreen	18 In.	20 Ft.

**Maintenance:** The property owner shall be required to maintain bufferyard and required structure at all times.

**Installation:** Screening will not be permitted in the front yard of any use and will not be placed closer than five (5) feet from the main building on a lot.







## INVENTORY AND ANALYSIS

The Inventory and Analysis portion of the Rountree Area Neighborhood Plan contains a comprehensive evaluation of the problems, assets, and opportunities existing in the Rountree Study Area. Information presented in this section is intended to provide those individuals and officials concerned about the Rountree Study Area with an objective examination of the key elements which describe and define the issues confronting the neighborhood.

This section consists of background information about the history, population, and physical characteristics of the Rountree Study Area. The text, graphs, and maps found on the following pages formed the basis for the designation of an urban conservation district and other plan elements.

## Location and Size

The Rountree Study Area is located near the geographic and population center of Springfield and is immediately east of Southwest Missouri State University. The area consists of approximately 377 acres bound by Cherry Street, Glenstone Avenue, Catalpa Street, and National Avenue (see Figures 1 and 2). Additional land was added to the study area north of Cherry Street and west of National Avenue in order to more completely evaluate the urban conservation issues facing the Rountree Study Area. Grand Street is designated as a primary arterial and effectively separates the southern one-third of the area from the northern two-thirds. Indeed, it became clear through research that the concerns north of Grand were not as important in the areas south of Grand. However, both sides of Grand Street represent viable, attractive, and generally stable residential neighborhoods.

## Rountree Study Area Development

Land subdivision oriented to the sale of property for residential use began in the Rountree Study Area with the filing of the George Jones 1st Addition plat in 1884. This subdivision consisted of 12 7-acre tracts extending in a linear fashion from Cherry Street to what later became Grand Street. Kickapoo Avenue was planned as a wide boulevard to provide access for each tract.

In the 1880's and 1890's the Rountree Study Area was located on the unincorporated fringe of Springfield. The George Jones 1st Addition represented the first step in land speculation for residential purposes. Each of the 7-acre tracts, with one exception, was further subdivided after 1900 as the market for new residential land shifted to this area. The Dream-Wold Place Addition, circa 1905, marked the earliest subdivision plat of one of the original 7-acre tracts. A large portion of this subdivision became the site of the Rountree Elementary School, which was constructed in 1916.

A second large subdivision plat, Pickwick Place, covering the middle section of the Rountree Study Area, was recorded in 1890. Like its neighbor to the west, the Pickwick Place subdivision was somewhat speculative since the market for new housing had not materialized here as of this date. The Pickwick Place subdivision was clearly planned as a residential area with individual lots of 8,500 square feet (50 feet by 170 feet). Also, like the George Jones 1st Addition, the street system was planned on a grid pattern which included Fremont, Pickwick, Weller, and Delaware Avenues running between Cherry and Grand Streets.

Significant levels of residential construction did not occur until after the turn of the century in the Rountree Study Area. Construction activity after this date prompted the City to annex the area between National and Delaware Avenues in 1910. Rountree Elementary School was constructed in 1916 as the neighborhood school for the area.

Following annexation, a surge of subdivision activity in 1912 through 1914 established the lotting pattern evident today. The portion of the Rountree Study Area south of Grand Street to Catalpa was also platted during this period. The City annexed the area east of Delaware Avenue to Glenstone in 1926, although most of the area was initially platted during the first decade of this century.

The Rountree Study Area is composed of what could best be described as a "mixed bag" of housing styles, sizes, and ages. As previously noted, housing construction did not occur at significant levels until after 1900 in this area. Construction happened on an individual lot by lot basis for a long period of time judging from the diversity of architectural styles in the area. The continued attractiveness of the Rountree Study Area for investment in housing can be surmised due to the infill construction of new housing in recent years.

The 1933 Sanborn Insurance Map documents that the Rountree Study Area was substantially "built out" by the early 1930's. As is fairly typical in many of Springfield's older areas, large homes are frequently located on the same block with homes half their size, built by the less affluent. It is not uncommon to see large homes of late-Victorian vintage in close proximity with smaller brick, frame, or stucco bungalows built during the 1920's and 1930's. The housing styles evident in the Rountree Study Area reflect changes in architectural preference between 1900 and 1930.

The Rountree Study Area developed and remains a stable, predominantly single-family neighborhood characterized by a diverse collection of architecture and spacious tree-lined streets. The mature tree cover softens the appearance of the buildings in the area and lends a sense of harmony to the neighborhood.

### Population Characteristics

An analysis of demographic variables is essential for understanding and anticipating changes in the physical environment of the Rountree Study Area. This review concentrated on the following variables:

1. Population growth and decline;

2. Persons by age and sex; and
3. Households with persons under 18 years.

1. Population growth and decline: A comparison of 1970 and 1980 population statistics revealed that there was an overall increase in total population of the Rountree Study Area. In 1970, the area was home for 2,923 persons. By 1980 the population had increased to 2,985 persons for a 2.1 percent gain. While this increase is certainly not excessive, it does suggest that a change in the demographic make-up of the Rountree Study Area occurred during the decade.

2. Persons by age and sex: A review of Figure 3 illustrates the varied nature of the Rountree Study Area's population in 1980. The area appears to have a healthy mix of different age groups. Represented on the graphic are significant numbers of persons above age 60: 743 or 25 percent of the total population. There were 504 households with one or more persons above age 60, 492 of these households had between 1 and 2 persons. This fact suggests that the availability of housing for sale in the Rountree Study Area may increase in future years.

The Rountree Study Area has maintained its image as a desirable residential area. As housing has become available, young families have moved into the neighborhood. Twenty-one percent of the area residents were between the ages of 22 and 34 in 1980. The percentage of owner-occupied structures, a good measure of the strength of the housing market, increased by 6 percent (up to 72 percent of the total housing supply) between 1970 and 1980 despite the construction of new apartments in the northwest corner of the area.

3. Households with persons under 18 years: The number of preschool age children in the Rountree Study Area should be of particular interest to public facility planners. In 1980 there were 120 preschool-age children. The attractiveness of the Rountree Study Area for families, some with young children, should result in future demand for educational and recreational facilities. There were 254 households (about 24 percent of the total households) with members under 18 years of age. Married couple families, with members under 18, made up 200 of these households. There were 49 single-parent family households.

#### Land Use

Approximately 69 percent of the total acreage in the Rountree Study Area is devoted to residential use at a density of 3.6 units per residential acre (the city-wide rate is

3.75 units per acre). The large lots platted in the Rountree Study Area have produced a spacious living environment. Single-family uses dominate the area with 249 acres (92 percent) of the total residential land inventory dedicated to this use. Multi-family and duplex housing, plus group quarters, constitute the remaining 8 percent of the residential uses.

Commercial uses are situated along Glenstone Avenue, at the Grand/National intersection and the Cherry/Pickwick intersection. See Figure 4 and Table 1 for a description of Rountree Study Area land use.

The National Avenue corridor, which is largely zoned for multi-family and commercial uses, contains a variety of land uses. Uses surveyed include single-family, duplex, multi-family, group quarters, retail establishments, churches, and parking facilities. In general, multi-family uses appear to be the dominant use and are scattered throughout the corridor, while commercial uses are largely situated near the intersection of National Avenue and Grand Street.

The concentration of students and faculty at Southwest Missouri State University has produced and will probably continue to generate pressure for commercial rezoning along National Avenue. Commercial development on this portion of National has been restricted by zoning, lot configuration, and access problems. Previous requests for zoning changes that would allow commercial uses have been denied because these proposed uses were viewed as not being in character with the surrounding neighborhood.

TABLE 1  
LAND USE  
ROUNTREE STUDY AREA  
1983

<u>Land Use Category</u>	<u>Acres</u>	<u>Percent of Total</u>
<u>Total Residential</u>	271.2	69.2
One-Family	249.9	63.8
Two-Family	3.9	1.0
Multi-Family	15.1	3.9
Group Quarters	2.3	.6
<u>Total Commercial</u>	24.3	6.2
General Commercial	11.9	3.0
Heavy Commercial	3.5	.9
Office	8.9	2.2
<u>Total Community</u>	4.9	1.3
Education and Culture	1.4	.4
Public	0	0
Hospitals	.9	.2
Quasi-Public	2.6	.7
Parks and Open Space	0	0
Streets and Right-of-Way	90.2	23.0
Total Developed Land	390.6	99.7
Total Undeveloped Land	1.1	.3
<u>Total Average</u>	391.7	100.0

The Cherry Street/Pickwick Avenue area also deserves some special attention in this analysis. Unlike the National Avenue corridor, pressure for commercial expansion to serve a university-oriented clientele is not apparent. Commercial land uses exist at the intersection of Cherry and Pickwick, extending down both sides of Pickwick Avenue several lots. The intrusion of commercial uses into the interior of a neighborhood creates a land use arrangement which should be reviewed for its potential impacts.

Zoning

Four zoning classifications are found within the Rountree Study Area. Table 2 indicates that single-family zoning is the prominent zoning category with 84.6 percent of the study area devoted to R-1 uses. Figure 5 depicts the zoning boundaries. Multi-family zoning, which accounts for 8.4 percent of the total zoning, is largely situated along Cherry Street and National Avenue. The majority of general commercial zoning (C-2) is located along Glenstone Avenue, while light commercial zoning (C-1) is found on National Avenue, Grand Street, Cherry Street, and Pickwick Avenue.

TABLE 2  
ZONING  
ROUNTREE STUDY AREA  
1983

<u>Zoning Classification</u>	<u>Acres</u>
R-1	265.6
R-3	26.6
C-1	5.8
C-2	15.9

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Figure 5 illustrates a clear pattern of commercial and multi-family zoning to the periphery of the study area and in most situations, the zoning extends to the rear lot line only. Rear lot line zoning reduces the level of commercial or high density residential encroachment into adjacent low-density residential areas. The main exception to rear lot zoning is found in the Cherry/Pickwick area. Figure 5 shows that C-1 zoning extends substantially into the adjacent residential area. This situation illustrates the impact that a poorly located zoning boundary may have upon adjacent residential areas since single-family homes have been converted to commercial or offices uses. Field surveys also revealed a concentration of nonconforming duplex and multi-family uses along Fremont and Pickwick Avenues in the area zoned for single-family homes. Figure 5 depicts the location of both residential and commercial nonconforming uses. It is difficult without an extensive search of public records to determine if a nonconforming use is legal (existed prior to annexation or before zoning) or illegal. However, a concentration of nonconforming uses as identified on the graphic suggests a need to focus zoning enforcement to preserve neighborhood integrity.

### Housing Characteristics

The maintenance of housing quality and the enhancement of neighborhood integrity is the primary emphasis of this study. An assessment of housing characteristics is, therefore, a critical part of the Inventory and Analysis section. Housing research was concentrated on the following subjects:

1. Owner and renter occupancy;
2. Occupancy status as compared to housing condition;
3. Housing occupied by students of SMSU; and
4. Home values.

1. Owner and renter occupancy: In 1982 the R. L. Polk Company survey of the Rountree Study Area found that 78 percent of the respondents owned their homes. Figure 7 illustrates the high level of ownership throughout the Rountree Study Area. The following table summarizes occupancy by subarea:

TABLE 3  
HOUSING TENURE BY SUBAREA  
ROUNTREE STUDY AREA  
1982

	<u>Owner Occupied</u>	<u>Renter Occupied</u>	<u>Total</u>
Kickapoo Subarea	187 (71.1%)	76 (28.9%)	263
Pickwick Subarea	196 (78.7%)	53 (21.3%)	249
Kentwood Subarea	151 (68.9)	68 (31.0%)	219
Delmar Subarea	<u>232 (94.3%)</u>	<u>14 (5.7%)</u>	<u>246</u>
	766 (78.4%)	211 (21.6%)	977 (100.0%)

Subarea analysis indicates that the highest level of ownership was found in the Delmar subarea. The Kickapoo subarea, where demand for student housing is the strongest, also recorded a high level of home ownership. A detailed analysis of individual avenues in the Kickapoo subarea indicates that McCann Avenue had 70 percent ownership, Kickapoo had 64 percent, Rogers had 90 percent, and Fremont had 73 percent ownership.

A review of ownership trends over time can provide a different perspective to this information. In 1970, 76.4 percent out of a total survey response of 246 households from the Kickapoo subarea reported that they owned their home. This observation bears out an important strength of the entire Rountree Study Area - the consistently high level of home ownership. From 1970 through 1982, a twelve-year period where the demand for off-campus student housing increased dramatically, the portion of the Rountree Study Area most impacted by SMSU experienced a modest decline in owner occupancy of only 5.3 percent.

TABLE 4  
HOUSING UNITS BY TENURE  
ROUNTREE STUDY AREA  
1982

	<u>Owner Occupied</u>	<u>Renter Occupied</u>	<u>Vacant</u>	<u>No Return</u>
One-Family	751	182	32	33
Two-Family	5	30	4	1
Three/Four Family	1	31	2	1
Five-Family or More	<u>0</u>	<u>202</u>	<u>1</u>	<u>0</u>
	757	445	39	35

2. Occupancy status/housing condition: Housing quality in the Rountree Study Area was assessed using an exterior only survey methodology. Consequently, these findings are not intended to suggest that interior conditions are adequate or even up to code. Exterior survey results identified only 48 structures (4.9% of the total housing inventory) which exhibited some form of minor or moderate deterioration. The most frequent incidence of deterioration was structures needing painting.

Table 5 documents the housing survey findings as related to occupancy records of the Rountree Study Area. The survey found that 25 owner occupied and 17 renter occupied structures were deteriorated to some degree. Taken as a percent of total occupied owner and renter structures, approximately 3.3 percent of the owner and 3.8 percent of the renter occupied units were rated as being deteriorated. This is obviously a low level of structural deterioration and tends to refute the commonly held belief that renter occupied units are generally deteriorated. Figure 8 shows that deteriorated housing conditions are scattered throughout the study area.

TABLE 5  
 DETERIORATED HOUSING CONDITIONS  
 ROUNTREE STUDY AREA  
 1983

	<u>Number of Structures</u>
Owner Occupied	25
Renter Occupied	17
No Response or Vacant	<u>6</u>
TOTAL	48

3. Housing occupied by SMSU students: There were 487 SMSU students living in the Rountree Study Area, according to the 1982 address records provided by the Admissions Office of the University. Of this total, 240 students (49.3%) occupied single-family structures, while 247 students (50.7%) lived in multi-family structures. The Kickapoo subarea, based on the statistics found in the table below, contained more University students than any of the other subareas. These figures do not include students living in group quarters, such as fraternities.

TABLE 6  
STUDENT OCCUPIED HOUSING  
ROUNTREE STUDY AREA  
1982

	<u># of Students in Single- Family Housing</u>		<u># of Students in Multi- Family Housing</u>	
Kickapoo Subarea	103	45.6%	160	70.8%
Pickwick Subarea	59	26.1	24	10.6
Kentwood Subarea	30	13.3	42	18.6
Delmar Subarea	<u>34</u>	<u>15.0</u>	<u>0</u>	<u>0</u>
	226	100.0%	226	100.0%

An important aspect in studying student housing is the assessment of overcrowding. Three unrelated individuals may occupy a single-family structure within an R-1 zoning district. And under the customary home occupation rule, an owner occupant may rent rooms to four unrelated individuals. Table 7 summarizes the number of students occupying single-family structures.

TABLE 7  
NUMBER OF STUDENTS PER STRUCTURE  
ROUNTREE STUDY AREA  
1982

<u># of SMSU Students Per Structure</u>	<u># of Structures</u>
1	112
2	29
3	7
4	2
5	4
6 or more	<u>3</u>
	157

Student overcrowding in single-family residences would not appear to be a widespread problem because approximately 90 percent of these structures had only one or two University students. In fact, almost three-fourths of the single-family structures with students had one student. On the other hand, seven single-family residences contained five or more students. In these instances, overcrowding was apparent, although localized, in an area near SMSU. These figures, of course, do not account for non-student renters who may be sharing some units.

Figure 10 identifies the single-family residences where University students lived. Of the total, 157 single-family residences were occupied by students, 47.8 percent (75 structures) were renter occupied while 52.2 percent (82 structures) were owner occupied. It is apparent from Figure 10 that both owner and renter occupied single-family units occupied by students were widely dispersed throughout the Rountree Study Area.

One interesting finding was that 52 percent of the single-family structures occupied by students were reported to be owner occupied. To understand this relationship, the following three categories were listed. Figure 11 illustrates the location of owner occupied single-family structures with resident University students.

TABLE 8  
STUDENT/HOMEOWNER RELATIONSHIP  
ROUNTREE STUDY AREA  
1982

21 - Homeowner/student - same  
40 - Homeowner/student - related  
21 - Homeowner/student - nonrelated

82

Based on the above findings, approximately three-fourths of the University students living in owner occupied single-family homes were found to be the owners themselves or, in most cases, were related to the homeowner. For the remaining 21 owner occupied homes, the owners were probably renting rooms under the customary home occupation rule.

Figure 11 illustrates three homeowner-renter relationships. It is evident that the most frequent occurrence of homeowner/student-nonrelated situations were located in the Kickapoo subarea. Homeowner/student - same and related were evenly dispersed throughout the study area.

Another measure of the impact of student housing on the Rountree Study Area can be found in the frequency and location of noise complaints reported to the Springfield Police Department. There were 93 recorded noise complaints in the Rountree Study Area during 1982. Records show that the subarea situated nearest the University produced 62 percent of the total noise complaints received from this area. Figure 12 illustrates the location of each complaint.

The Springfield Police Department records indicated that 14 of the 93 reported complaints were not residential disturbances, but were noise disturbances situated near street intersections. The remaining 79 residential disturbances originated from 57 structures. From this total (57), 33 structures were renter occupied.

When student housing locations are compared to the location of noise violations, it was discovered that 22 structures housed students. In other words, University students accounted for two-thirds of the rental structures which produced noise complaints.

4. Home Values: The 1980 median value of homes in the Rountree Area, as reported by each home owner, was \$44,400. This amount was substantially higher than the city-wide estimate of \$33,900. The 1980 estimate of home value released with the census is somewhat questionable as a reliable measure of housing cost. However, the four subarea values listed below do reflect overall value relationships in the Rountree Study Area.

TABLE 9  
MEDIAN HOUSING VALUE BY SUBAREA  
ROUNTREE STUDY AREA  
1980

Kickapoo Subarea	\$32,933
Pickwick Subarea	42,550
Kentwood Subarea	30,209
Delmar Subarea	74,012

As observed before and as is evident from the different home values, the type and quality of housing is not uniform throughout the Rountree Study Area. Where high home values were apparent, as in the Delmar and Pickwick subareas, it may not be as economically viable to convert single-family structures to student housing. Despite a moderate level of conversion to student housing in the Kickapoo subarea, median home values of \$32,933 may still be high enough to reduce conversion potential. In a previous section, which discussed owner and renter housing, findings revealed a relatively high level of owner occupancy in the Kickapoo subarea.

Average sale value reported by the Springfield Board of Realty from November 1981 through February, 1983 revealed the trend in market value and in the number of homes sold during this period illustrated in Table 10 and Figure 13.

TABLE 10  
 AVERAGE SALE VALUE BY SUBAREA  
 ROUNTREE STUDY AREA  
 1983

	<u>Average Sale Value</u>	<u>Number Sold</u>
Kicakpoo Subarea	\$37,250	6
Pickwick Subarea	40,510	5
Kentwood Subarea	30,022	11
Delmar Subarea	<u>58,750</u>	<u>4</u>
Overall Average/Total Sold	\$38,127	26

Within the sixteen-month period represented in this table, 26 single-family homes were sold at an average price of \$38,127 - well below the estimated median value of \$44,400. This sale volume of 26 units represented only 2.7 percent of all single-family structures (977) in the Rountree Study Area. In comparison, on a city-wide basis, approximately 2.5 percent of the single-family structures changed ownership and were listed with the Springfield Board of Realty. The small percentage of homes sold during this period reflected the recession which gripped the real estate industry at the time. In the Rountree Study Area, however, the rather low turnover of homes would suggest a strong level of neighborhood stability, also manifested by rising home values and in the changing population composition of the area.

Community Facilities

The Rountree Study Area is a well established neighborhood with many urban qualities. One of the urban qualities relates to the close proximity of urban level public, quasi-public, and private facilities to the area. Of primary concern in this analysis was the quality and availability of transportation, education, recreation/leisure, and other facilities or services considered important to area residents. Community facilities are shown on Figure 14.

