



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

Variance Request Major Thoroughfare Plan

Instructions

Please use this form to submit a variance request from the OTO Major Thoroughfare Plan. To better process your variance please fill out the form completely. Upon completion, save the document and email it to staff@ozarkstransportation.org or fax it to (417) 862-6013. Deviations from the OTO design standards and the major thoroughfare plan require review and recommendation by a special subcommittee of the OTO Technical Planning Committee. This recommendation is reviewed for approval by the OTO Board of Directors.

Application Information

Date: November 15, 2018

Contact Information

Name: Jared Davis
Title: Project Manager, PE
Agency: Anderson Engineering, Inc.
Street Address: 2045 W Woodland

City/State/Zip: Springfield, MO 65807
Email: jmdavis@andersonengineeringinc.com
Phone: 417-866-2741
Fax:

Roadway Data

Roadway Name: Pawnee Road
Termini of Roadway
From: Hwy 160
To: Riverdale Road
Length (miles): 1.25
Number of Lanes: 2
Lane Width: 11' (22' Total)

Variance Requested and Justification

Current Classification:
Collector

Requested Variance:

Installation of County road connections for a rural residential development. MTP calls for spacing of 660' between full access intersections on collectors. The proposed placement of these intersections is roughly 450' apart.

Is the jurisdiction aware of this variance request? ☒ YES ☐ NO

If YES and the jurisdiction is not making this request, please attach documentation.

Explain why the variance is requested:

The variance is requested due to the site topography and coordination with existing road connection locations along the opposite side of Pawnee Road. In order to fit in lots, maintain reasonable grades, and try to locate the road locations to accommodate better visibility, the road locations were placed as shown on the preliminary plat.

Please describe the history causing need for the variance:

Pawnee Road is a collector with minimal traffic. A subdivision across the street has caused us to place the eastern road at its location. Site topography and property boundaries have determined the location of the western road. There are a couple roads east of the proposed road (across Pawnee Rd) which are only about 300' apart.

What impacts would this variance have on future ability to comply with the OTO MTP?

The road spacing would not be met in accordance with the OTO MTP.

Additional information you would like to include.

The owner has gone through many iterations of this preliminary plat to try to do what makes sense for the property. The proposed roads shown should have minimal impact on the existing traffic flow of Pawnee Road.

Variance Process (minimum timeframe is 3 months)

1. **Request.** Requests are accepted at any time for a major thoroughfare plan variance, however, it will not be placed on the Technical Committee Agenda unless received at least four weeks prior to the meeting date. This will allow time for a subcommittee meeting to be called prior to the Technical Planning Committee meeting.
2. **Technical Committee.** The request will be heard at the next available Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information

If you have questions or need help regarding this application, please contact us:

Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

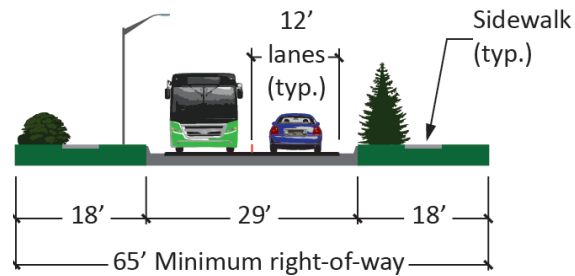
417.865.3042 x103

417.862.6013 Fax

2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

Collector

- *Medians and greenspace provide options for landscaping where appropriate.
- *Utility and greenspace areas may switch locations if needed.
- *Utilities may be placed under sidewalks.