1. Transportation: A good transportation system is vital to a neighborhood. It should provide a safe and efficient way for residents to move within or through the Rountree Study Area. The main element of the transportation system is, of course, the street and thoroughfare network. Figure 15 illustrates transportation issues.

a. Street layout - The street system in the Rountree Study Area was designed and constructed based on a standard grid pattern. The major north-south arterials serving the area also serve as its east and west boundaries. Glenstone and National Avenues are both extremely high volume arterials. Grand Street serves as an east-west arterial and is also heavily traveled. The collector system in the study area includes Fremont Avenue and Cherry Street which funnel traffic to the primary arterial system. One problem with the grid street pattern used in this area is that local streets, especially wide ones like Pickwick or Weller Avenues, may sometimes function more as streets to move vehicles through the neighborhood from elsewhere in the city rather than to serve individual properties.

b. Street capacities - The ease or efficiency of traffic movement can be measured by comparing existing traffic volume to the maximum practical capacity set for each road. A volume/capacity ratio of 1.00 would mean that a street is carrying traffic up to its planned capacity. A ratio greater than 1.00 means that street capacity is exceeded, while a ratio less than 1.00 indicates excess capacity. Cherry and Grand Streets and Glenstone Avenue exceed or are near to reaching the maximum planned capacity.

c. Travel speeds - Peak-hour travel speeds on major thoroughfares in Springfield were computed on the basis of surveys made during the afternoon peak period (3:00 - 6:00 p.m.), using the average of two-way travel times for each street segment. An average peak hour travel speed of less than 16 miles per hour was observed on Grand Street between National and Fremont Avenues.

d. Street conditions - Surface conditions on all but a few local streets in the Rountree Study Area can be rated as good. Fremont Avenue and Grand Street have below standard widths for thoroughfares of their classification. Several streets intersecting National Avenue lacked curb and gutter improvements.

e. Traffic safety - Accident location analysis can serve to identify intersections and transportation corridors with a high incidence of traffic accidents. The 1982 Transportation Inventory and Analysis ranked the intersection of Cherry Street

and National Avenue as fourth in the number of total accidents during 1981. However, this intersection had a relatively low accident rate (ratio of accidents to the volume of vehicles passing through the intersection) at 1.70 as compared to the city-wide high of 3.65 for the Benton and Central intersection. There were 16 accidents at the Cherry and National intersection in 1981.

f. Parking - Heavy on-street parking was largely found on McCann and Kickapoo Avenues and on Harrison, Madison, and Page Streets near their intersection with National Avenue. Figure 16 illustrates the street segments where continuous on-street parking was observed. Much of the on-street parking can be attributed to students attending SMSU - who essentially use streets in the Rountree Study Area as commuter parking facilities. Some street segments in the area have been posted to prohibit on-street parking. This restriction would appear to be necessary to avoid complete traffic congestion. However, the use of the unrestricted street segments as commuter parking is an irritant for area residents since nonresidents are constantly parking and walking through their neighborhood.

g. Sidewalks - Observation of aerial photographs shows that virtually every block in the Rountree Study Area has sidewalks. Since Rountree Elementary School is located adjacent to a busy arterial, a complete network of sidewalks and traffic control devices is essential to ensure the safety of area school children. Unfortunately, the service area of the Rountree Elementary School extends south of Grand Street, thus creating a potential for vehicular/pedestrian conflict.

h. Public transit - As depicted on Figure 15, this area is well served by public transit. Three bus lines provide access to much of the Rountree Study Area, although area residents apparently do not ride the bus. Journey to work statistics from the 1980 Census reveal that only 1.2 percent of area workers 16 years and over used public transit to travel to work. The city-wide rate was 1.7 percent of the work force.

2. Storm Drainage: Storm water flooding is not a widespread problem in the Rountree Study Area. However, a study conducted by the Public Works Department identified a localized drainage problem in the area bound by National and McCann Avenues and Harrison and Page Streets. This problem has existed for many years but was exacerbated by the recent construction of parking lots on the east side of National. The Public Works Department recommended that directing storm water runoff to the rear of the properties on the east side of National would eliminate the problem for this area. Storm water would flow south to Madison Street and be channelized down McCann to the box culvert on Page. Detention of storm water on-site was also recommended in this analysis.

3. Education: Education services and facilities are an extremely important component of neighborhood vitality. School buildings are often the focal point for neighborhood identity in addition to their most important function as the site where neighborhood children receive their formal education. The land surrounding the school buildings also serve a dual function as open space for recreation by neighborhood residents as well as playgrounds for school children during the day.

The Rountree Study Area has good accessibility to all levels of public education facilities. Controversy has surfaced in reaction to a proposal by the R-12 School District staff to change the school district boundaries for primary education in the Rountree Study Area and to eliminate the Rountree Elementary School as a neighborhood school.

In response to this proposal, area residents organized and successfully lobbied the School Board to postpone any decision concerning the Rountree Elementary School. The Springfield Department of Community Development also reacted to this proposal by submitting a report entitled "School Redistricting and Closure Considerations: A City Perspective." In this report, the City's interest in reducing the adverse impacts of redistricting and/or school closings was directed toward distinct subjects:

- the role of the school as a part of the neighborhood planning concept, i.e. its relationship to housing location and density, design of the street and highway network, etc.
- safety and operational considerations particularly as they relate to traffic control, pedestrian circulation and the minimization of vehicular-pedestrian conflict.
- the integrity of neighborhoods, particularly older center city neighborhoods, where the preservation of urban resources, infrastructure and investment is at stake.
- the protection of the city's substantial investment in the conservation and revitalization of Springfield's center city and older residential neighborhoods.
- a minimization of the impact of public decisions on the disadvantaged of the community.

The report concluded that neighborhoods undergoing change or experiencing pressure from competition with nonresidential uses (as in the Rountree Study Area) are particularly vulnerable to the adverse impacts of school closings and significant redistricting. Changing the status of the Rountree Elementary School could not be viewed as a positive signal

to households desiring to invest in the Rountree Study Area as a residential neighborhood. Failure to attract new homeowners into the area may result in the conversion of structures to rental occupancy as homes are placed on the market with increasing frequency. A sequence of events leading to the introduction of additional rental housing could change the character of the Rountree Study Area by compounding the problems of structural deterioration and overcrowding witnessed in other parts of the community. The report closed with the following recommendations:

Schools should be considered for closing only if the following conditions exist: (1) enrollment is declining and such decline is projected over the long term, (2) the facility is functionally and/or structurally obsolete, (3) actual and significant cost savings can be demonstrated or (4) a significant improvement in the quality of educational services can be demonstrated.

Even if one or more of the above conditions exist, the decision to close a school should be made only upon consideration of (1) the impact on the community as a whole, (2) the impact on the neighborhood it serves, (3) the relative vulnerability of the neighborhood to the forces of decline that may be initiated and (4) the relative impact on the city's investment in urban conservation.

4. Recreation/Leisure: The availability of recreation facilities and open space within a neighborhood can make an important contribution to the quality of life of area residents. The Rountree Study Area does not have a neighborhood level park facility within its boundaries. To some extent, the large lots found in the area can substitute for the almost complete lack of publicly owned open spaces. However, past planning studies prepared by the Springfield Park Board and by the Springfield Department of Community Development have recommended that park space be acquired and improved in the Rountree Study Area for neighborhood use.

The Rountree Study Area does have good access to community level parks (Phelps Grove Park) and to public leisure facilities (Springfield Art Museum). Facilities and open space at SMSU also provide opportunities for recreation activities not found elsewhere in Springfield. The principal issue concerning these facilities is that, to use them, area residents must either drive or risk injury while crossing some of Springfield's busiest arterials.

5. Urban Design: Urban design considerations consist of those elements which establish the visual character of an area. Landscaping treatments, such as street trees and screening, as well as infrastructure concerns, such as the condition of parking lots and street curbs,

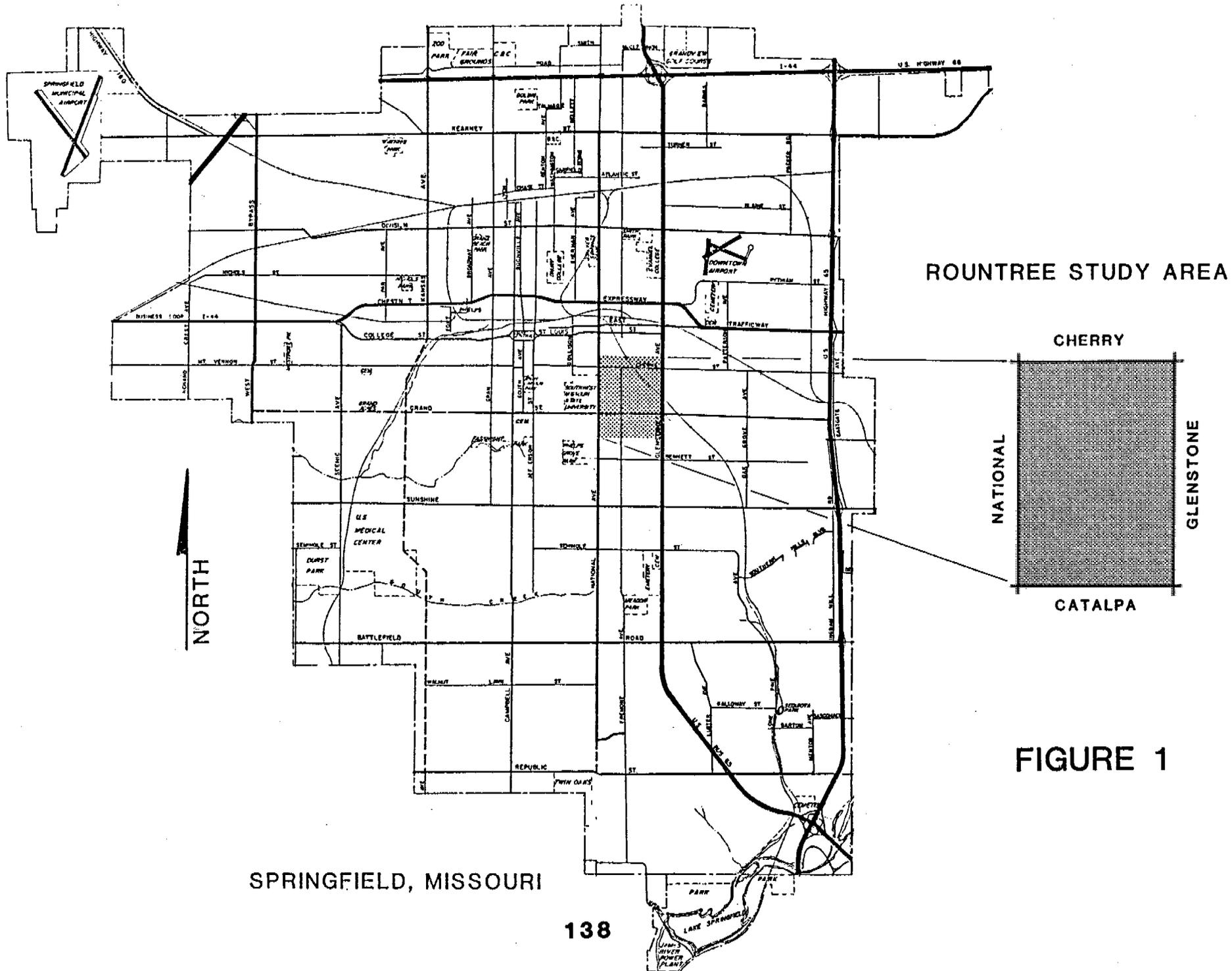
are important factors.

a. Street Trees: Street trees improve the appearance and continuity of the neighborhood by lending a sense of harmony to the urban environment. They also serve to improve the living environment by reducing noise, air pollution, and air temperature during the summer. The street tree canopy was identified and mapped on Figure 17. In general, the Rountree Study Area has a well developed street tree canopy in the residential portions of the neighborhood.

b. Screening: Screening can be a useful technique for reducing the impact of an adjacent visual or noise problem. Figure 18 identifies the location of uses with inadequate screening or buffering between adjacent uses, including parking lots, apartments, and dumpsters.

c. Parking Lot Landscaping: Parking lots which are unpaved and void of landscaping present an urban design problem because they absorb and then radiate heat in the summer, and present a hard, barren surface. Without landscaping or proper design, parking lots also increase the amount and rate of stormwater runoff which can create problems for adjacent uses. Figure 18 also illustrates the location of parking facilities, off-and on-street, which represent an urban design problem in the Rountree Study Area. Solutions could range from improved landscaping and paving for parking lots to the construction of curbs to properly align on-street parking along several streets in the neighborhood.

d. Yard Parking: The frequent shortage of parking space for area residents on McCann and Kickapoo Avenues, precipitated by excessive nonresident parking, has resulted in occasional parking in front yards. This practice creates an unsightly appearance and detracts from property values in the neighborhood. The city has addressed this problem by prohibiting front yard parking throughout Springfield.



ROUNTREE NEIGHBORHOOD  
STUDY AREA  
FIGURE 2

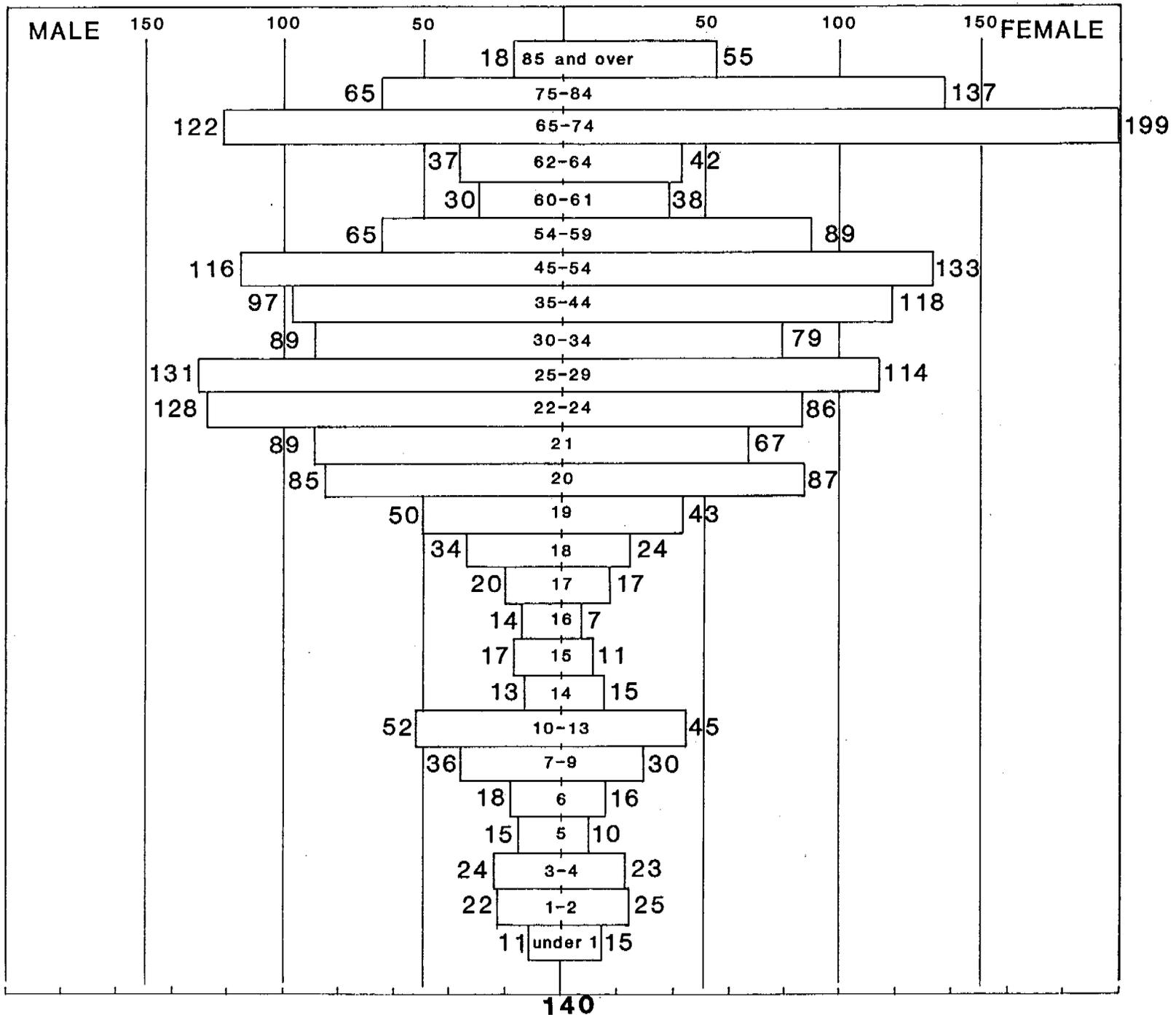


SPRINGFIELD DEPARTMENT OF  
COMMUNITY DEVELOPMENT

# FIGURE 3

## PERSONS BY SEX BY AGE 1980

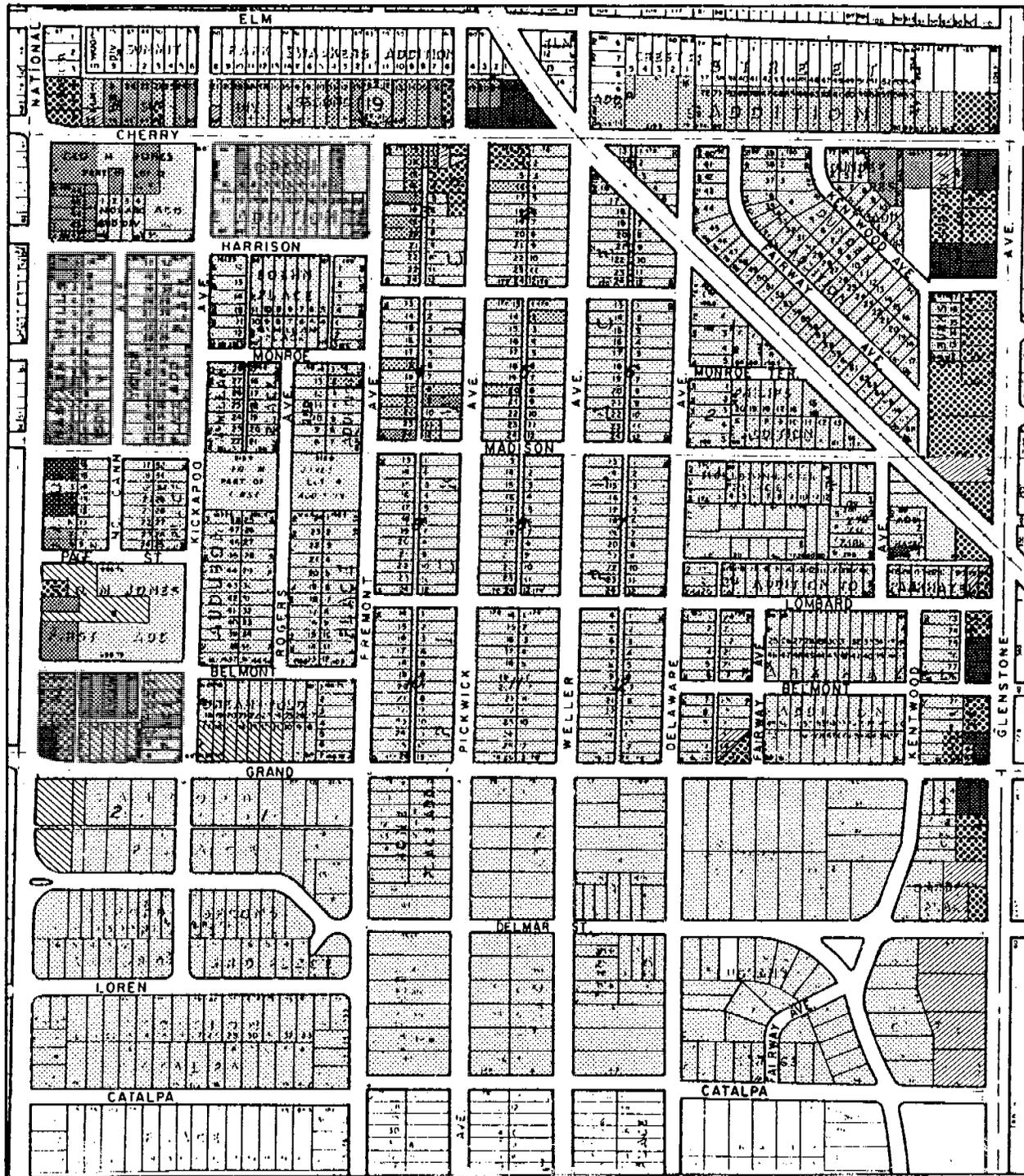
SOURCE: 1980 CENSUS



# FIGURE 4

## ROUNTREE NEIGHBORHOOD STUDY AREA

### Land Use



-  SINGLE FAMILY
-  TWO FAMILY
-  MULTI-FAMILY
-  GROUP QUARTERS
-  OFFICE
-  GENERAL COMMERCIAL
-  HEAVY COMMERCIAL
-  COMMUNITY FACILITIES
-  UNDEVELOPED