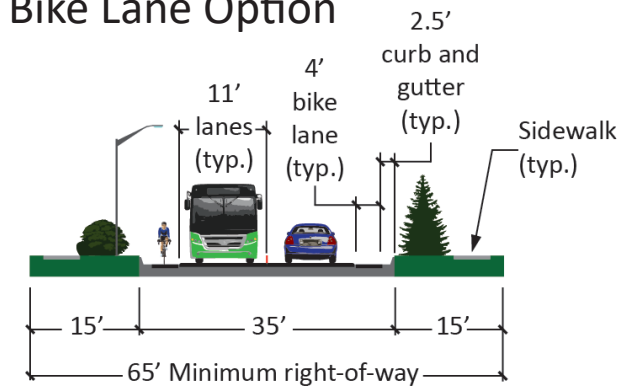
Description

Design Service Volume	1,500 - 8,000
Design Speed	30 mph
Traffic Flow/Access Priority	30/70
Facility Spacing	1/4 - 1/2 mile
Trip Length	Local street to arterial street (1/2 to 2 miles)

Basics

Minimum Right-of-Way	65' plus intersection triangles
Number of Lanes	2
Turning Lanes	Left turn lane when needed
Lane Width	12' (bicycle routes: 11' vehicle and 4' bicycle lanes)
Minimum Area Behind Curb	18' (15' when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6' - 10')

Bike Lane Option



Access

Median	Not required
Full Access Intersection Spacing	660'
Intersection	Up to 4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	160' center-to-center

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4' - 5' (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled regular and paratransit service