SPRINGFIELD PLANNING DEPARTMENT

FIGURE 5

ROUNTREE NEIGHBORHOOD  
STUDY AREA

Zoning and  
Nonconforming Uses

- R-1 ONE FAMILY
- R-3 MULTI-FAMILY
- C-1 NEIGHBORHOOD BUSINESS
- C-2 GENERAL RETAIL

● NONCONFORMING USES



SPRINGFIELD PLANNING DEPARTMENT

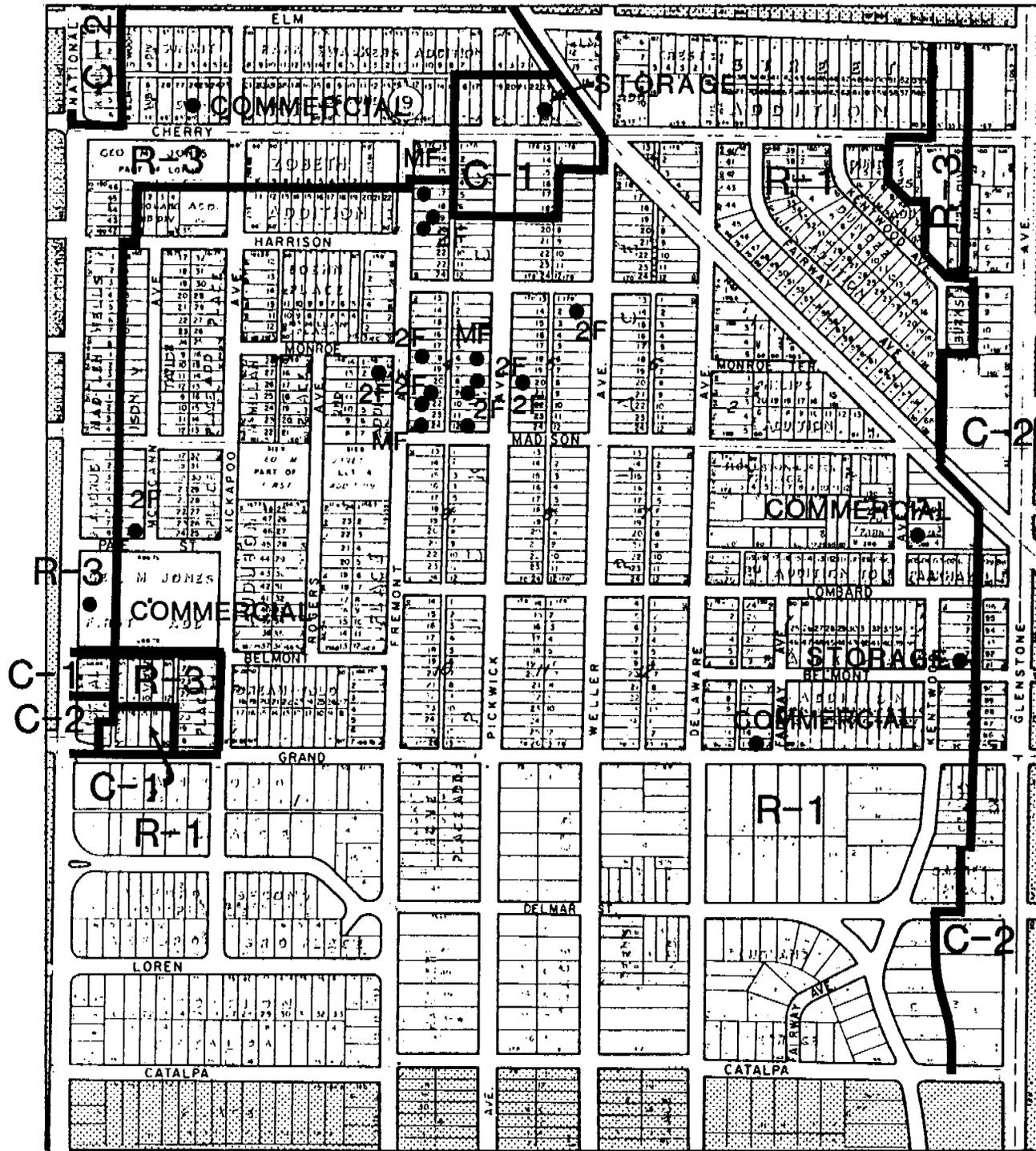
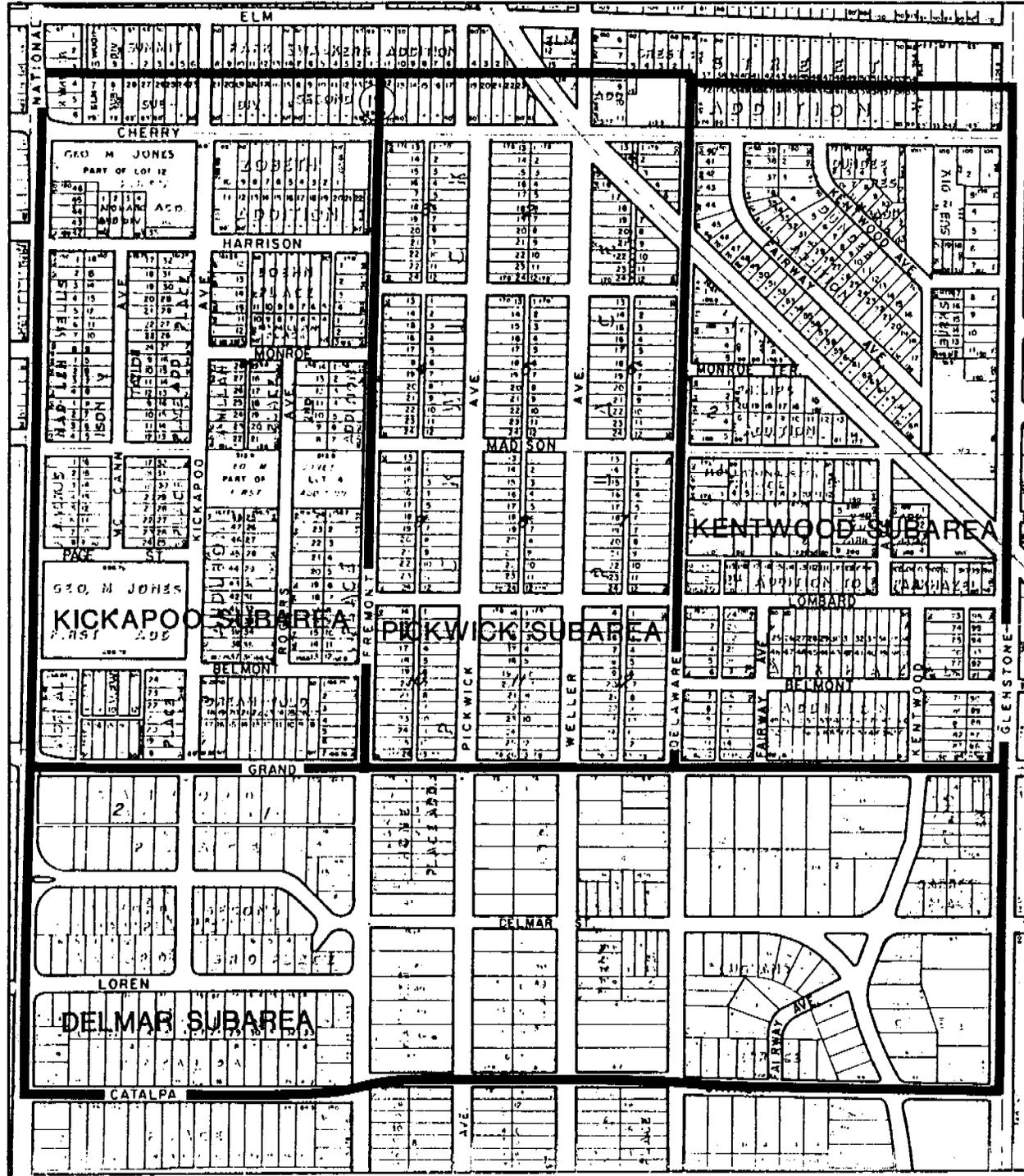


FIGURE 6

ROUNTREE NEIGHBORHOOD  
STUDY AREA



SUBAREA  
DESIGNATIONS



FIGURE 7

ROUNTREE NEIGHBORHOOD  
STUDY AREA

Housing Tenure

- ▲ OWNER OCCUPIED
- RENTER OCCUPIED



SPRINGFIELD PLANNING DEPARTMENT

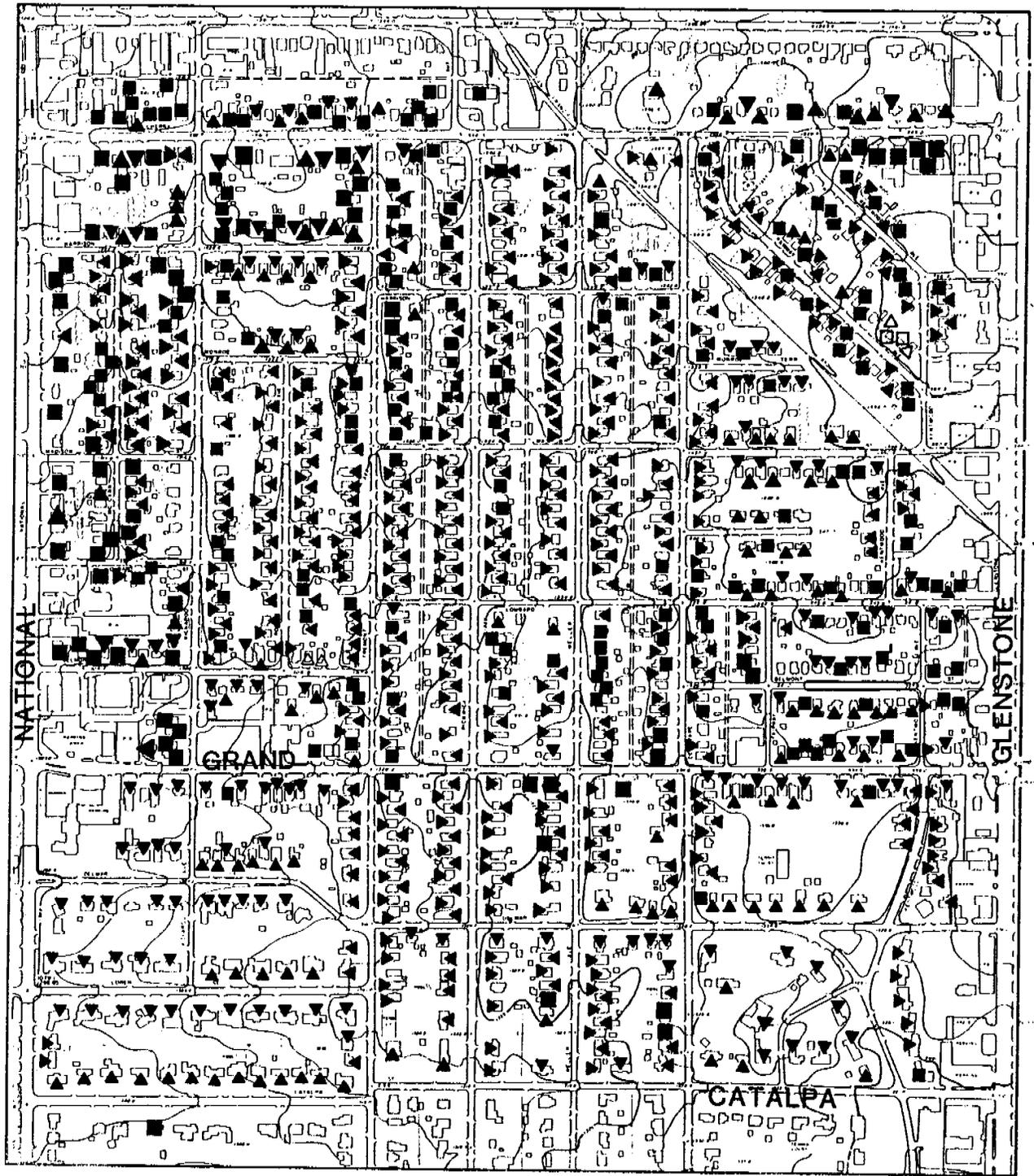
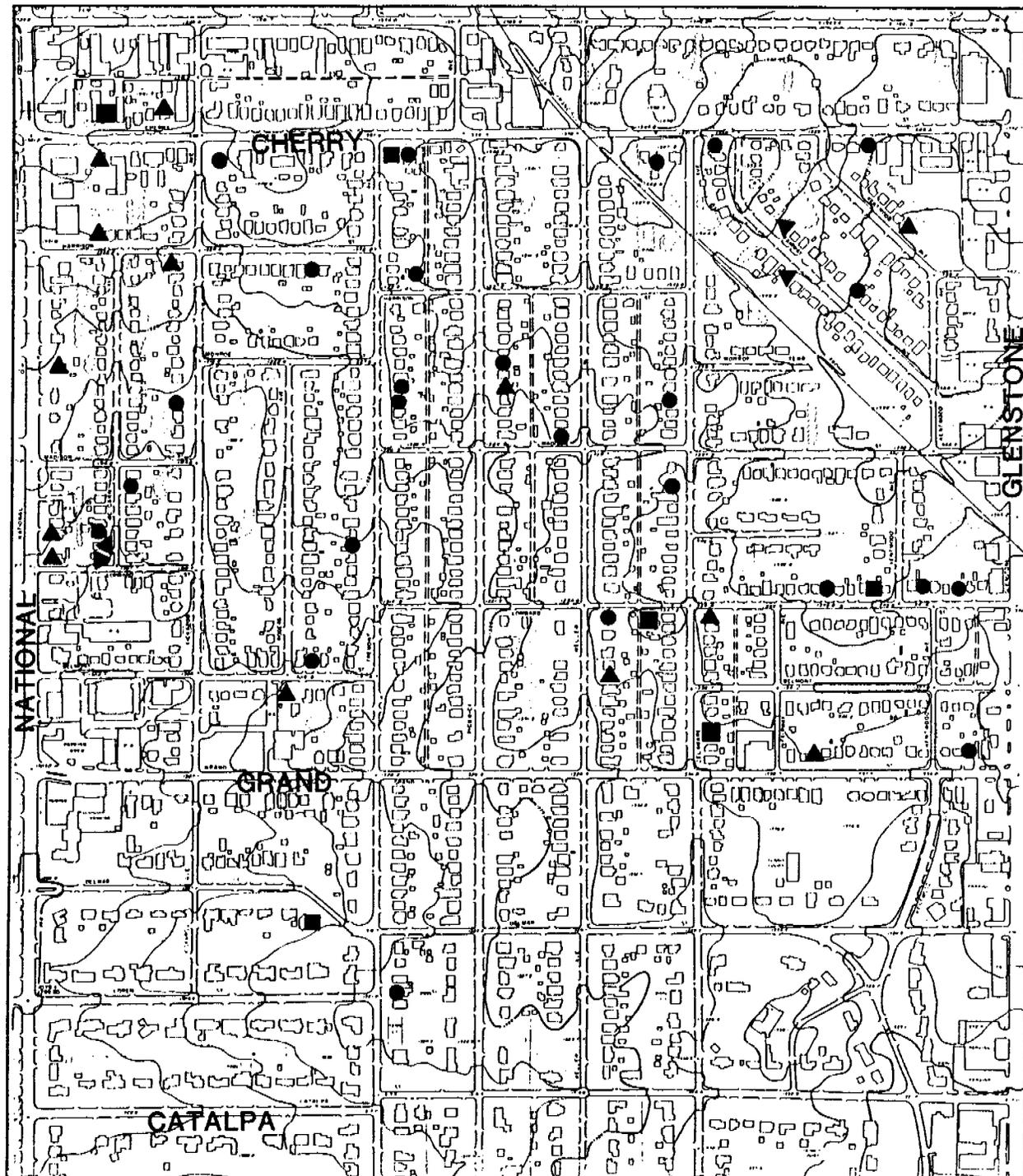


FIGURE 8

ROUNTREE NEIGHBORHOOD  
STUDY AREA

Housing Conditions

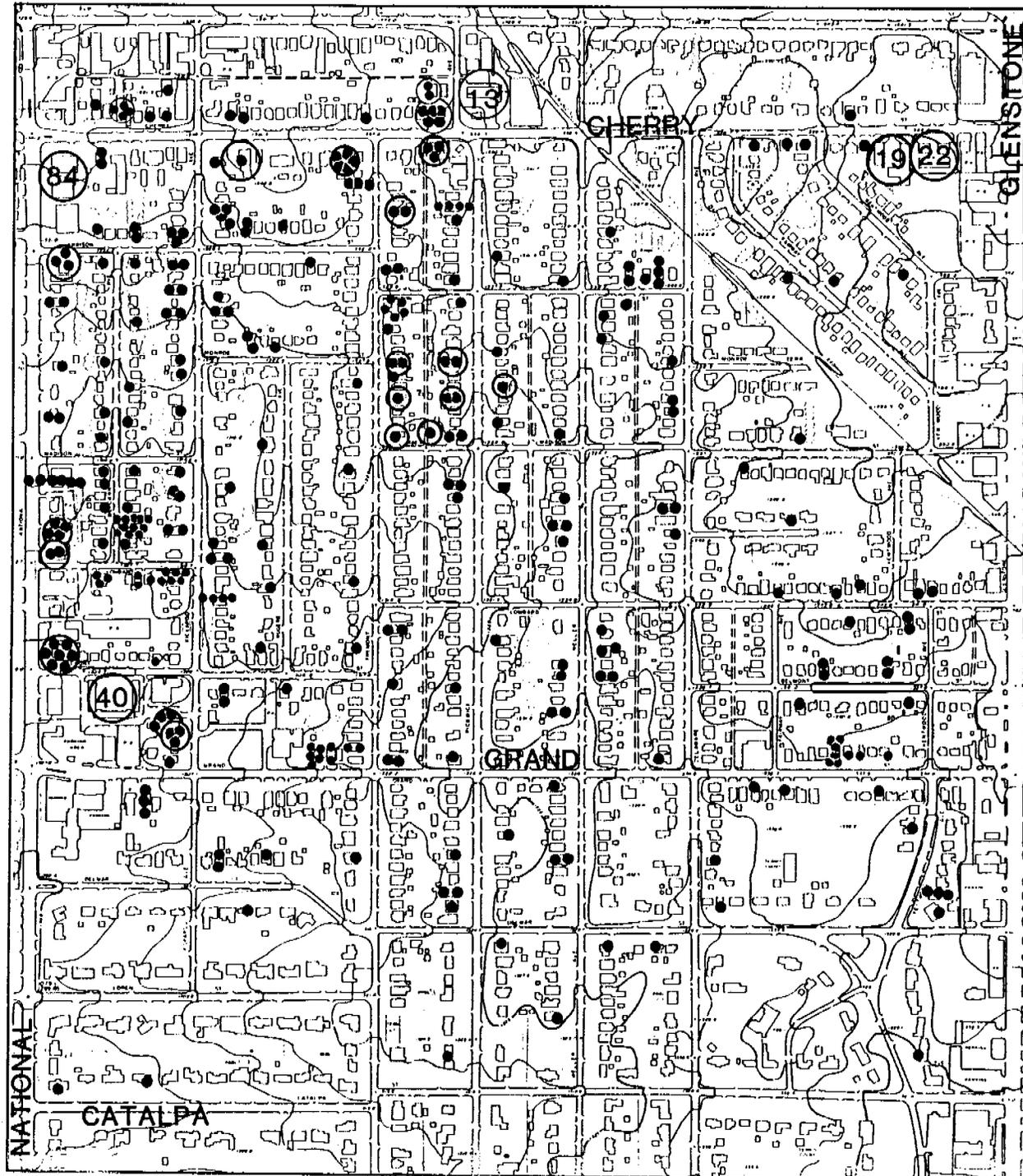


DETERIORATED STRUCTURES

- OWNER OCCUPIED
- ▲ RENTER OCCUPIED
- VACANT OR TENURE UNKNOWN



FIGURE 9



ROUNTREE NEIGHBORHOOD  
STUDY AREA

Student Housing  
1983

• ONE UNIVERSITY STUDENT

40  
DUPLEX AND  
MULTI-FAMILY HOUSING

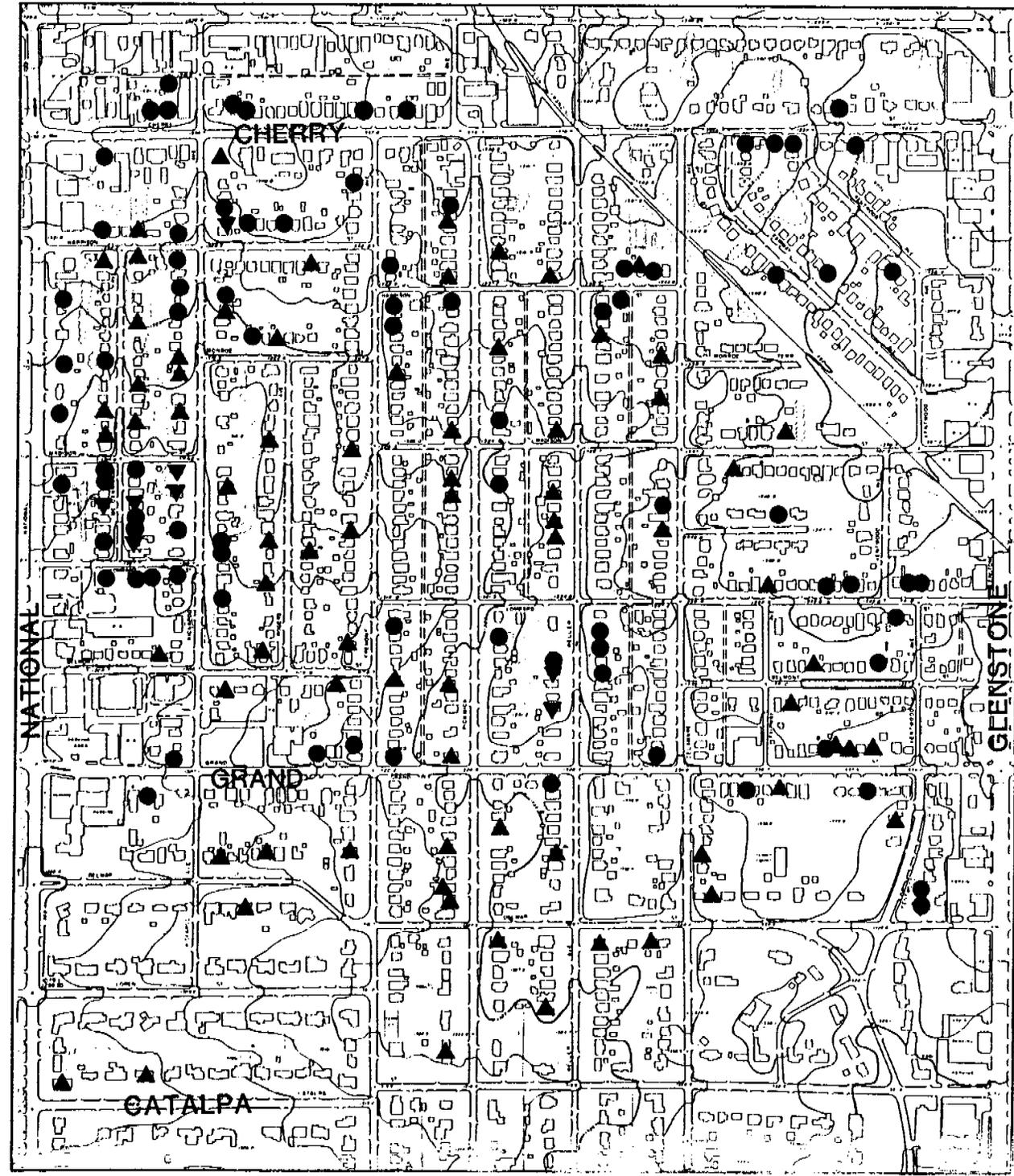


SPRINGFIELD PLANNING DEPARTMENT

FIGURE 10

ROUNTREE NEIGHBORHOOD  
STUDY AREA

Single Family Structures  
Occupied by Students



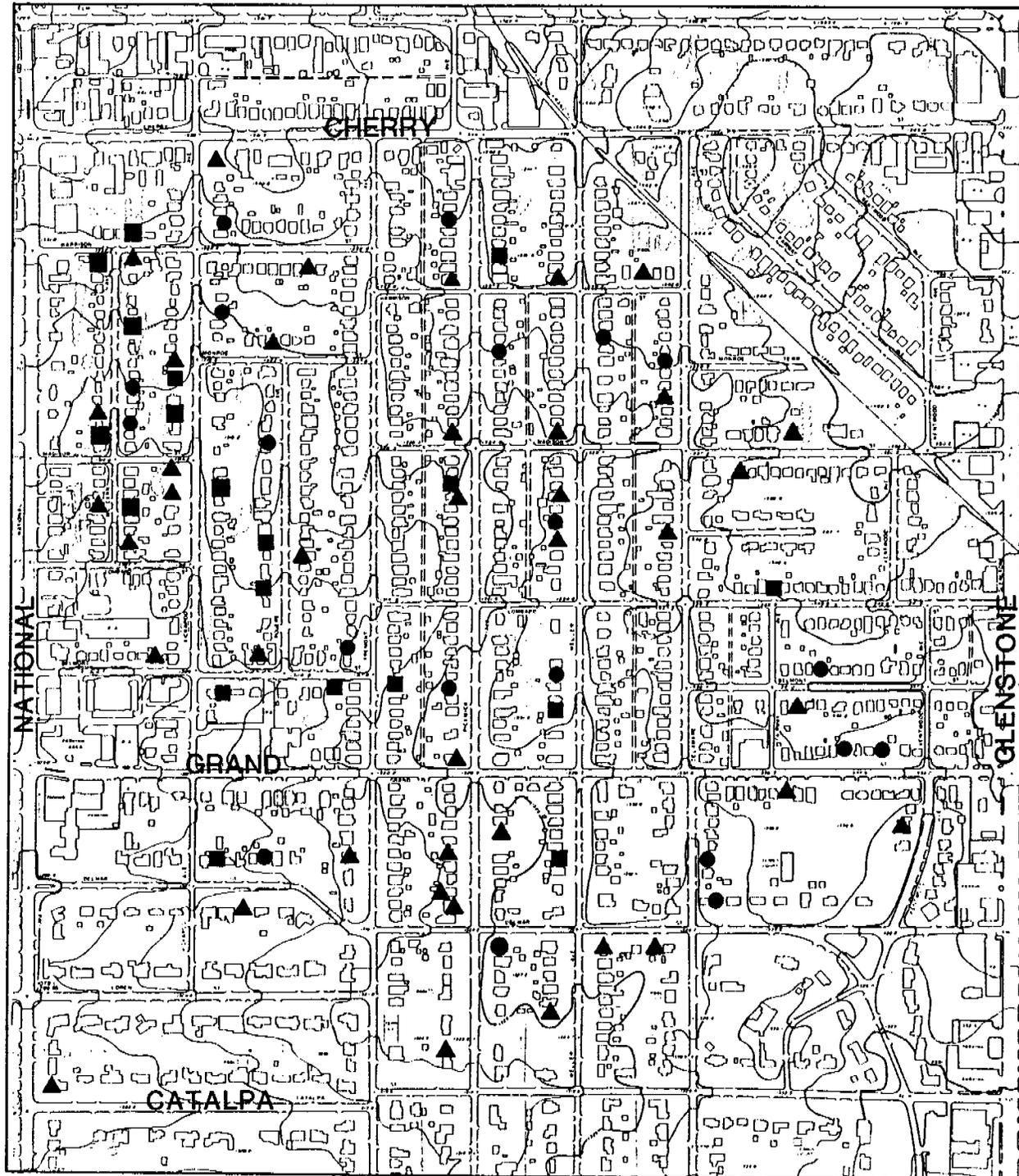
- RENTER OCCUPIED
- ▲ OWNER OCCUPIED



FIGURE 11

ROUNTREE NEIGHBORHOOD  
STUDY AREA

Owner Occupied  
Single-Family Structures  
Containing Students



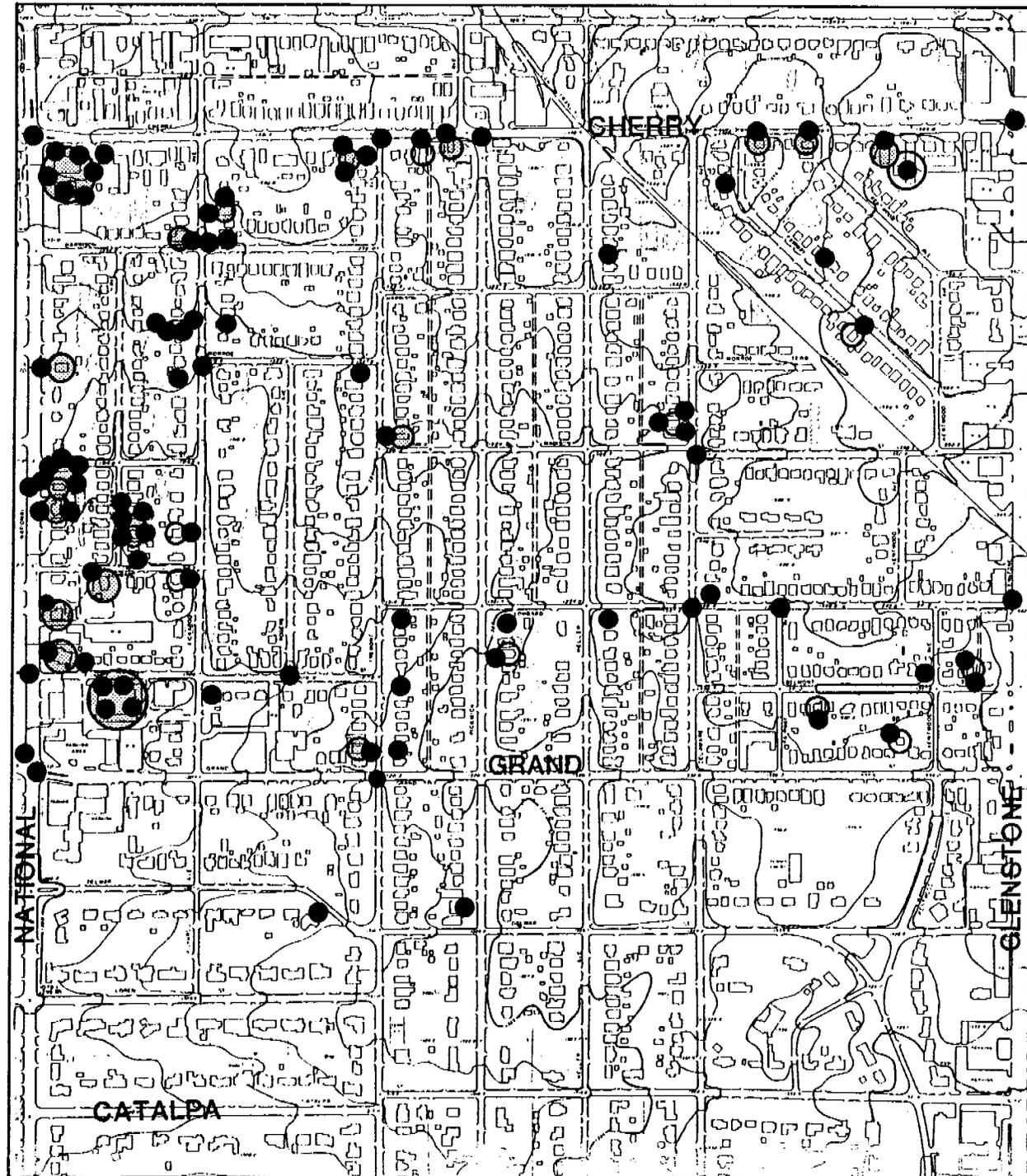
- HOMEOWNER/STUDENT  
SAME
- ▲ HOMEOWNER/STUDENT  
RELATED
- HOMEOWNER/STUDENT  
UNRELATED



FIGURE 12

ROUNTREE NEIGHBORHOOD  
STUDY AREA

Noise Complaints  
1982



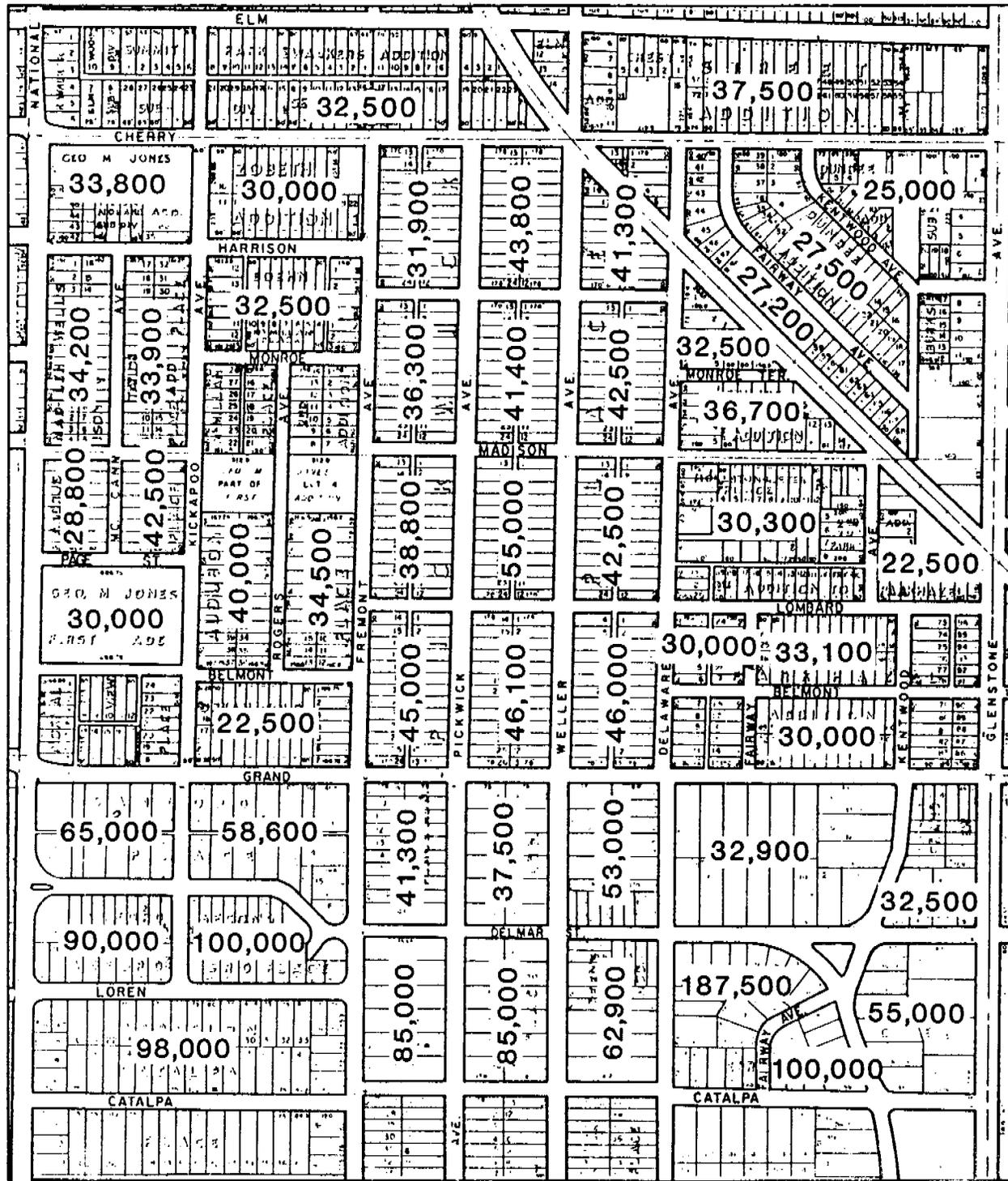
- ONE NOISE COMPLAINT
- ◐ RENTAL PROPERTY OR GROUP QUARTERS
- ◑ STRUCTURES CONTAINING UNIVERSITY STUDENTS



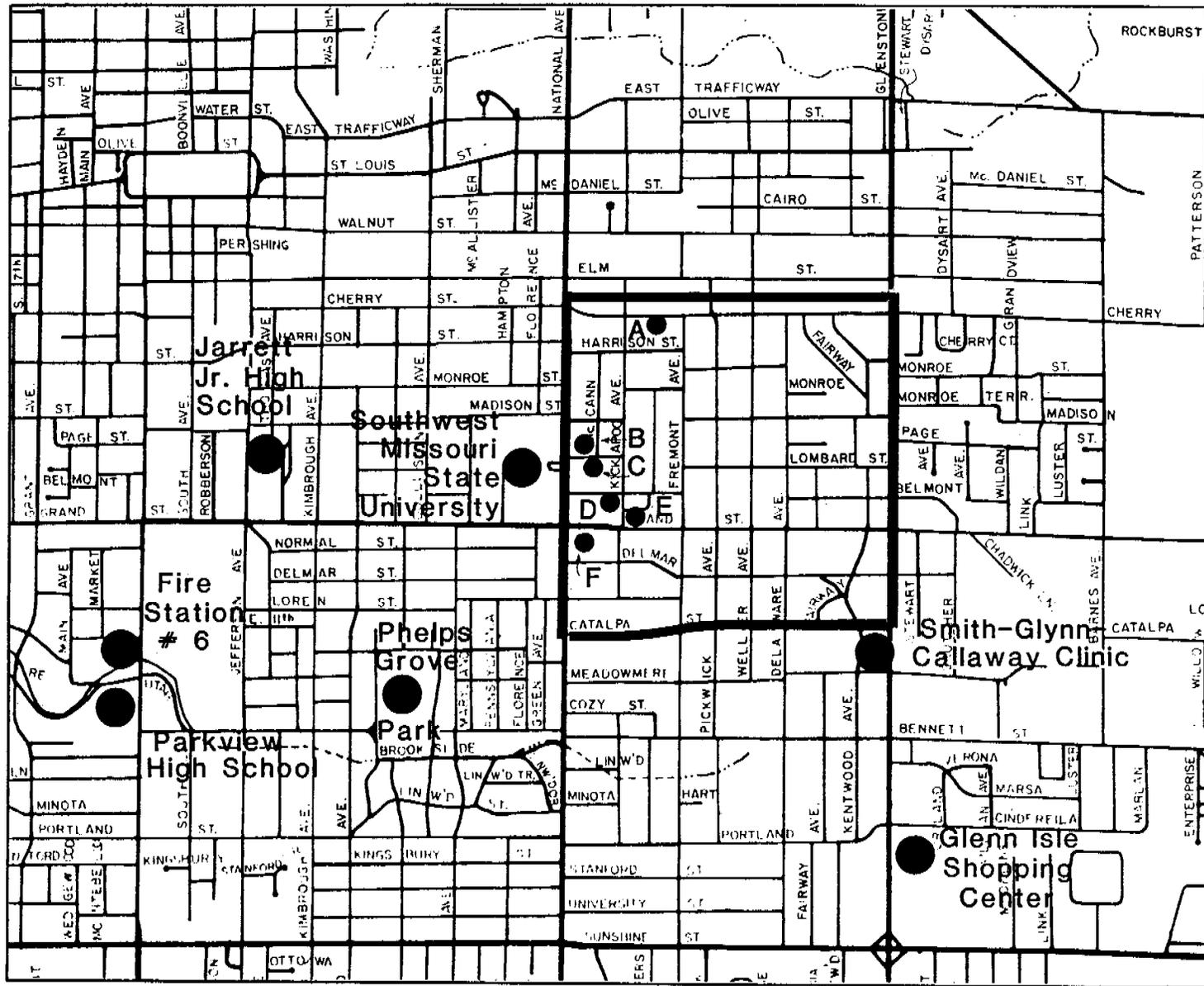
# FIGURE 13

## ROUNTREE NEIGHBORHOOD STUDY AREA

Median Value of  
Owner Occupied Housing  
1980  
IN DOLLARS



**FIGURE 14**



**FACILITIES WITHIN THE ROUNTREE AREA**

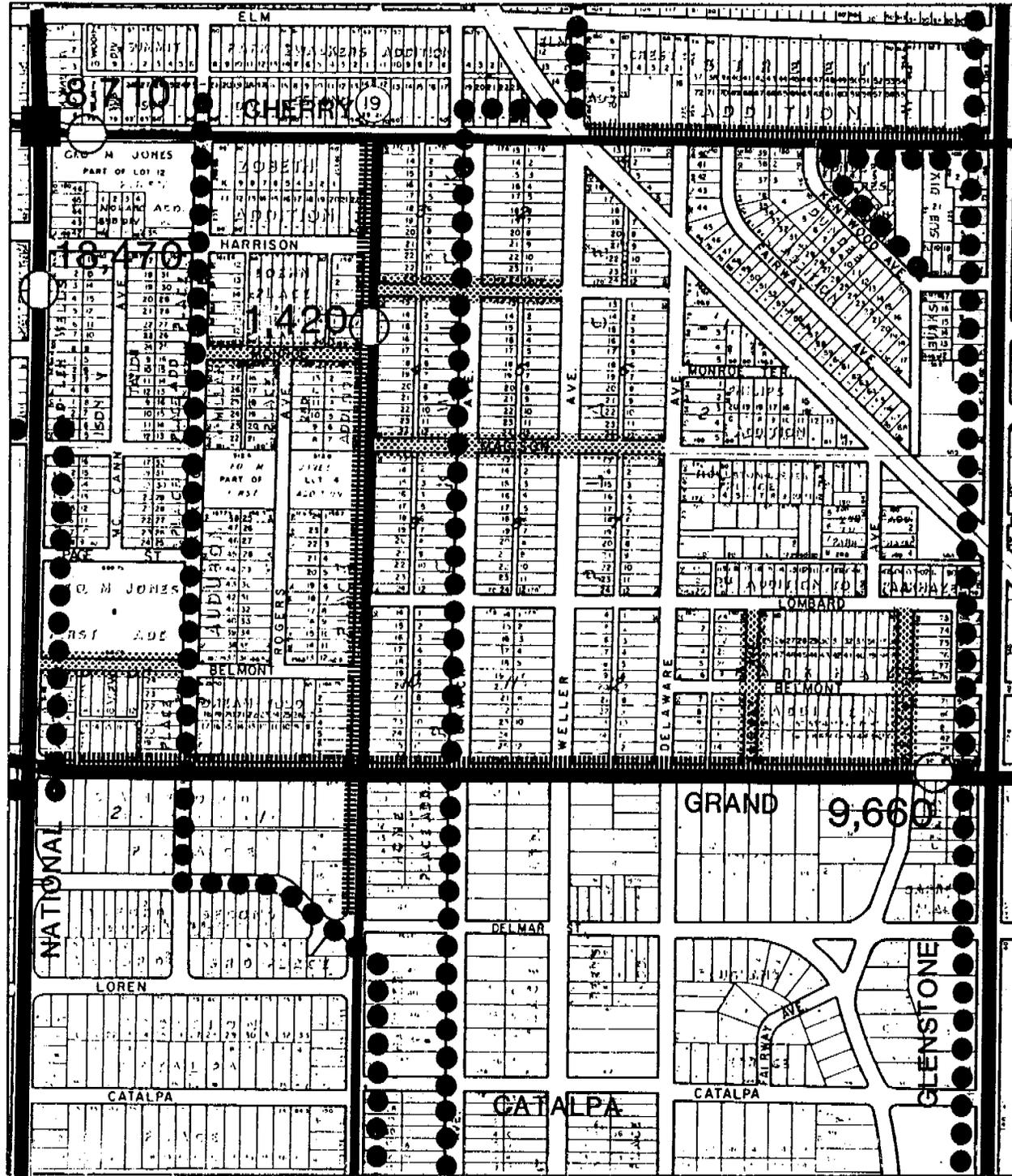
- A. Cherry Manor Health Care Center
- B. Lutheran Student Center
- C. Baptist Student Union
- D. United Hebrew Congregation
- E. Rountree Elementary School
- F. University Baptist Church

**NEIGHBORHOOD AND COMMUNITY FACILITIES**

# FIGURE 15

## ROUNTREE NEIGHBORHOOD STUDY AREA

### Transportation Facilities



- BUSLINES
- ▬ PRIMARY ARTERIAL STREET
- ▬ COLLECTOR STREET
- ▨ POOR SURFACE CONDITIONS
- TRAFFIC COUNTS 1981  
0,000
- HIGH ACCIDENT FREQUENCY INTERSECTION
- ▨▨▨▨ SUBSTANDARD PAVEMENT WIDTH