Major Thoroughfare Plan

Map 8-1

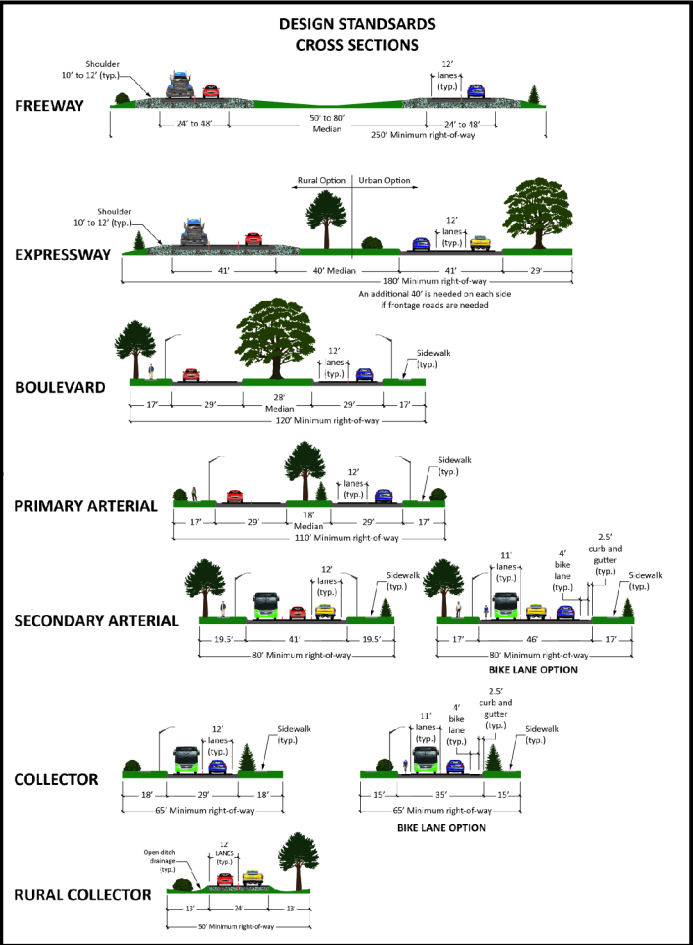
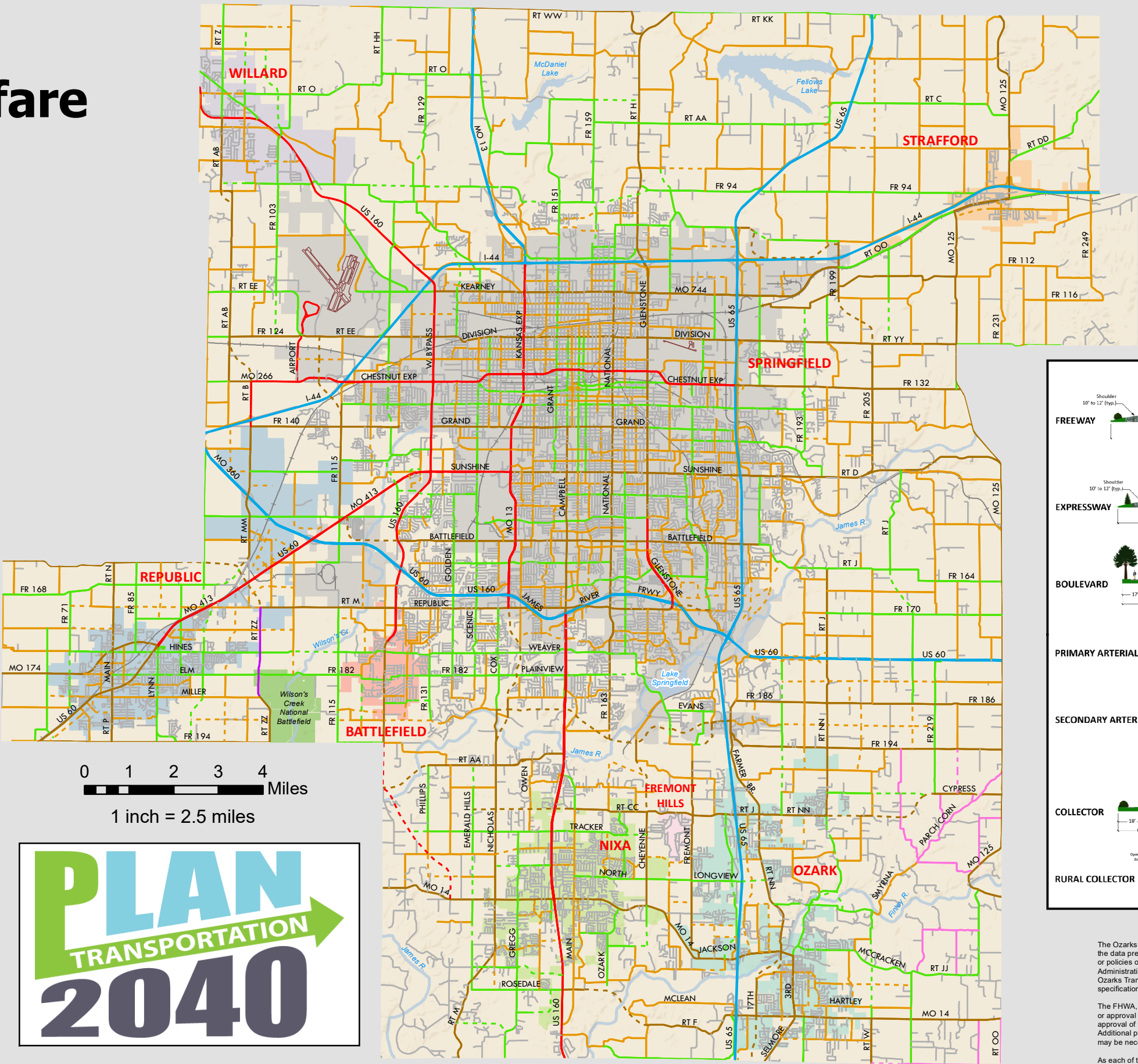
Legend

Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street
- Railroad

Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street



DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.



January 3, 2019

RE: OTO Variance Request – River Pointe Subdivision

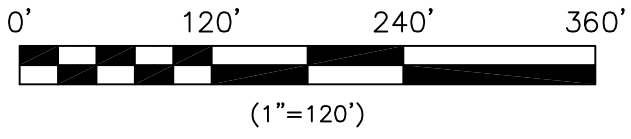
Natasha,

At the December 17, 2018 Planning and Zoning Commission meeting the Commission voted unanimously to approve the preliminary plat for River Pointe subdivision conditioned upon the approval of a variance from the OTO MTP development standards for full access intersection spacing along Pawnee Rd. Considering the topography in that area, the board agreed that the proposed placement of the two roads shown on the plat offered the best opportunity to create safe access while at the same time attempting to be as compliant as possible with the standard.