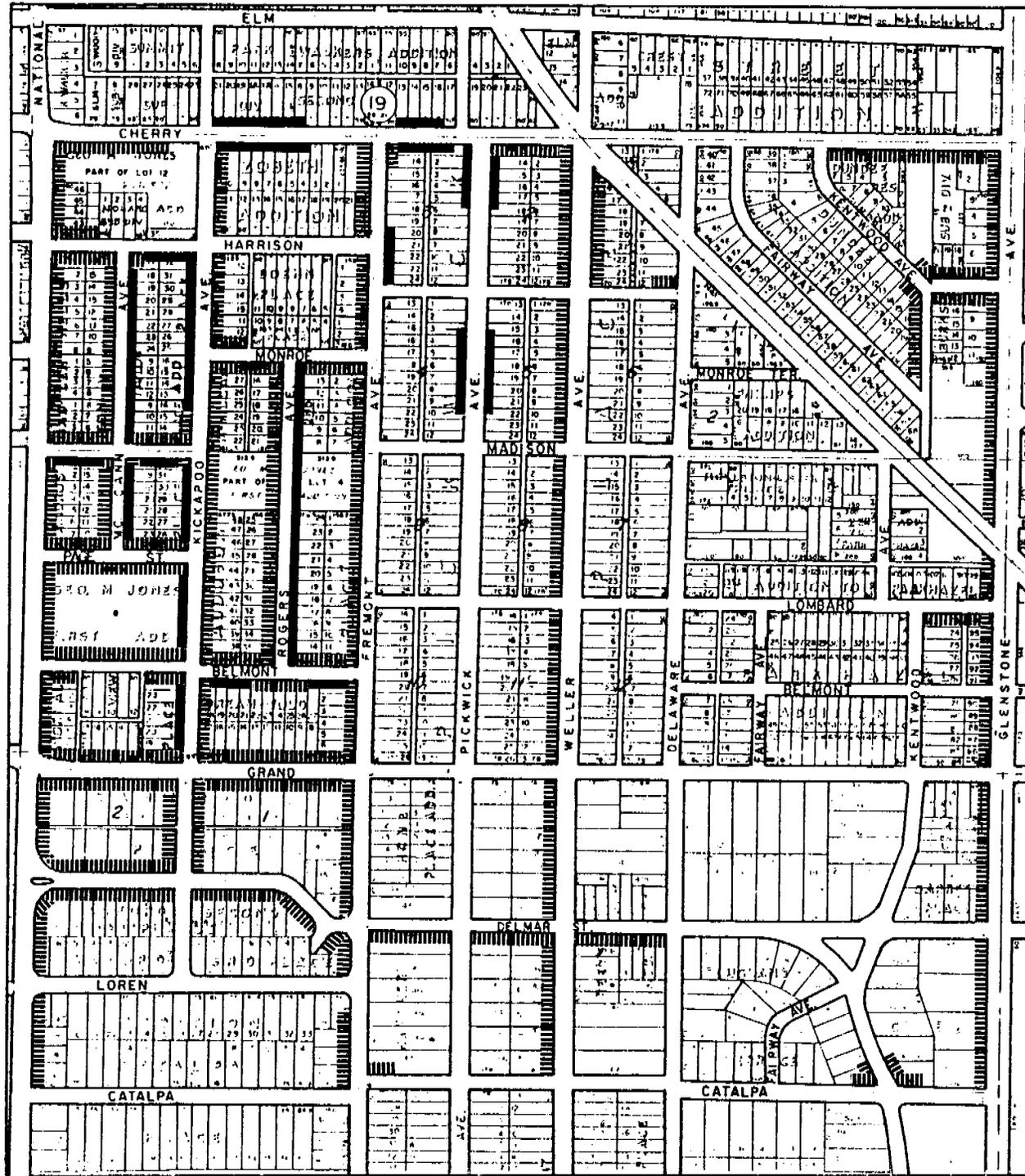


SPRINGFIELD PLANNING DEPARTMENT

# FIGURE 16

## ROUNTREE NEIGHBORHOOD STUDY AREA

### Heavy and Prohibited Parking 1983



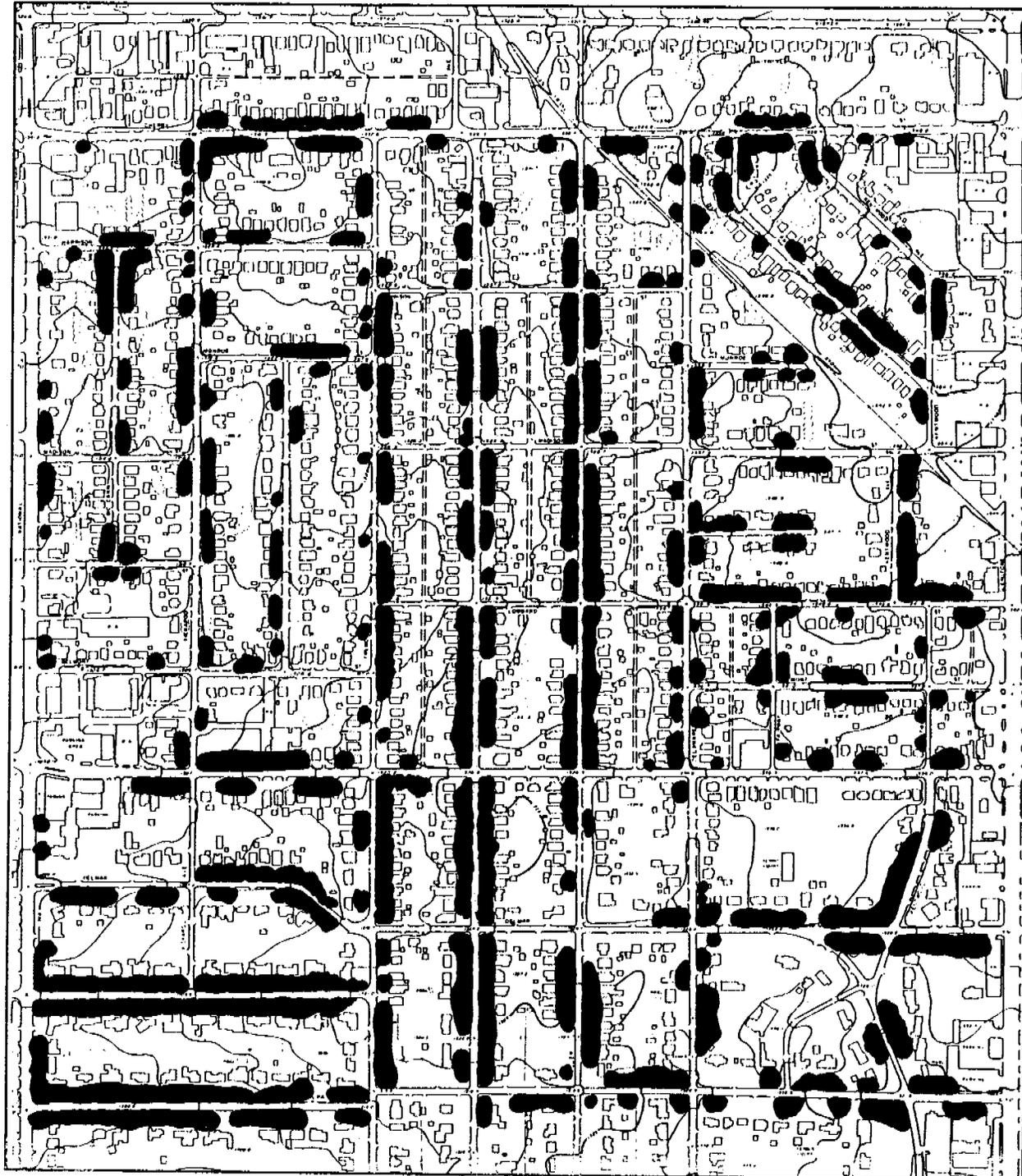
-  HEAVY PARKING
-  PROHIBITED PARKING



FIGURE 17

ROUNTREE NEIGHBORHOOD  
STUDY AREA

STREET TREE CANOPY



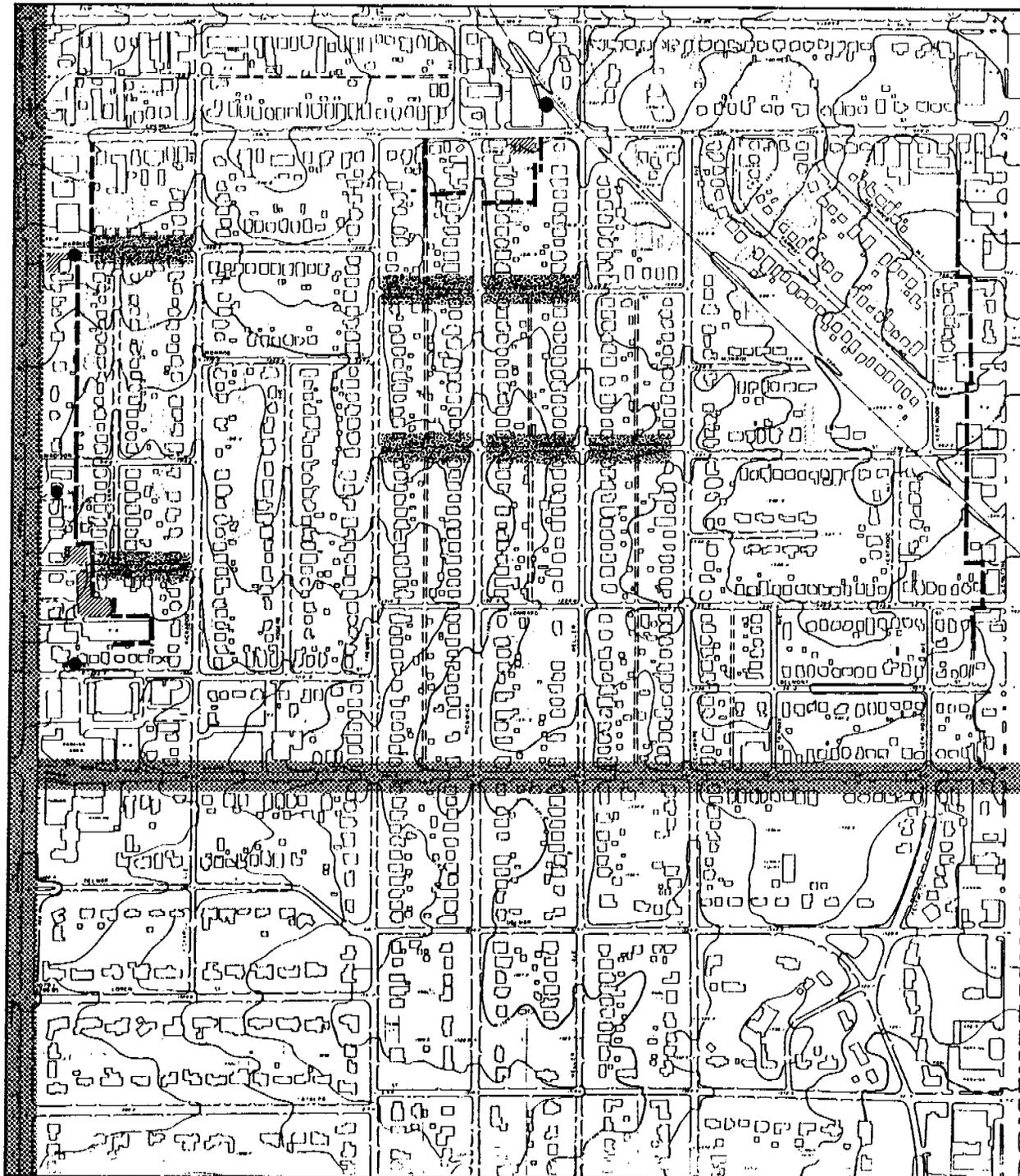
SPRINGFIELD PLANNING DEPARTMENT

# FIGURE 18

## ROUNTREE NEIGHBORHOOD STUDY AREA

### URBAN DESIGN CHARACTERISTICS

-  LACK OF SCREENING OR BUFFERING
-  DUMPSTERS NOT SCREENED
-  GRAVEL PARKING LOTS
-  PARKING ON FRONT OR SIDE YARDS DUE TO LACK OF CURBS
-  TRAFFIC NOISE





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# ***Rountree Neighborhood Plan Addendum***

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***Department of Planning and Development  
Springfield, Missouri  
Adopted May 14, 2001***

**The Rountree Neighborhood Plan Addendum** supplements the Rountree Area Neighborhood Plan as adopted on July 15, 1985. The Addendum is designed as a separate action plan addressing current neighborhood concerns. Some issues identified in the Addendum may mirror those found in the original Neighborhood Plan. Where there is a duplication of issues between the documents, the actions proposed in this addendum will take precedence.

The Rountree Neighborhood Plan Addendum subscribes to the philosophy and goals originally established in 1985. However, the size of the Rountree Study area has been reduced. This addendum specifically addresses an area that is contained within the boundaries of the Rountree Urban Conservation District.

The Rountree Neighborhood Plan Addendum is a necessary tool to refocus attention on neighborhood needs. While the 1985 Rountree Plan was largely implemented, the passage of time has resulted in many becoming disassociated with its original objectives. While the Addendum identifies new objectives and strategies, it also reacquaints citizens, government and private interests with original neighborhood goals and objectives. The Addendum also provides a framework for Rountree residents, property owners and neighborhood association representatives to continue to demonstrate a common vision. Without such a framework, the ability of neighborhood stakeholders to reach a consensus and pursue common goals is severely inhibited.

## **Philosophy**

*The Rountree study area should continue to serve and house a diverse population close to the center of the city. To do so, it should consist of a mix of land uses which provide a functional, stimulating and livable environment for its residents, including, where appropriate, business, institutional, multi-family and single-family uses.*

## **Goals for the Rountree study area**

**Housing:** Maintain the single-family character and integrity of the Rountree study area by focusing special attention on the maintenance of the physical environment and through the elimination of activities which detract from the character and integrity of the neighborhood.

**Circulation:** Preserve the street system within the residential portion of the Rountree study area for local use. Investigate measures to mitigate potential high traffic volume, cut-through traffic and speeding on residential streets.

**Land Use:** Preserve the existing low density residential character of the interior portions of the Rountree study area. Support the harmonious, orderly and efficient use of the National Avenue and Cherry Street corridors.

**Urban Beautification:** Preserve and improve the aesthetic and environmental quality of the Rountree study area.

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## **Introduction**

In July of 1983, the first Rountree neighborhood planning process began. The results of this planning effort were the adoption of the Rountree Area Neighborhood Plan and the Rountree Urban Conservation District Ordinance. The Plan and the Conservation District Ordinance were adopted by City Council on July 22, 1985.

The 1985 Rountree Plan addressed many of the issues confronting the neighborhood at the time. Due to changing circumstances the Rountree Neighborhood Association requested that the City update the Plan to address current issues.

The Rountree Neighborhood Plan Addendum is the result of collaboration between the residents, the neighborhood association, local institutions, and the City of Springfield. This addendum addresses the concerns of the neighborhood brought out in the planning process.

## **Process**

In August of 1999, representatives of the Rountree neighborhood, a consultant hired by the City and city staff met to determine the scope of the Rountree Neighborhood Plan update. Additional meetings were held to review the format of an opinion survey and to identify neighborhood issues. The consultant toured the area with neighborhood residents to view first hand the conditions that warranted concern.

An opinion survey was mailed to all property owners in the Rountree neighborhood in August of 1999. The opinion survey had a 39 percent rate of return. The survey tabulations were presented at a public meeting held November 9, 1999 at Rountree Elementary School.

A brainstorming session was then held to allow participants the opportunity to express what they believe were the major concerns, problems, and opportunities facing the neighborhood. Facilitators listed all of the public comments and then asked the residents to prioritize the comments in order of importance. The results were tabulated by the consultant and compared with the survey results to determine suggested actions.

At the second public meeting, held on Dec. 14, 1999, the consultant presented a suggested strategy for addressing the issues brought out in the opinion survey and brainstorming session. A strategy was discussed, providing a basis for this plan.

The presence of Southwest Missouri State University has an impact on the social makeup of the Rountree neighborhood. Because this organization can influence the future of the neighborhood, interviews were held with the administration. The intent was to open communications between the neighborhood, institutional neighbors, and city government. These interviews provided valuable information on the future plans of the Southwest Missouri State University and how those plans may affect the neighborhood.

## **Issue Identification**

### **Top five areas of concern from survey results (non-prioritized):**

1. Safety and security
2. Property maintenance/housing conditions
3. Preserve single family nature of neighborhood
4. Institutional expansion
5. Infrastructure (streetlights, sidewalks, parks)

### **Top five areas of concern from planning session (non-prioritized):**

1. Enforcement of existing ordinances
2. Property maintenance/appearance
3. Safety and security
4. Loss of single family use
5. Infrastructure

### **The combined non-prioritized areas of concern become objectives for the purpose of this plan. The objectives are:**

1. Safety and security
2. Property maintenance/housing conditions/appearance
3. Preserve single family nature of neighborhood
4. Infrastructure (streetlights, sidewalks, parks)
5. Institutional expansion
6. Enforcement of existing ordinances

The results of the neighborhood planning process reveal that a number of neighborhood issues of concern are similar to those originally identified in the 1985 Plan. Neighborhood residents and property owners assert that many of the tools for improving the Rountree neighborhood already exist. What is desired is a reevaluation of those tools and a recommitment toward enforcement. This Addendum will establish a framework by which such a recommitment may take place.

# Rountree Neighborhood Action Plan

## **Objective 1: Review the City Code and provide a system of code enforcement for chronic issues.**

Chronic code violations such as trash, inoperable vehicles, parking, noise, overcrowding, etc., could be handled more effectively with improved communication between residents and code enforcement authorities. The city must recommit itself to proactive enforcement of existing ordinances that deal with these and other issues. The current policy of reactive code enforcement has alienated many residents in the neighborhood because they've grown tired of repeatedly reporting the same violations. Even if a code violation is abated, it often quickly reoccurs. Chronic violators have no incentive to change their behavior.

Because of recurring code violations on some Rountree properties, residents have indicated that the City is not effectively enforcing current ordinances. This leads to deterioration in City/neighborhood relations. While the City must consider proactive code enforcement in Rountree, the public is often unaware of the processes involved in code enforcement. In many instances, the City is enforcing its ordinances to the best of its ability. City action can be constrained by the limits of an ordinance or the actions of the court system. Better communication between the city and the residents on code enforcement issues would benefit the neighborhood.

The Neighborhood Teams program was developed to promote communication between city departments and the neighborhood association when identifying and abating chronic code violations. Teams meet as needed, and as frequently as every six weeks when necessary, to discuss vacant buildings, inoperable vehicles, overcrowding and other topics. Reports are distributed at the meeting to Team members. The reports track City action on code violations that were reported by the neighborhood association. The neighborhood association could eliminate the perception that code violations are ignored by the City by providing neighborhood residents with a version of the neighborhood team reports.

## Objective 1: Actions

ORDER	ACTION	INITIATING PARTIES	TIME LINE
1	Determine the proper action necessary to enforce existing parking, noise, nuisance and occupancy codes in a manner that gives violators disincentives to repeat violations. Possible options include penalties for first time violations, providing additional law enforcement in portions of the neighborhood, revising enforcement policies to levy increasingly more stringent penalties for repeat violators, revising codes to ensure that their objectives can be more easily met by enforcing city departments.	Neighborhood Conservation Office (NCO)	2001, ongoing
N/A	Track reports of code violations from complaint to final disposition. The Neighborhood Team approach to problem solving is being used and should result in better understanding of the enforcement process. The neighborhood residents should document potential cases of overcrowding. The residents should submit their concerns to the Neighborhood Team for review.	Neighborhood Team (RAAC & City representatives)	Ongoing
N/A	Enforce city codes and Urban Conservation District guidelines addressing building and grounds maintenance, accumulation of unsightly objects and trash, overcrowding, illegal parking and non-conforming and conflicting land use. Determine where city code revisions may be necessary in order to address concerns that are a nuisance to neighborhood residents.	City Inspectors, Neighborhood Team (RAAC & City representatives); City staff committees	Ongoing

## **Objective 2: Maintain and improve safety and security in the Rountree neighborhood.**

Safety and security issues have been identified by property owners in the Rountree neighborhood. Safety issues include vehicular traffic-related concerns such as speeding, cut-through traffic and illegal parking, as well as vandalism, trespassing and disturbing the peace.

The neighborhood is in close proximity to Southwest Missouri State University and high volume streets such as National Avenue, Cherry Street and Grand Street. Motorists trying to avoid the heavier traffic on the main streets may use residential streets to reach their destinations. Speeding resulting from ignorance of the speed limit in residential neighborhoods or disregard for posted speed limits causes safety hazards to residents. The traffic caused by non-resident motorists impacts the residents, especially when those motorists exceed the speed limit. Some north/south neighborhood streets are fairly wide, increasing the likelihood of speeding traffic. Additional non-neighborhood-generated traffic poses an additional risk to pedestrians and property and can also be a noise nuisance.

The city's public works department conducted a traffic count in December 1999 on Kickapoo, Fremont, Pickwick and Delaware Avenues. The conclusions were:

- There is no speeding or volume problem on Weller and Pickwick;
- There is no excessive traffic volume on Fremont and Kickapoo; but high speeds may be a problem;
- Traffic volumes on the four streets do not exceed established norms and indicate that cut-through traffic is not a problem;
- Figures on Kickapoo and Fremont indicate that a large amount of traffic is being generated between Rountree Elementary School and properties within the neighborhood; and
- Traffic calming to control speeds on Fremont and Kickapoo may be warranted, but such action may depend on the additional financial support of the neighborhood residents.

Other safety and security concerns are those seemingly created by the nature of a heavily populated residential area. Vandalism, trespassing and disturbing the peace were cited by property owners. All are acts of disregard for the rights and property of others. While trespassing can be committed without actually damaging property, a vandal may trespass to damage or disturb property. Disturbing the peace usually stems from inconsiderate behavior and can range from allowing a dog to bark incessantly to an altercation, or from a noisy party to a vehicle with an exaggerated sound system passing through a residential area. Disturbing the peace may cause no property damage, but it can certainly affect the livability, desirability and aesthetic qualities of a neighborhood.

Many of the problems identified in the objective are generated by a few properties on a recurring basis. An ordinance could be adopted that penalizes property owners when repeated code infractions have not been abated. Consider a satellite office for the police department, or a revision of the SMSU/City agreement to provide additional police services to Rountree. Rountree may benefit by expanding the area that receives services from the SMSU police substation to include the western most blocks of the neighborhood. The potential expansion of services would require negotiation between SMSU and the City, and could be focused on portions of the neighborhood with the greatest student population.

## Objective 2: Actions

ORDER	ACTION	INITIATING PARTIES	TIME LINE
1	The neighborhood should conduct a tour for elected and appointed city officials to better acquaint them with the issues identified by property owners. Witnessing traffic and parking violations and possible situations of peace disturbance could enhance officials' understanding of the property owners.	RAAC	2001
2	Address traffic enforcement, illegal parking and vandalism through discussion between the Police Department and Neighborhood Team. Consult with the Prosecutor's Office to determine how penalties for ordinance violations can be increased in order to eliminate recurring violations.	RAAC, Neighborhood Team, Police Dept.	2001
3	Expand the Neighborhood Watch program as a deterrent to traffic violations, vandalism and other situations.	RAAC, Neighborhood residents, Police Dept.	2001
4	Consider the development of a public nuisance ordinance that can be used to abate problems that: <ul style="list-style-type: none"> <li>• Are generated at a specific property; and,</li> <li>• Threaten public safety and welfare (e.g. noise, peace disturbance, lewd and lascivious behavior, narcotics, etc.). Allow for significant penalties where continued violations of the public nuisance ordinance have not been appropriately abated. Recurring violations could result in mandatory fines, tenant eviction and/or the revocation of rental registration and occupancy permits on applicable properties.</li> </ul>	City Departments	2001-2002

ORDER	ACTION	INITIATING PARTIES	TIME LINE
5	Consider a comprehensive traffic calming study for the Rountree neighborhood to help identify solutions to speeding and cut-through traffic. Standards for traffic calming could be used as a model (Appendix C).	Public Works Dept., Planning Dept., RAAC, Neighborhood residents	2001-2002
6	Investigate whether the use of a landscaped median or vegetative buffer on National Avenue from Madison to Cherry Streets is necessary for traffic safety and aesthetic benefit.	Public Works Dept., SMSU	2001-2002
7	Expand areas where on-street parking is permitted to decrease the width of north-south streets that promote higher driving speeds by design.	Public Works Dept.	2002-2003
N/A	Consider a satellite office for the police department, or a revision of the SMSU/City agreement to provide additional police services to Rountree, to serve as a deterrent to neighborhood crime and as enhanced security for the neighborhood.	RAAC, City	Ongoing
N/A	The neighborhood should communicate with neighborhood property owners and residents to keep them continually informed about concerns such as illegal parking, vandalism, trespassing and peace disturbance.	RAAC	Ongoing

**Objective 3: Review existing ordinances on property maintenance, housing conditions and appearance of housing units in the Rountree neighborhood.**

To protect the quality of life in the Rountree neighborhood, housing units must be maintained in safe, habitable, and reasonably tidy condition, without inappropriate items detracting from their appearance. Inappropriate items such as inoperable vehicles, bulk trash items such as non-working appliances, and household refuse should not be allowed to accumulate.

Dilapidated, vacant and abandoned houses and other structures affect not only their own viability but lend an air of neglect to adjacent properties. They detract from the surrounding properties, making them less aesthetically appealing and possibly less valuable. They detract from the residential character of the neighborhood, creating a disincentive for investment in adjoining properties. Inadequately maintained buildings and untended grounds can create safety hazards as well as visual detriments. While there is not currently a large inventory of vacant and dilapidated buildings in the neighborhood, external deterioration of some of the occupied housing stock is a clue to possible health and safety problems within. Because some lending institutions do not require a housing inspection for a person to purchase a home, an inexperienced buyer may inherit a home with a number of safety problems that are costly to fix. Health/safety inspections of housing stock at the time of sale (whether conducted by the City or an outside source) could guarantee that plumbing, heating, electrical, etc., systems are maintained in a safe condition. Similar inspections could be required for rental properties on an annual basis to ensure tenants are guaranteed sound living conditions.

The Rountree neighborhood contains structures and characteristics of a historic nature. The possibility of National Register status should be explored for preservation of these structures and characteristics. In addition, design guidelines could be adopted to regulate in-fill development to protect the residential character of the Rountree neighborhood.

The residents of overcrowded housing units sometimes park vehicles in front and side yards of residences, detracting from the facades and landscaping of their homes. Illegal parking is particularly noticeable during evenings, when parked vehicles sometimes block sidewalks. Inadequate off-street parking and overcrowding of housing units are two causes of this illegal parking. In addition, the proximity of the Rountree neighborhood to SMSU enhances its desirability to students. The social behavior of some students can result in loud parties and other noise impact on the neighborhood. Some dwellings earn reputations as "party houses" by holding frequent gatherings. These "nuisance parties" impact the neighborhood with noise nuisance, drunkenness, parking problems and additional vehicular traffic. Police responding to complaints often find themselves returning to the same properties multiple times because current City enforcement tools are not adequate to compel offending individuals to change their behavior. Negative behavior could be curbed by adopting a zero-tolerance policy for code infractions. A zero-tolerance policy would allow and require that code

infractions be ticketed during the first violation. In addition, a public nuisance ordinance could be adopted that penalizes property owners when repeated code infractions have not been abated.

Noise from the SMSU sports stadium is also audible within the Rountree neighborhood, although noise from this source is predictable by sports schedules and should be tolerated for the positive impact of the university's student and community activities.

Residents subscribe to a variety of refuse services and large item haulers, so discarded items are often visible and create an unsightly clutter until they are removed. The Neighborhood Association should consider one carrier and encourage residents to adopt the service.

### Objective 3: Actions

ORDER	ACTION	INITIATING PARTIES	TIME LINE
1	Adopt a zero-tolerance policy for code infractions such as illegal parking, noise, loud parties, etc.	City	2001
2	Consider the development of a public nuisance ordinance (See also Objective 2, Action 4) that can be used to abate problems that: <ul style="list-style-type: none"> <li>• Are generated at a specific property; and</li> <li>• Detract from the neighborhood's quality of life (e.g. nuisance parties, noise, peace disturbance, lewd and lascivious behavior, narcotics, etc.). Allow for significant penalties where continued violations of the public nuisance ordinance have not been appropriately abated. Recurring violations could result in mandatory fines, tenant eviction and/or the revocation of rental registration and occupancy permits on applicable properties.</li> </ul>	City Departments	2001-2002
3	Revise the front-yard parking standards to disallow vehicle parking in side yards that abut a street right-of-way. Expand areas where on-street parking is permitted to provide additional parking to owners of corner lots or other lots that lack adequate area to park vehicles.	Planning Dept., Public Works Dept.	2001-2003
4	Investigate and report on the formation of a Neighborhood Improvement District as described in Objective 4 (Appendix D) to fund community parking areas and to eliminate illegal parking in front and side yards.	RAAC, Planning Dept., Public Works Dept.	2001-2010
5	Coordinate trash pickup between household refuse services and large item haulers on a regular basis to improve the appearance of the neighborhood by removing the unsightly clutter of discarded items. The Neighborhood Association could consider one carrier and encourage residents to adopt the service.	RAAC, Neighborhood residents	2001-2010

ORDER	ACTION	INITIATING PARTIES	TIME LINE
6	Review city codes on boarding up dangerous buildings and determine whether revisions should be made to secure vacant structures.	Planning Dept., Building Development Services, City staff committees, RAAC	2002-2003
7	Consider the possibility of National Register status for preservation of structures and characteristics of a historic nature.	RAAC	2003-2005
8	<p>Consider an inspection program for structures as they are sold to assure that they meet city health and safety codes. The program should consider all of the following tools in order to ensure the maintenance of all properties without burdening the low-income tenants and/or homeowners:</p> <ul style="list-style-type: none"> <li>• Consider the adoption of all or a portion of the International Property Maintenance Code for properties within the Rountree UCD.</li> <li>• Consider a health/safety code inspection for properties at the time of sale; whether conducted by the City, or by showing proof of inspection prior to the issuance of an occupancy permit to new homeowners.</li> <li>• Consider a rental registration program and annual health/safety inspection for all rental properties to ensure that maintenance is not deferred on basic health and safety items.</li> <li>• Establish and fund an emergency home repair program that can be used by property owners who fail a health/safety code inspection, in order to comply with the code.</li> </ul>	RAAC, Health Dept., Building Development Services; Neighborhood Teams	2003-2005
9	Consider the adoption of design guidelines for future in-fill development to protect the residential character of the Rountree neighborhood.	RAAC, Planning Dept.	2005-2010
N/A	Establish a dialogue between the Neighborhood Team, Neighborhood Association and municipal representatives to address chronic violations of city ordinances and laws, and to enhance understanding of the complexities of ordinance enforcement. Determine where city code revisions may be necessary in order to address concerns that are a nuisance to neighborhood residents.	Neighborhood Teams, City staff committees	Ongoing
N/A	Establish communication between the Neighborhood Team and property owners to increase awareness of housing, occupancy and parking regulations.	Planning Dept., Health Dept., Finance Dept., Public Information Office	Ongoing

ORDER	ACTION	INITIATING PARTIES	TIME LINE
N/A	The Neighborhood Team should report violations as they are observed and make the information available to the Neighborhood Association as well as enforcement officials.	Neighborhood Team	Ongoing
N/A	Increase awareness of rental overcrowding regulations to help eliminate illegal parking at night in front and side yards and on sidewalks.	RAAC, Neighborhood residents, Health Dept.	Ongoing

**Objective 4: Coordinate infrastructure improvements and municipal services to meet the needs of the Rountree neighborhood.**

Street lighting, sidewalk repair and maintenance, and street cleaning are identified as priority needs of the Rountree neighborhood. All are provided by municipal government and are managed according to city standards, but Rountree property owners state that the services need improvement.

Some infrastructure projects can be funded by the City's Capital Improvements Program (CIP). The Neighborhood Association should review projects for eligibility and request that the projects be placed on the CIP list.

A Neighborhood Improvement District (NID) is allowed by state statute for specific geographic districts to provide a mechanism for taxing the properties within the district with a real property tax so that certain objectives can be met. These taxes can be used for capital items or for operational items that are significant to the neighborhood. Voter approval from within the district is required for establishment of a NID. Promotion of a NID must come from the Neighborhood Association. City policies for the use of NIDs in Springfield were established by City Council Bill 93-198 (Appendix D).

**Objective 4: Actions**

ORDER	ACTION	INITIATING PARTIES	TIME LINE
1	Communication should be established between the Public Works Department and Rountree neighborhood representatives to discuss the status of infrastructure issues and to review the standards that guide city action.	RAAC, Public Works Dept.	2001
2	The Rountree neighborhood should consider establishing a Neighborhood Improvement District (NID) (Appendix D) as a means of providing funding for improvement and renovation projects such as sidewalks and street lighting.	RAAC, Public Works Dept., Planning Dept.	2001-2005
N/A	The neighborhood should request that certain projects are included in the Capital Improvements Program (CIP) list.	RAAC, Public Works Dept.	Ongoing

**Objective 5: Preserve and improve the single family character of the Rountree neighborhood.**

Preservation and improvement of the single-family nature of the Rountree neighborhood is essential for it to remain a viable member of the community of neighborhoods in Springfield. As one of the older neighborhoods in the core of the city, the Rountree neighborhood is at risk because of deteriorating housing stock and increasing pressure to add multi-family units to accommodate the growing student population.

While the SMSU Visioning Guide (Appendix E) clarifies that institutional expansion will not occur in the neighborhood, students choose Rountree as a prime residential area because of its proximity to the university. The social needs and activities of some of these young adults can create less than ideal neighborhood situations such as overcrowding, illegal parking and excessive noise. When a rental house occupied by students is the site of large gatherings, it can gain a reputation as a "party house," to the detriment of its neighbors.

The visual impact of SMSU to the adjacent neighborhood can be alleviated by creating transitional and landscape buffer areas to screen and separate institutional uses, buildings and parking areas from single family homes.

Vacant or abandoned buildings should not be allowed to remain unused and untended. A time limit should be established on building vacancy, with minimum housing codes to regulate exterior maintenance or timely demolition.

Non-conforming uses of land within the Rountree neighborhood are also a detriment to the neighborhood's single-family nature, and these uses should be identified and eliminated when they are determined to be outside the city code.

Illegal parking is a chronic concern within the Rountree study area. Its impact can be detrimental to the residents' use of streets, driveways and private property; and can negatively impact the appearance of the neighborhood. The problem can grow because residents' mobile lifestyles often dictate that almost every adult owns a vehicle. Many homes in this older neighborhood were built before residents were so dependent on individual mobility, making it difficult to find appropriate places to park. Illegal parking by non-residents of the Rountree neighborhood also contributes to this situation. As institutional growth occurs, the need increases for additional parking for employees, consumers and other users of those institutions.

Although parking improvements are addressed at length in the 1985 Rountree Area Neighborhood Plan, illegal parking remains a major concern to property owners. Following the 1985 plan, a parking district and urban conservation district were created to offset the parking problems experienced in the neighborhood. Further action may be necessary to mitigate the continued parking problem.

### Objective 5: Actions

ORDER	ACTION	INITIATING PARTIES	TIME LINE
1	Create disincentives for property owners who allow a building to remain vacant and dilapidated for more than one year. Ensure that the exteriors of vacant and dilapidated buildings meet minimum housing codes. Revise the dangerous building ordinance so that buildings that are beyond repair are demolished in a timely manner.	RAAC, City staff committees, Neighborhood Teams	2002-2005
N/A	Maintain current zoning. Do not permit additional areas of multi-family housing.	N/A	Ongoing
N/A	Encourage owners of rental housing in the Rountree area to inform their renters of city regulations concerning overcrowding, illegal parking and other potential nuisances.	RAAC, Neighborhood Teams	Ongoing
N/A	Encourage streetscape and landscape transitions and buffer areas between institutional and commercial land uses and the residential areas.	RAAC	Ongoing
N/A	Meetings between SMSU, City of Springfield and Rountree neighborhood representatives are recommended at least annually to discuss land use projections and current issues concerning all parties. Familiarity of the Rountree neighborhood with SMSU's plans (Appendix E) will contribute to a compatible and collaborative relationship.	SMSU, City, RAAC	Ongoing
N/A	Review and update the existing inventory of non-conforming uses in the neighborhood. Make the document available to the neighborhood team.	Building Development Services	Ongoing

## Summary

The comprehensive Rountree Area Neighborhood Plan and the Rountree Urban Conservation District Ordinance were adopted in 1985 to address many of the issues confronting the neighborhood at the time. In 1999, the issues brought out in the public meetings and survey process were the result of the maturation of the neighborhood. When the Rountree neighborhood was developed, lifestyles were different. Springfield had less traffic, Southwest Missouri State University had fewer students, and cars were not such a predominant feature of society. Zoning issues identified in the 1985 plan have been addressed. This plan suggests strategies that will protect property values now and in the future.

This plan by necessity calls upon the residents of the neighborhood to take an active role in shaping their future. Government can be a guiding force in general policy formation; however, the actions that lead to positive change are the responsibility of the residents. It is difficult to target specific neighborhoods for public improvements unless it affects the safety and welfare of the entire Springfield community. Cost sharing is an important aspect of government funding. Those areas of the city that organize, communicate effectively, and match public moneys stand the best chance for securing public funds.

One of the strongest assets of the Rountree Neighborhood is a core group of dedicated residents who want to see the neighborhood improve. Communication is the key to a successful future. Communication with the residents is necessary to gain support for the actions necessary to effect change. Communications with the landlords is essential to maintain the single-family nature of the neighborhood. Communication with elected officials and city staff is required to streamline regulatory processes and secure public funding. It is hoped that this plan provides ideas and methods to promote positive change.

The concern of the neighborhood on code enforcement issues is one that is a carry-over from the 1985 plan. There appears to be a widening gap between what the residents expect and what is provided by the city in the area of code enforcement. Code enforcement is one of the most frustrating, if not the most frustrating, function of city government. The legal implications of code enforcement are not as simple as the layman thinks. The political implications of code enforcement are also not simple. For instance, if someone doesn't paint his/her house, the neighbor's house is devalued. Local history has shown that exterior maintenance regulations can be quite controversial. The neighborhood needs to work with the Neighborhood Teams to streamline the regulatory process. Judges need to understand that code enforcement actions are important to the neighborhood. These are actions that require a dedicated group of neighborhoods and residents of these neighborhoods to follow the process through to a satisfactory conclusion.

# Rountree Neighborhood

## Zoning Map

500 0 500 Feet



Neighborhood Boundary

Overlay Zone

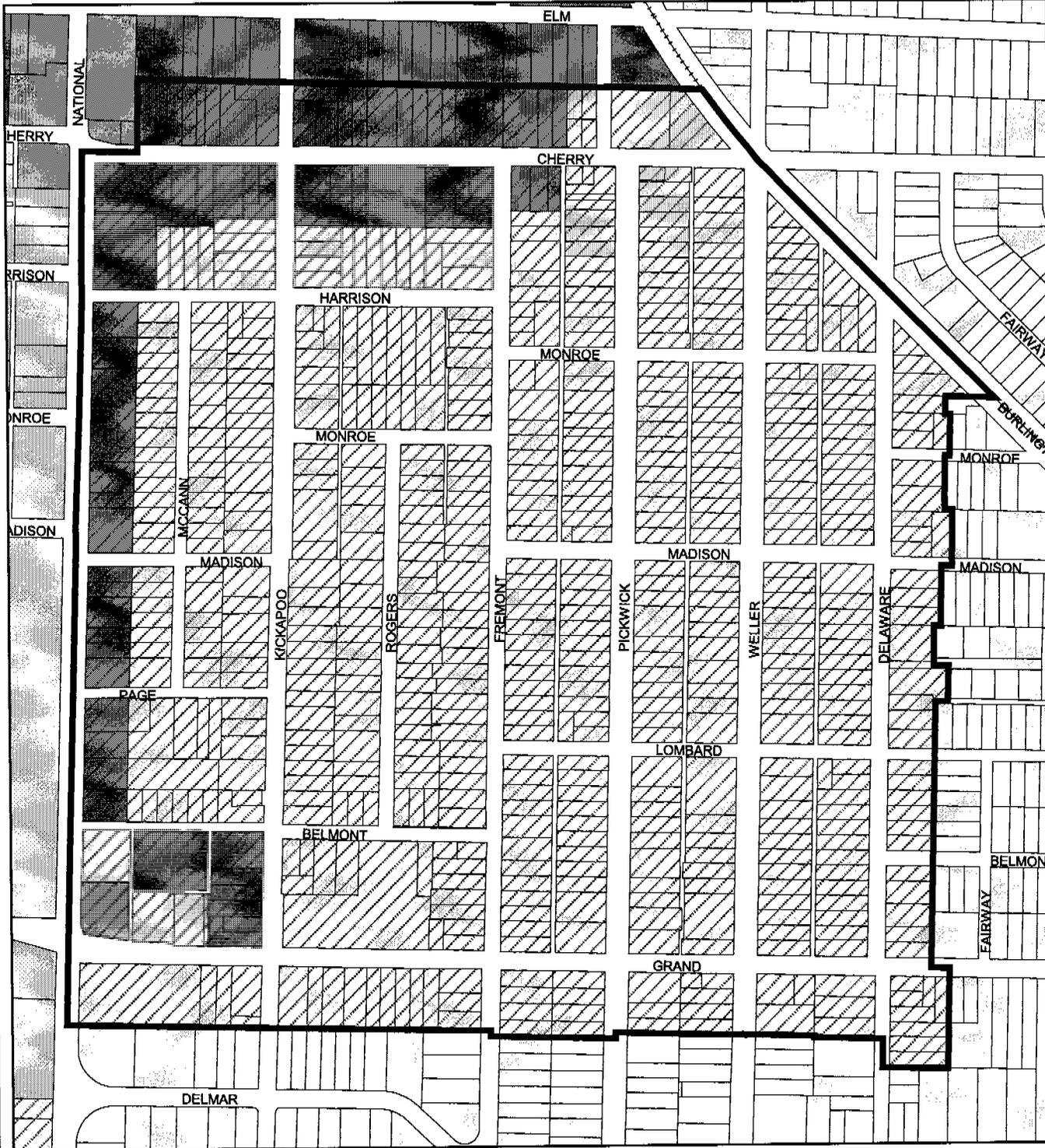
UC

Zoning Legend

- R-SF
- R-TH
- R-LD
- R-MD
- R-HD
- R-MHC
- O-1
- O-2
- GI
- PD
- LB
- GR
- HC
- CS
- CC
- RI
- LI
- GM
- HM
- IC

City of Springfield, Missouri  
 Planning and Development Department  
 March 30, 2000

Color copy can be obtained at Planning and Development Department Offices



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# **Appendix A: ROUNTREE COMMUNITY SURVEY ANALYSIS**

In October 1999, the Rountree neighborhood of Springfield conducted a community opinion survey to provide voice and opportunity for citizen participation as property owners. The purpose of the survey was to identify key issues of the neighborhood, sample opinions of the residents, provide information to decision makers, provide guidance for the “Rountree Neighborhood Plan” update and develop a strategy for addressing neighborhood concerns. This survey was sent to all property owners in the Rountree neighborhood based upon property addresses.

## **SURVEY METHODOLOGY**

Utilizing the Tax Assessor's office, 588 surveys were mailed to property owners providing the opportunity to participate in the survey. Of the 588 surveys mailed to households in October 1999, 232 were completed and returned for a response rate of 39 percent. See Appendix B for the original questionnaire.

## **RESPONDENT CHARACTERISTICS**

The greatest percentages of survey respondents, 80 percent, represented single-family homes. The survey instrument did not differentiate between owner occupied versus renter occupied homes. The remaining percentages (20 percent) were equally divided between multi-family apartments and commercial property.

## **SURVEY RESULTS**

### **TOP FIVE AREAS OF INTEREST ABOUT THE ROUNTREE NEIGHBORHOOD**

The survey instrument identified five top concerns documented by the Rountree neighborhood. These top five areas of interest include

1. Maintaining homes and property,
2. Improving neighborhood safety,
3. Reducing cut-through traffic,
4. Improving sidewalk condition, and
5. Revising zoning and permitted land use.

## PLANNING SESSIONS RESULTS

### TOP FIVE AREAS OF CONCERN

- Enforcement of existing ordinances
- Property Maintenance/Appearance
- Safety and security
- Loss of single-family use
- Infrastructure

### WHAT DO YOU LIKE ABOUT THE ROUNTREE NEIGHBORHOOD?

To determine factors that influence residential location choice, survey respondents were asked to identify what they liked about the Rountree Neighborhood. By rank order, a majority of respondents indicated that the following were their reasons for liking the neighborhood: Location in the city, 91 percent; beauty of the neighborhood, 68 percent; historic characteristics/architecture, 68 percent; neighbors, 67 percent; and schools 63 percent. Close to 60 percent of the respondents surveyed liked the Rountree neighborhood as a good place to raise a family. Forty-two percent said they liked the Rountree neighborhood because it was close to work. Diversity of people was identified by 40 percent of the people surveyed. Housing costs (34 percent), investment potential (33 percent), and proximity to churches (32 percent) were the least identified responses about the Rountree neighborhood.