If you have any other questions related to this request please don't hesitate to ask.

Best regards,

Todd M. Wiesehan
Director, Resource Management Dept.



GRID NORTH

NOTE: ALL BEARINGS ARE BASED ON
MO COORDINATE SYSTEM OF 1983
CENTRAL ZONE

ELEVATIONS

NOTE: ALL ELEVATIONS ARE BASED ON
BENCHMARK CH-38
ELV: 1204.72'
CONTOUR INTERVAL: 10'

LEGEND

- △ — CALCULATED POINT
○ — FOUND EXISTING IRON PIN.
□ — FOUND EXISTING STONE AS NOTED.
■ — SET PERMANENT MONUMENT.
N — NORTH S — SOUTH E — EAST W — WEST
BSL — BUILDING SETBACK LINE DRAIN — DRAINAGE
U&D — UTILITY AND DRAINAGE ESMT — EASEMENT
U.E. — UTILITY EASEMENT

PLAT NOTES

1. TOTAL AREA — 64.64 ACRES OR 2815615 SQ FT, MORE OR LESS
2. TOTAL NUMBER OF LOTS — 14
3. THIS PROPERTY LIES IN FLOOD ZONE X ACCORDING TO FEMA FLOOD INSURANCE MAP, PANEL NUMBER 29043C0070C AND 29043C0225C, EFFECTIVE DATE DECEMBER 17, 2010
4. ALL STREETS SHALL BE 50' RIGHT-OF-WAY
5. RECORD SOURCE OF TITLE: BOOK 2016, PAGE 13708
6. CLASS OF PROPERTY — RURAL
7. PERMANENT MONUMENT LOT CORNERS ARE A 5/8" REBAR, 24" IN LENGTH WITH AN ALUMINUM CAP STAMPED "2007017965". ALL OTHER LOT CORNERS (SEMI-PERMANENT) ARE A 1/2" REBAR, 18" IN LENGTH WITH A PLASTIC CAP STAMPED "2007017965"
8. ALL LOT CORNERS SHALL BE SET WITHIN 90 DAYS AFTER THE DATE OF RECORDING OF THIS PLAT
9. CURRENT PROPERTY ZONING — R1C
10. UNLESS SHOWN OTHERWISE, THE MINIMUM BUILDING SETBACKS ARE AS FOLLOWS:
— FRONT: 40' — SIDE: 25' — REAR: 50'
11. MAINTENANCE OF THE DETENTION AND COMMON AREAS WILL BE THE RESPONSIBILITY OF THE LOT OWNER
12. RESTRICTIVE COVENANTS FOR THIS SUBDIVISION RECORDED AT THE CHRISTIAN COUNTY RECORDERS OFFICE

RECORD SOURCE SURVEY:

DRAWING No. C-3238 BY PLS-2122

CERTIFICATE OF OWNERSHIP:

I HEREBY CERTIFY THAT I/WE ARE THE SOLE OWNER(S) OF THE PROPERTY DESCRIBED HEREON WHICH IS WITHIN THE SUBDIVISION REGULATION JURISDICTION OF THE COUNTY OF CHRISTIAN, AND THAT I/WE FREELY ADOPT THIS PLAN OF SUBDIVISION AND DEDICATE TO PUBLIC USE ALL AREAS SHOWN ON THIS PLAT AS STREETS, ALLEYS, WALKS, PARKS, OPEN SPACE, AND EASEMENTS EXCEPT THOSE SPECIFICALLY INDICATED AS PRIVATE, AND ALL STREETS AND OTHER IMPROVEMENTS SHOWN ON THIS PLAT HAVE BEEN INSTALLED OR COMPLETED OR THAT THEIR INSTALLATION OR COMPLETION (WITHIN 24 MONTHS OF DATE BELOW) HAS BEEN ASSURED BY THE POSTING OF A PERFORMANCE BOND OR OTHER SUFFICIENT SURETY, AND THAT I WILL ALL SUCH AREAS UNTIL THE OFFER OF DEDICATION IS ACCEPTED BY THE APPROPRIATE PUBLIC AUTHORITY.