What do you like about the Rountree neighborhood?	
Location	91%
Beauty of neighborhood	68%
Historic character/architecture	68%
Neighbors	67%

Schools	63%
Good place to raise a family	59%
Close to work	42%
Diversity of people	40%
Housing costs	34%
Investment potential	33%
Proximity to churches	32%

### **AREAS OF CONCERN ABOUT THE ROUNTREE NEIGHBORHOOD**

To determine community issues, survey respondents were asked to indicate areas of concern about and around the Rountree neighborhood. Of the respondents surveyed, high priorities of concern included: Zoning and land use (46 percent), crime and safety (42 percent), housing conditions and property maintenance (41 percent), and traffic (37 percent). Parking concerns had both high priority and priority ratings of 28 percent each. Rountree residents identified areas of priority concerns as: Sidewalk conditions (36 percent), street lighting (34 percent), and trash and traffic each at 32 percent. The respondents indicated a close priority and low priority rating for street curbs at 25 percent each. Street conditions correlated with both a priority rating and low priority rating of 48 percent. Youth activities concerns were rated as Low Priority concern (33 percent), priority (30 percent), not a problem (27 percent), and high priority (11 percent). Forty-three percent identified issues of vacant lots as not a problem, and overcrowding was not a problem to 31 percent.

<b>Please rate each of the following areas of concern about Rountree</b>	<b>High priority</b>	<b>Priority</b>	<b>Low priority</b>	<b>Not a problem</b>
Crime and safety	42%	34%	11%	13%
Housing conditions/property maintenance	41%	33%	11%	15%
Trash	23%	32%	28%	18%
Street conditions	19%	28%	28%	25%
Zoning and land use	46%	25%	11%	18%
Parks	17%	32%	30%	21%
Youth activities	11%	30%	33%	27%
Street curbs	15%	25%	25%	35%
Vacant lots	6%	21%	31%	43%
Parking	28%	28%	21%	23%
Traffic	37%	32%	18%	13%
Street lighting	21%	34%	22%	23%
Overcrowding	23%	19%	27%	31%

### **RATING AREAS OF INTEREST AROUND ROUNTREE**

Survey respondents were asked to rate areas of interest about the Rountree neighborhood with rankings of high priority, priority, low priority, and not a problem. The greatest number of respondents (47 percent) rated maintaining homes and properties a high priority. Forty-four percent of respondents indicated reducing cut-through traffic as a high priority. Thirty-nine percent of respondents identified improving neighborhood safety and 32 percent identified improving sidewalk conditions as a priority in the Rountree neighborhood. Low priority responses were improving street surface (32 percent) and increasing youth activities (34 percent). Rountree respondents identified the following areas as not a problem: Increasing or improving street curbing (39 percent), maintaining vacant lots (39 percent), reducing trash pickup days (40 percent), revising zoning and permitted land use (35 percent), and providing park space (33 percent).

<b>Please rate the following areas of interest about Rountree.</b>	<b>High priority</b>	<b>Priority</b>	<b>Low priority</b>	<b>Not a problem</b>
Improving neighborhood safety	35%	39%	13	13
Maintaining homes and property	47	31	11	11
Reducing trash pickup days	16	13	35	40
Improving street surfaces	12	28	32	28
Improving sidewalk conditions	22	32	21	25
Revising zoning and permitted land uses	20	20	25	35
Providing park space	16	24	27	33

Increasing youth activities	9	25	34	32
Increasing or improving street curbing	12	19	30	39
Maintaining vacant lots	10	25	26	39
Providing adequate parking facilities	17	26	28	30
Reducing cut-through traffic	44	23	19	14
Improving the safety of automobile access points on and off National Ave.	25	28	26	21
Reducing traffic speeds on residential streets	40	32	18	11
Improving street lighting for pedestrian safety	29	31	24	16
Providing aesthetically pleasing street lighting	25	28	29	18
Reducing conditions of overcrowding	17	26	29	28

### **GROWTH AND DEVELOPMENT**

The Rountree neighborhood survey included a variety of questions on the issue of community growth and development. Statements were posed on the issues of single-family dwellings, traffic, and schools. Respondents were asked to indicate if they agreed, disagreed, or had no opinion with the statements. Responses to these questions are discussed in the following subsections.

A majority of the survey respondents (67 percent) agree with the statement that new single-family dwellings and multi-family units need to integrate their design into the existing historical neighborhood and 90 percent of survey respondents agreed that the single-family nature of the neighborhood should be fostered and preserved. There was strong agreement (85 percent) that the University should not be allowed to expand into the Rountree neighborhood. Of the residents surveyed, 77 percent agreed a landscaped green space should separate commercial and institutional uses from residential areas in the Rountree neighborhood and 68 percent of respondents said there should be minimum maintenance standards for structures and property located within the Rountree neighborhood.

Ninety-two percent of the people surveyed said neighborhood schools are important to the future of the Rountree neighborhood. Regarding cut-through traffic on the residential streets of the Rountree neighborhood, 60 percent agreed that there was a problem. In addition, 69 percent of the residents surveyed agreed there is a problem with high speeds on the residential streets of the Rountree neighborhood. When asked to respond to the issue of parking in the front and side yards of residential properties, 53 percent agreed that it is a problem.

<b>Please respond by circling either agree, disagree or no opinion.</b>	<b>Agree</b>	<b>Disagree</b>	<b>No opinion</b>
New single family dwellings and multi-family units need to integrate their design into existing neighborhood.	67	12	21
The University should not be allowed to expand into the Rountree neighborhood.	85	7	8
The single-family nature of the neighborhood should be fostered and preserved.	90	5	5
A landscaped green space should separate commercial and institutional uses from residential areas in the Rountree neighborhood.	77	8	14
Neighborhood schools are important to the future of the Rountree neighborhood.	92	1	7
There is a problem with cut-through traffic on the residential streets of the Rountree neighborhood.	60	17	23
There is a problem with high speeds on the residential streets of Rountree neighborhood.	69	17	14
There should be minimum maintenance standards for structures and property located within the Rountree neighborhood.	68	23	9
Parking in the front and side yards of residential properties is a problem.	53	26	21

Trash collection schedules in the Rountree neighborhood result in the constant sight of street side garbage throughout the Rountree neighborhood.	37	31	32
Due to trash collection schedules, garbage trucks often hinder traffic flow and increase the noise in the Rountree neighborhood.	30	36	34
The creation of a neighborhood improvement district to provide community parking and other improvements would be good for the future of the neighborhood.	44	35	21

### NEIGHBORHOOD IMPROVEMENTS

Several questions were asked regarding neighborhood improvements, neighborhood association, zoning ordinances, and the Rountree newsletter. Responses to the questions varied. For example, 44 percent agreed, 35 percent disagreed, and 21 percent of respondents had no opinion to the creation of a “neighborhood improvement district” to provide community parking and other improvements to the Rountree neighborhood.

Sixty-nine percent of respondents indicated they have not attended a Rountree Neighborhood Association meeting in the last two years. Of the residents surveyed, 90 percent said they would read a Rountree newsletter.

Seventy-two percent of residents were unaware of a Springfield Zoning Ordinance prohibiting four or more unrelated persons from residing at the same dwelling to prevent overcrowding.

<b>Please respond by answering Yes or No</b>	<b>Yes</b>	<b>No</b>
I have attended a Rountree Neighborhood Association meeting in the last two years.	31%	69%
I would read a Rountree Area Advisory Committee newsletter if it was available.	90%	10%
I am aware of dwelling units in the Rountree neighborhood where overcrowding is a problem.	28%	72%

### POTENTIAL TO INFLUENCE FUTURE INVESTMENT OF PROPERTY

Survey respondents were asked to rate the following factors based on their potential to influence future investment of time or money into their property. Respondents were asked to check one box for each item rating them from positive influence to negative influence on their property. Components identified as positive influences included general neighborhood beautification at 63 percent and increase in owner occupied homes at 62 percent, while increase in multi-family units and institutional expansion were top rated negative influences.

Potential to influence future investment of property	Positive influence	Moderate influence	Neutral	Moderately negative	Negative influence
General neighborhood beautification	63%	19%	15%	2%	1%
Exterior improvement of adjacent properties	52	22	23	1	2
Increase of real estate taxes	5	12	27	25	30
Increase of renter occupied homes	1	7	14	20	57
Increase in owner occupied homes	62	22	14	1	1
Elimination of abandoned buildings	60	21	14	2	2
Seeing other investments in nearby properties	38	26	29	0	7
Ability to receive higher rental income	15	12	47	6	19
Increase in multi-family units	2	3	12	21	62
Institutional expansion	3	4	12	10	72
Consistent enforcement of city ordinances	47	27	21	2	3
Knowledge of development plans in adjacent areas like SMSU, Downtown, Walnut Street, etc.	41	34	21	1	3

### POTENTIAL OBSTACLES TO MAINTENANCE OF PROPERTY

Eight questions were asked to determine community opinion regarding potential obstacles to maintenance of property. The top five factors were (1) increase of rental occupied homes, (2) increase in multi-family units, (3) institutional expansion, (4) increase of real estate taxes, and (5) ability to receive higher rental income. When the respondents were asked to rate these factors they responded that the following factors are not a problem: General appearance of neighborhood, advanced age or disability of owner, "know how," proper equipment and resources, and finding the right contractor. To the survey question of time as a potential obstacle, 52 percent responded not a problem, 32 percent replied obstacle, and 16 percent said time was a big obstacle. In response to the question of money as an obstacle, 41 percent said not a problem, 34 percent said obstacle, and 24 percent identified money as a big obstacle.

Potential obstacles to maintenance of property	Big obstacle	Obstacle	Not a problem
General appearance of neighborhood	4%	17%	79%
Compliance with building codes and other ordinances	6	16	78
Advanced age or disability of owner	4	16	80
Time	16	32	52
Money	24	34	41
Know how	8	31	61
Proper equipment and resources	12	30	58
Finding the right contractor	14	29	57

### EFFECTIVENESS FOR MINIMIZING POORLY MAINTAINED HOUSING

Respondents were asked to rate programs as highly effective, effective, and not effective based on their ability to minimize poorly maintained, deteriorated or neglected housing. To aid to middle income residents, 44 percent of respondents said effective, 35 percent said not effective, and 21 percent said highly effective. In a related question, respondents were asked to rate targeted aid to elderly or handicapped. Their response was highly effective 35 percent, effective 49 percent and not effective 17 percent. Aid for historic housing restoration was rated highly effective (32%), effective (46%) and not effective (23 percent). A tool sharing program was rated 13 percent highly effective, 48 percent effective, and 39 percent not effective. Respondents rated low-cost loans as highly effective 28 percent, effective 52 percent, and not effective 21 percent.

<b>Assistance programs</b>	<b>Highly effective</b>	<b>Effective</b>	<b>Not effective</b>
Aid to middle income residents	21%	44%	35%
Targeted aid to elderly or handicapped	35	49	17
Aid for historic housing restoration	32	46	23
Tool sharing program	13	48	39
Low cost loans	28	52	21

### **COMMUNITY INVOLVEMENT**

When asked if they would participate in neighborhood clean up activities, 77 percent of survey participants responded yes and 23 percent said no. Eighty-two percent of participants surveyed said they would participate in a neighborhood watch program. Only 35 percent of respondents said they feel well-informed about Rountree neighborhood activities.

<b>Community Involvement</b>	<b>Yes</b>	<b>No</b>
Would you participate in neighborhood clean up activities?	77%	23%
Would you participate in a neighborhood watch program?	82	18
Do you feel well informed about activities concerning the Rountree neighborhood?	35	65

### **WILLINGNESS TO HELP IMPROVE THE NEIGHBORHOOD**

The survey also asked what respondents were willing to do to help improve the neighborhood. By rank order of interest, the projects or activities are: Improve my property's ground maintenance, report or respond to neighborhood problems, fix up my property's exterior, beautify my property through more trees and flowers, pick up trash, get involved with the Neighborhood Association, assist others in the neighborhood with their maintenance, loan or share tools, assist local churches and schools with youth activities, and make phone calls.

<b>Willingness to help improve the neighborhood</b>	<b>Yes</b>	<b>No</b>
Improve my property's ground maintenance	91%	9%
Beautify my property through more trees/flowers	82	18
Fix up my property exterior	87	13
Report/respond to neighborhood problems	87	13
Get involved in the neighborhood association	63	37
Assist others in the neighborhood with their maintenance	52	48
Loan or share tools	54	46
Make phone calls	37	63
Pick up trash	68	32
Assist local churches/schools with youth activities (lock-ins, school stores, reading programs, etc.)	45	55

# Appendix B: Rountree Community Survey

## Dear Rountree Neighborhood Property Owner:

This survey is being sent to all property owners in the Rountree neighborhood. The purpose of the survey is to provide information for an update to the "Rountree Neighborhood Plan." The questions in the survey should take less than 15 minutes to answer. It is very important that we have your response included in the results. Please make written comments in the space provided. Your opinion is valuable to the success of the planning effort.

This survey was sent to all property owners in the Rountree neighborhood based upon property address. If you own more than one property in the neighborhood, please fill out only one survey.

How is your property currently used? (If you own more than one property, please show the use for the other properties that you own in the Rountree neighborhood).

<u>Property 1</u>	<u>Property 2</u>	<u>Property 3</u>
<input type="checkbox"/> Single family house	<input type="checkbox"/> Single family house	<input type="checkbox"/> Single family house
<input type="checkbox"/> Two-family apartment	<input type="checkbox"/> Two-family apartment	<input type="checkbox"/> Two-family apartment
<input type="checkbox"/> Multi-family apartment	<input type="checkbox"/> Multi-family apartment	<input type="checkbox"/> Multi-family apartment
<input type="checkbox"/> Commercial	<input type="checkbox"/> Commercial	<input type="checkbox"/> Commercial
<input type="checkbox"/> Industrial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Industrial
	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

### Do you live at:

<u>Property 1</u>	<u>Property 2</u>	<u>Property 3</u>
Yes ( ) No ( )	Yes ( ) No ( )	Yes ( ) No ( )

**1. What do you like about the Rountree Neighborhood? (Check all that apply)**

- Location
- Beauty of neighborhood
- Historic character/architecture
- Neighbors
- Schools
- Good place to raise a family
- Close to work
- Diversity of people
- Housing costs
- Investment potential
- Proximity to churches

**2. Please rate each of the following areas of concern about Rountree.**

	High priority	Priority	Low priority	Not a problem
a. Crime and safety	( )	( )	( )	( )
b. Housing conditions, property maintenance	( )	( )	( )	( )
c. Trash	( )	( )	( )	( )
d. Street conditions	( )	( )	( )	( )
e. Sidewalk conditions	( )	( )	( )	( )
f. Zoning and land use	( )	( )	( )	( )
g. Parks	( )	( )	( )	( )
h. Youth activities	( )	( )	( )	( )
i. Street curbs	( )	( )	( )	( )
j. Vacant lots	( )	( )	( )	( )

- k. Parking ( ) ( ) ( ) ( )
- l. Traffic ( ) ( ) ( ) ( )
- m. Street lighting ( ) ( ) ( ) ( )
- n. Overcrowding ( ) ( ) ( ) ( )

**3. Please rate each of the following areas of interest about Rountree.**

	High priority	Priority	Low priority	Not a problem
a. Improving neighborhood safety	( )	( )	( )	( )
b. Maintaining homes and property	( )	( )	( )	( )
c. Reducing trash pickup days	( )	( )	( )	( )
d. Improving street surfaces	( )	( )	( )	( )
e. Improving sidewalk conditions	( )	( )	( )	( )
f. Revising zoning and permitted land uses	( )	( )	( )	( )
g. Providing park space	( )	( )	( )	( )
h. Increasing youth activities	( )	( )	( )	( )
i. Increasing or improving street curbing	( )	( )	( )	( )
j. Maintaining vacant lots	( )	( )	( )	( )
k. Providing adequate parking facilities	( )	( )	( )	( )

- l. Reducing cut-through traffic
- m. Improving the safety of automobile access points on/off National
- n. Reducing traffic speeds on residential streets
- o. Improving street lighting for pedestrian safety
- p. Providing aesthetically pleasing street lighting
- q. Reducing conditions of overcrowding

**4. Please respond by circling either agree, disagree or no opinion.**

- a. New single family dwellings and multi-family units need to integrate their design into the existing neighborhood.  
*Agree ( )      Disagree ( )      No Opinion ( )*
- b. The University should not be allowed to expand into the Rountree neighborhood.  
*Agree ( )      Disagree ( )      No Opinion ( )*
- c. The single-family nature of the neighborhood should be fostered and preserved.  
*Agree ( )      Disagree ( )      No Opinion ( )*
- d. A landscaped green space should separate commercial and institutional uses from residential areas in the Rountree neighborhood.  
*Agree ( )      Disagree ( )      No Opinion ( )*
- e. Neighborhood schools are important to the future of the Rountree neighborhood.  
*Agree ( )      Disagree ( )      No Opinion ( )*

f. There is a problem with cut-through traffic on the residential streets of the Rountree neighborhood.

*Agree ( ) Disagree ( ) No Opinion ( )*

g. There is a problem with high speeds on the residential streets of Rountree neighborhood

*Agree ( ) Disagree ( ) No Opinion ( )*

h. There should be minimum maintenance standards for structures and property located within the Rountree neighborhood.

*Agree ( ) Disagree ( ) No Opinion ( )*

i. Parking in the front and side yards of residential properties is a problem.

*Agree ( ) Disagree ( ) No Opinion ( )*

j. Trash collection schedules in the Rountree neighborhood result in the constant sight of street side garbage throughout the Rountree neighborhood.

*Agree ( ) Disagree ( ) No Opinion ( )*

k. Due to trash collection schedules, garbage trucks often hinder traffic flow and increase the noise in the Rountree neighborhood.

*Agree ( ) Disagree ( ) No Opinion ( )*

l. State statutes provide for establishing “neighborhood improvement districts” which create a special tax district to make capital improvements within the district. The properties in the neighborhood improvement district boundaries, vote to increase their taxes by the amount of money needed to pay for specific improvements. The moneys can only be used for the improvements agreed to by the neighborhood. Traditionally, the repayment of the debt is spread out over fifteen or twenty years. Examples of improvements are curb and gutters, community parking lots, or the purchase of parkland to name but a few examples. The list of improvements would be determined by the neighborhood in conjunction with the City. **The creation of a “neighborhood improvement district” to provide community parking and other improvements to the Rountree neighborhood would be good for the future of the neighborhood.**

*Agree ( ) Disagree ( ) No Opinion ( )*

5. **I have attended a Rountree Neighborhood Association meeting in the last two years.**

*Yes ( ) No ( )*

6. **I would read a Rountree Area Advisory Committee Newsletter if it was available.**

*Yes ( ) No ( )*

7. The City of Springfield Zoning Ordinance prohibits four or more unrelated persons from residing at the same dwelling to prevent overcrowding. Are you aware of dwelling units in the Rountree neighborhood where overcrowding is a problem?

Yes ( ) No ( )

8. Please rate the following factors based on their potential to influence future investment of time/money into your property: (Check one box for each item)

	Positive Influence	Moderate Influence	Neutral	Moderately Negative	Negative Influence
a. General neighborhood beautification	( )	( )	( )	( )	( )
b. Exterior improvement of adjacent properties	( )	( )	( )	( )	( )
c. Increase of real estate taxes	( )	( )	( )	( )	( )
d. Increase of rental occupied homes	( )	( )	( )	( )	( )
e. Increase in owner occupied homes	( )	( )	( )	( )	( )
f. Elimination of abandoned buildings	( )	( )	( )	( )	( )
g. Seeing other investments in nearby properties	( )	( )	( )	( )	( )
h. Ability to receive higher rental income	( )	( )	( )	( )	( )
i. Increase in multifamily units	( )	( )	( )	( )	( )
j. Institutional expansion	( )	( )	( )	( )	( )
k. Consistent enforcement of city ordinances	( )	( )	( )	( )	( )
l. Knowledge of development plans in adjacent areas like SMS, Downtown, Walnut Street, etc.	( )	( )	( )	( )	( )

**9. Rate those factors listed below that are potential obstacles to maintenance of your property.**

	Big Obstacle	Obstacle	Not a Problem
a. General appearance of neighborhood	( )	( )	( )
b. Compliance with building codes and other ordinances	( )	( )	( )
c. Advanced age or disability of owner	( )	( )	( )
d. Time	( )	( )	( )
e. Money	( )	( )	( )
f. Know how	( )	( )	( )
g. Proper equipment and resources	( )	( )	( )
h. Finding the right contractor	( )	( )	( )

**10. Please rate programs listed below based on your perception of their effectiveness for minimizing poorly maintained, deteriorated or neglected housing.**

	Highly Effective	Effective	Not Effective
a. Aid to middle income residents	( )	( )	( )
b. Targeted aid to elderly or handicapped	( )	( )	( )
c. Aid for historic housing restoration	( )	( )	( )
d. Tool sharing program	( )	( )	( )
e. Low-cost loans	( )	( )	( )

11. Would you participate in neighborhood clean up activities? Yes ( ) No ( )

12. Would you participate in a "neighborhood watch program"? Yes ( ) No ( )

13. Do you feel well informed about activities concerning the Rountree Neighborhood? Yes ( ) No ( )

14. What would you be willing to do to help improve the neighborhood? (Check all that apply)

- |   | Yes | No  |
|---|-----|-----|
| a. Improve my property's ground maintenance   | ( ) | ( ) |
| b. Beautify my property through more trees/flowers  | ( ) | ( ) |
| c. Fix up my property exterior  | ( ) | ( ) |
| d. Report/respond to neighborhood problems  | ( ) | ( ) |
| e. Get involved in the neighborhood association   | ( ) | ( ) |
| f. Assist others in the neighborhood with their maintenance   | ( ) | ( ) |
| g. Loan or share tools  | ( ) | ( ) |
| h. Make phone calls   | ( ) | ( ) |
| i. Pick up trash  | ( ) | ( ) |
| j. Assist local churches and schools with youth activities (lock-ins, school stores, reading programs, etc.). | ( ) | ( ) |

The space below may be used to provide any further comments or suggestions you may wish to make.

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**The City of Springfield appreciates your assistance in completing this survey. Please return this survey by placing it in the postage paid, pre-addressed envelope that came with the survey. This information is very important to the strategic planning process for the Rountree Neighborhood. Please return the survey by mail in the envelope provided no later than Monday November 1, 1999. Thank you again for your cooperation.**

# **Appendix C: 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
- 'Calming' Traffic, Doug Lemov, Governing Magazine, August 1996

## **Traffic Calming Measures**

Two types of techniques can be employed to reduce the speed of vehicles on roadways: active and passive controls.

### **Passive Control Measures**

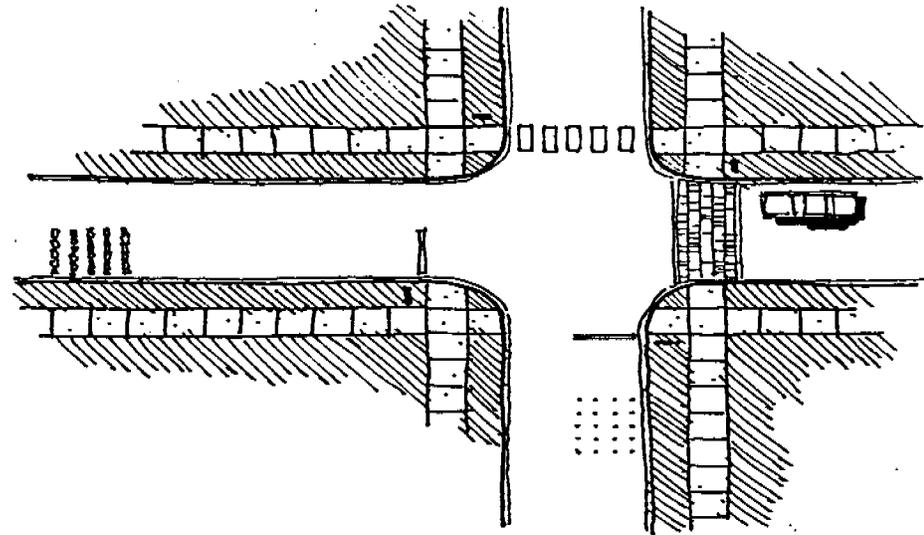
These measures are primarily traffic signs (stop, yield, speed limits, one way, etc.) as well as traffic signals and pavement markings, such as crosswalks. These regulatory signs inform drivers but do not physically prevent action. Passive Control Measures require enforcement for them to be effective.

### **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, have an equal right to use the street. Active controls attempt to change driver behavior and are therefore self-enforcing.

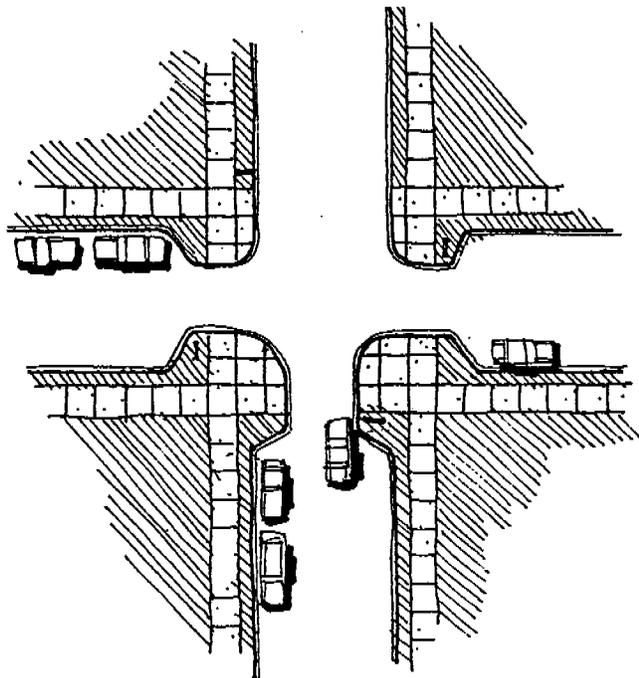
### Pavement Markings (right)

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 (right)

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 (left)

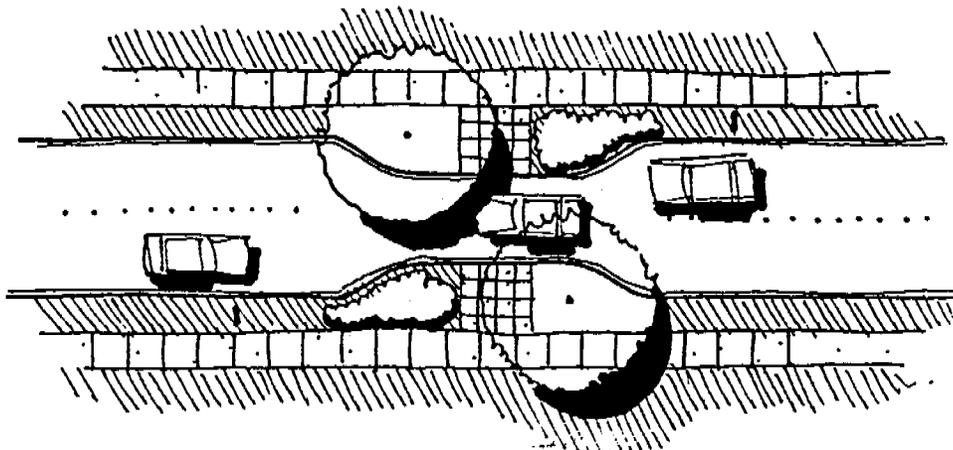
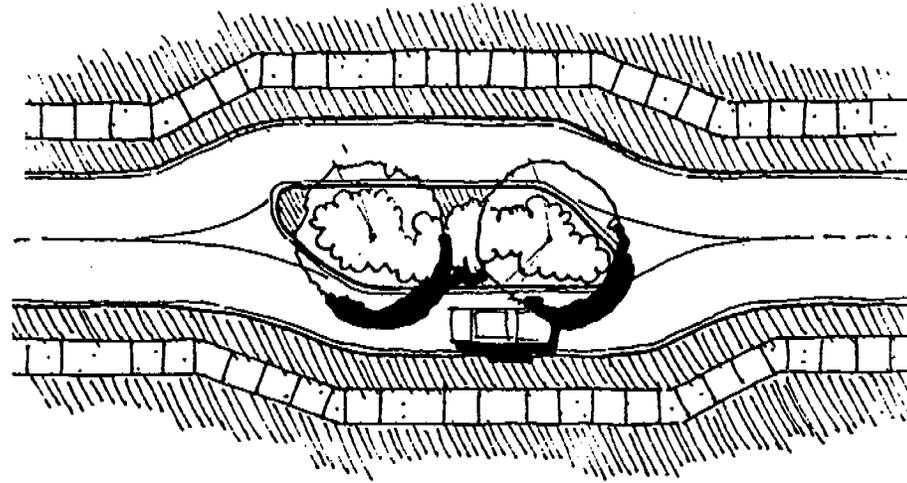
Curb extensions benefit and protect pedestrians while slowing cars. The curb extension enlarges pedestrian waiting areas at corners, pushing the sidewalk further into the street, often to the far edge of parking lanes. Not only does it narrow the amount of street pedestrians have to cross, it also slows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

### Protected Parking (left)

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.

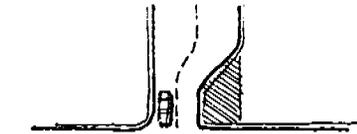
### Mid-Block Diverter (right)

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.



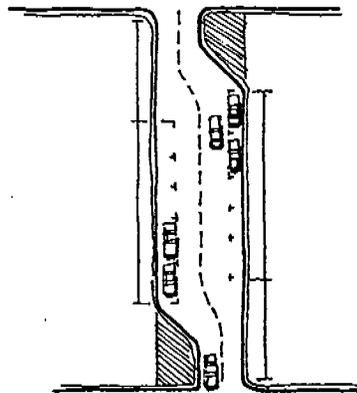
### Chokers/Slow Points (left)

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.



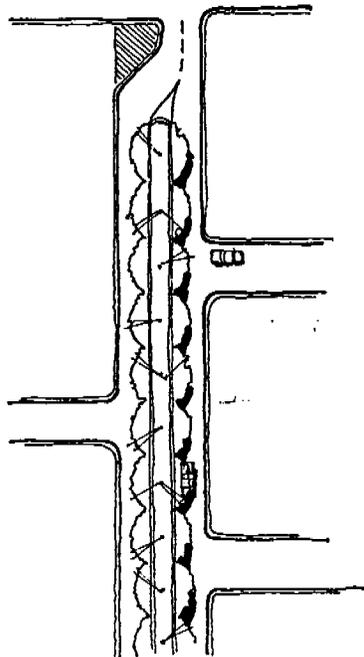
### **Chicane**

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.

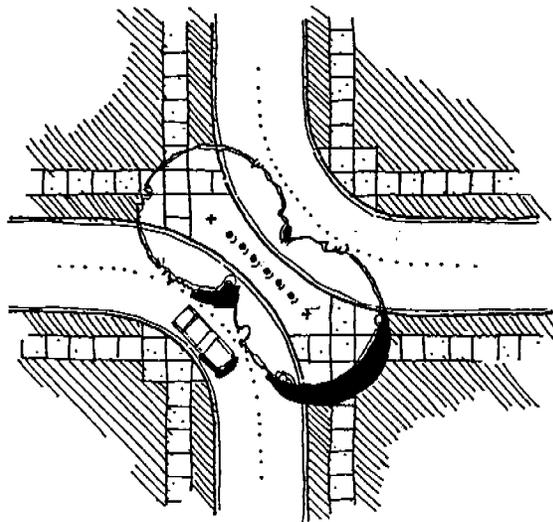
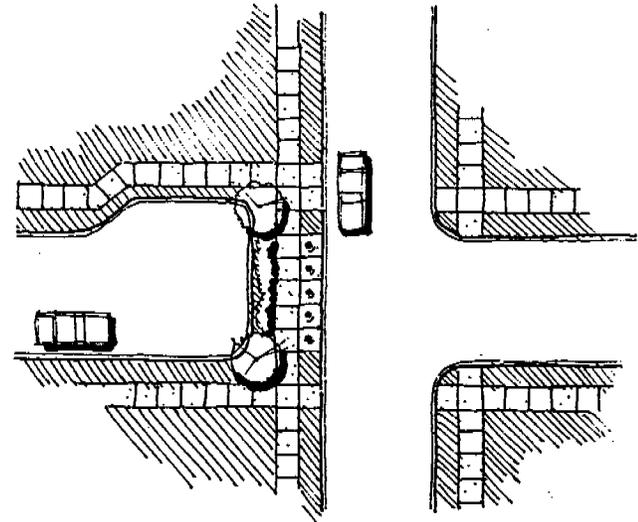


### **Median Barrier**

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 (right)

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.)

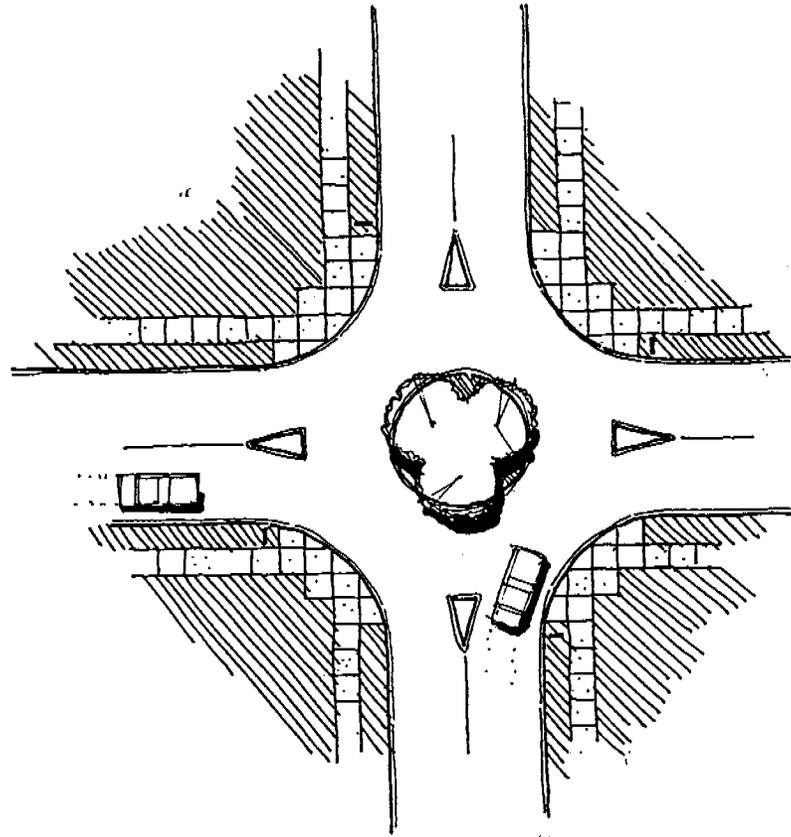


### Diagonal Intersection Diverters (left)

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 non-arterial streets where they have been found to be very effective in reducing traffic speeds and accidents without diverting traffic onto adjacent residential streets.



# **Appendix D: Policies for the Use of Neighborhood Improvement Districts (NID) in Springfield**

## **City Council Bill No. 93-198**

The Springfield City Council, by adopting the following policies, intends to encourage development within the City of Springfield subject to the condition that such development not interfere with the health, safety or welfare of the citizens of Springfield. The City Council intends to foster the use of Neighborhood Improvement Districts (NIDs) to provide public infrastructure in a financially responsible and prudent manner consistent with the public interest of the citizens of Springfield.

### **A. All NID petitions:**

1. NID petitions shall be submitted to the Department of Planning and Development prior to filing with the City Clerk. This procedure will allow City staff sufficient time to coordinate the responses from affected departments and to obtain the recommendations of the Planning and Zoning Commission.
2. NID petitions must meet the objectives of the Comprehensive Plan with respect to land use and capital improvement programming or other adopted policies of the City of Springfield.
3. The petition requesting the Neighborhood Improvement District must be signed by property owners to be included within the district constituting the following:
  - (a) sixty-six percent (66%) of the property by area, and
  - (b) sixty-six and two-thirds percent (66-2/3%) of the owners by parcel/lot.

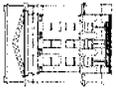
4. NID petitions must provide legal descriptions and the names/addresses of the owners of record as shown by the Recorder of Deeds, including book and page numbers, for the land area to be encompassed in the district.
5. NID petitions will be filed with a processing fee to pay for all required public notifications and related expenses.
6. If development is to occur before bond sale, NID petitions must provide a written commitment from an acceptable lending institution to finance this development for the district on an interim basis.
7. The sale of bonds authorized for an approved NID petition shall be determined by the City of Springfield. All costs normally associated with the sale of bonds shall be considered as project costs.
8. The property in the district liable for the special assessment must have a value sufficient to carry the debt.
9. NID petitions must indicate the intent of each petitioner to dedicate necessary right-of-way and easements without cost to the City.
10. Each petitioner must certify that he does not have a financial interest in an existing development that has delinquent special assessment taxes.
11. NID petitions must indicate that the petitioners will be financially responsible for any project cost overrun in excess of the maximum bonding amount permitted by law.
12. NID petitions must indicate that the petitioners will be financially responsible for any costs involved in the preparation of preliminary plans regardless of the outcome of the district formation.
13. NID proposals will provide for the maintenance costs of public facilities if this provision is required by City Council.
14. The maximum time for bond debt retirement shall be twenty (20) years, but in no case shall the assessment period be longer than the depreciation period of the improvement.

15. The assumptions used by NID petitioners regarding interest rates and debt service reserve requirements must be fair and accurate.
16. Before approval is granted for this type of financing, consideration will be given to the overall financial status of the City, including the total dollar amount of bonded indebtedness and the estimated overlapping bonding indebtedness to determine the possible impact on the citizens of Springfield.
17. NID petitions that fail to satisfy one or more of the general or developer-petition policies may be referred, at the discretion of the petitioner or staff, to the City Council for review by the Finance Committee.

**B. Developer-petitioned districts:**

1. NID petitions must indicate that improvements are to be made only for non-residential projects, unless there exists an overriding public purpose for including improvements that support residential development.
2. NID petitions must demonstrate that the developers have the financial and managerial capacity to implement the development program they propose.
3. NID petitions must provide an acceptable market analysis to establish the rate of development that can be that be supported within the constraints imposed by supply and demand conditions, local public policy, and environmental considerations relevant to the project.
4. NID petitions must demonstrate the economic viability of the project by providing a feasibility study for review by local officials. An initial feasibility assessment should be provided with the market analysis.
5. NID developers shall indemnify the City against any non-payment of assessment. Indemnity agreements shall be supported by a financially secure institution approved by the City Manager.
6. NID petitions must indicate that the petitioners will provide a financial commitment of either:

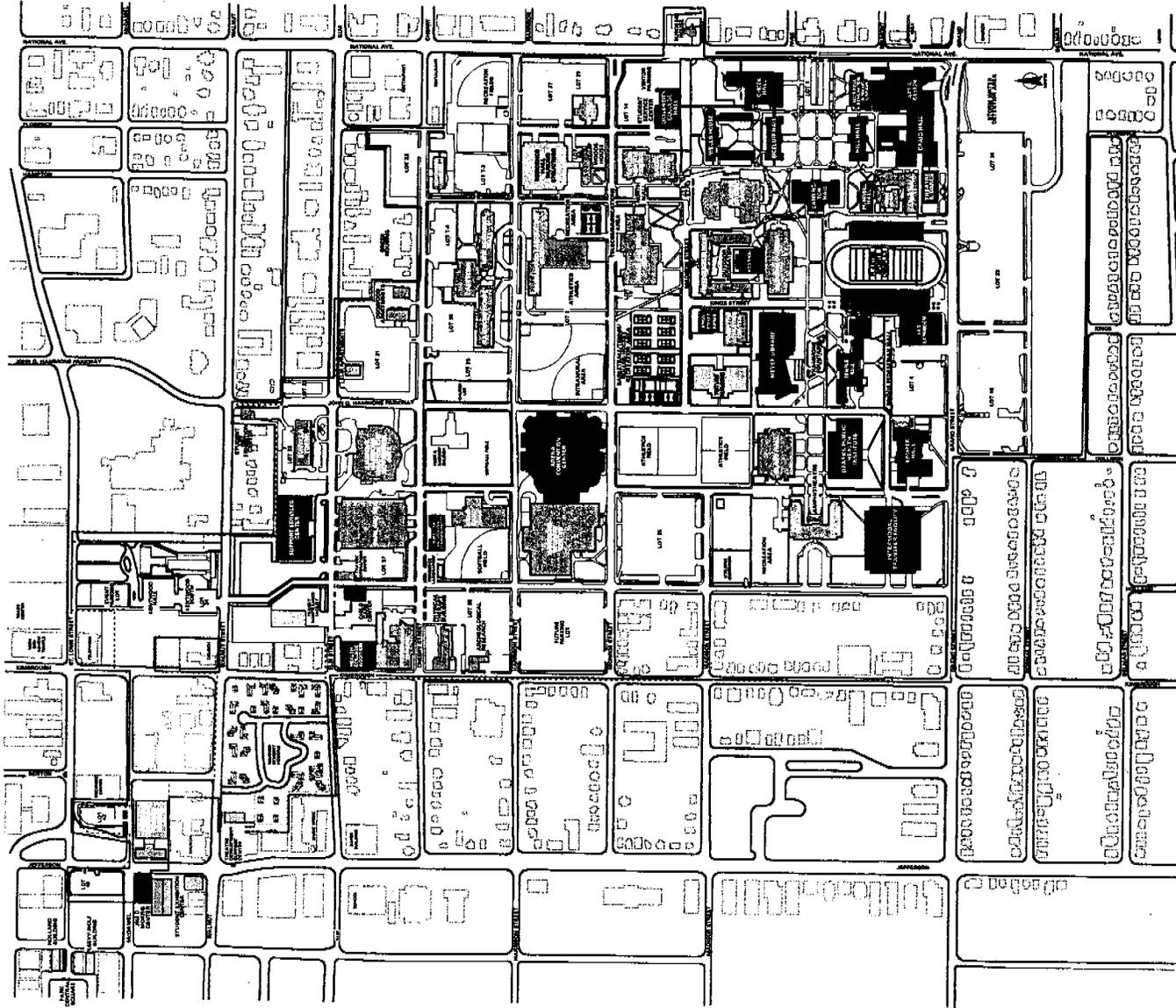
- (a) funding (cash, cashier's check or escrow account) equal to twenty percent (20%) of the estimated principal cost of the project, or
- (b) financial guarantee (irrevocable letter of credit or corporate completion bond) equal to thirty-five percent (35%) of the estimated principal cost of the project prior to the awarding of the construction contract.



# Southwest Missouri State University Master Plan FY 2001 (Draft)

## Appendix E: SMSU Visioning Guide

Additional copies may be obtained from the Office of Administrative Services, Carrington Hall #104



This 2000 edition of the Springfield Campus Visioning Guide is an effort to effectively communicate the vision and focus of the future of SMSU. As SMSU community members, the Master Planning Committee would appreciate your feedback. Please visit our questionnaire at: [www.smsu.edu/adminserv/questionnaire.htm](http://www.smsu.edu/adminserv/questionnaire.htm)

- Existing
- Under Way (0-2 years)
- Programmed (2-5 years)
- Planned (5-10 years)
- Proposed (10-15 years)

Southwest Missouri State University is a community of people who respect diversity. The University emphasizes the dignity and equality common to all persons and adheres to a strict non-discrimination policy regarding the treatment of individual faculty, staff and students. In addition, it complies with federal law and applicable Missouri statutes. The University does not discriminate on the basis of race, color, religion, sex, national origin, ancestry, age, disability, or need in status in employment or in any program or activity offered or sponsored by the University. The University maintains a grievance procedure incorporating due process available to any person who alleges it or she has been discriminated against. Southwest Missouri State University is an equal opportunity/affirmative action employer. Inquiries concerning the University's procedures, Affirmative Action Program, or compliance with federal and state laws and guidelines should be addressed to the equal employment officer, Office of Equal Employment, 125 Carrington Hall, 601 S. National, Springfield, MO 65804, 417.836.1225.