DATE _____ OWNER: KURT BODENDORFER
DATE _____ OWNER: DEREK BODENDORFER

ACKNOWLEDGMENT:
STATE OF MISSOURI }
COUNTY OF CHRISTIAN } SS

ON THIS _____ DAY OF _____, 20____, BEFORE ME PERSONALLY APPEARED KURT BODENDORFER AND DEREK BODENDORFER, TO ME PERSONALLY KNOWN AND WHO BEING DULY SWORN BY ME DID DEPOSE AND SAY THEY ARE THE OWNERS, OR THE LEGAL REPRESENTATIVE ACTING IN BEHALF OF THE ENTITY OWNER, OF THE PROPERTY DESCRIBED IN THIS DOCUMENT AND THAT THEY EXECUTED THIS INSTRUMENT AND SIGNED THEIR NAMES THEREON AND THAT THEY ATTEMPT TO MEET THE CURRENT MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS OF THE MISSOURI DEPARTMENT OF NATURAL RESOURCES, AND THE STANDARDS ADOPTED BY THE MISSOURI BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS. IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL AT MY OFFICE THE DAY AND YEAR FIRST ABOVE WRITTEN.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC

CERTIFICATE OF APPROVAL:

I HEREBY CERTIFY THAT THE SUBDIVISION SHOWN ON THIS PLAT HAS BEEN APPROVED BY THE CHRISTIAN COUNTY PLANNING AND ZONING COMMISSION.

(PLANNING AND ZONING COMMISSION EXECUTIVE SECRETARY)

DATE

PRELIMINARY PLAT OF RIVER POINTE

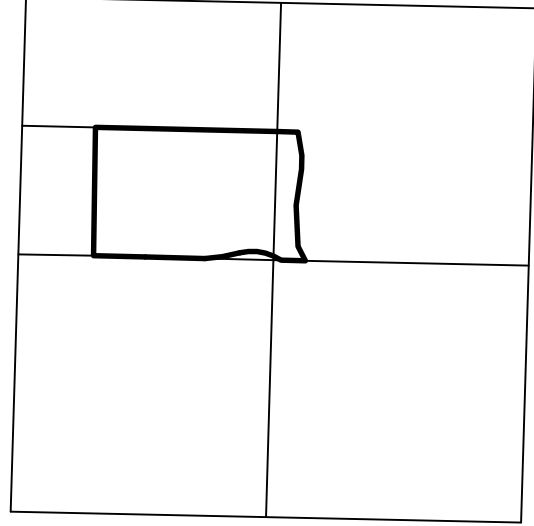
A SUBDIVISION IN SECTION 36, T27N, R22W,
CHRISTIAN COUNTY, MISSOURI

OWNER / DEVELOPER:

DEREK BODENDORFER
819 E BEAUFORT ST, NIXA, MO 65714

(RECORDED)

SECTION 36, T27N, R22W
LOCATION SKETCH
1" = 2000'



DESCRIPTION OF PROPERTY:

A PART OF SECTION 36, TOWNSHIP 28 NORTH, RANGE 21 WEST OF THE 5th P.M., CHRISTIAN COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER (SW1/4) OF THE NORTHEAST QUARTER (NE1/4) OF SAID SECTION 36, THENCE S88°17'26"E, ALONG THE NORTH LINE OF SAID SW1/4 OF THE NE1/4, 217.25 FEET TO AN IRON PIN SET IN THE CENTERLINE OF THE FORMER CAMBELL STREET ROAD; THENCE ALONG SAID CENTERLINE THE FOLLOWING FIVE COURSES: THENCE S08°45'52"E, 248.44 FEET TO AN IRON PIN; THENCE S01°17'59"W, 143.43 FEET TO AN IRON PIN; THENCE S08°31'55"W, 379.04 FEET TO AN IRON PIN; THENCE S02°46'54"E, 429.04 FEET TO AN IRON PIN; THENCE S27°07'17"E, 167.17 FEET TO AN IRON PIN SET ON THE SOUTH LINE OF SAID SW1/4 OF THE NE1/4; THENCE N88°39'01"W, ALONG SAID SOUTH LINE OF THE SW1/4 OF THE NE1/4, 254.11 FEET TO THE SOUTHERLY LINE OF PAWNEE ROAD; THENCE ALONG SAID SOUTHERLY LINE OF PAWNEE ROAD ALONG A CURVE TO THE LEFT AN ARC LENGTH OF 449.24 FEET, WITH A RADIUS OF 525.00 FEET, AND A CHORD BEARING OF N79°59'48"W; THENCE ALONG SAID SOUTHERLY LINE OF PAWNEE ROAD ALONG A CURVE TO THE RIGHT AN ARC LENGTH OF 367.23 FEET, WITH A RADIUS OF 1898.49 FEET, AND A CHORD BEARING OF S81°01'51"W, TO THE SOUTH LINE OF THE SOUTHERLY HALF (S1/2) OF THE NORTHWEST QUARTER (NW1/4) OF SAID SECTION 36; THENCE N88°37'43"W, ALONG SAID SOUTH LINE OF THE S1/2 OF THE NW1/4, 622.04 FEET TO AN IRON PIN; THENCE N88°39'36"W, ALONG SAID SOUTH LINE OF THE S1/2 OF THE NW1/4, 538.65 FEET TO AN IRON PIN; THENCE N00°45'41"E, 1336.64 FEET TO AN IRON PIN SET ON THE NORTH LINE OF SAID S1/2 OF THE NW1/4; THENCE S88°45'47"E, NORTH LINE OF SAID S1/2 OF THE NW1/4, 1895.74 FEET TO THE POINT OF BEGINNING.

DECLARATION NOTES:

MONUMENTS AND IRON PINS SHOWN AS SET WERE PLACED UNDER THE PERSONAL SUPERVISION OF BARRY D. MACKEY, PLS-2007017965.

LOCATION OF IMPROVEMENTS AS SHOWN HEREON WAS TAKEN FROM VISUAL INSPECTION OF PHYSICAL EVIDENCE ON THE PREMISES AND EASEMENTS, IF ANY ARE SHOWN, ARE THOSE WRITTEN, PROVIDED, OR DISCOVERED; AND THESE ITEMS MAY NOT BE ALL INCLUSIVE.

PROPERTY BOUNDARIES AS SHOWN ARE GENERALLY BASED ON DEEDS OF RECORD, VARIATIONS FOUND OUT OF HARMONY AGREEMENT WITH RECORD TITLE LINES ARE AS SHOWN.

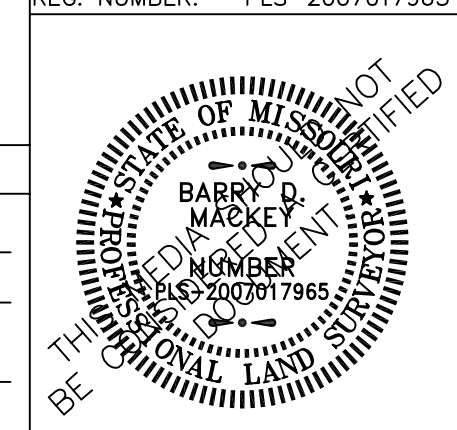
CLASS OF SURVEY: RURAL

SURVEYOR'S DECLARATION:

I, BARRY D. MACKEY, PROFESSIONAL LAND SURVEYOR #2007017965, HEREBY CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION AND THE RESULTS OF SAID SURVEY ARE REPRESENTED ON THIS PLAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF. I DID ATTEMPT TO MEET THE CURRENT MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS OF THE MISSOURI DEPARTMENT OF NATURAL RESOURCES, AND THE STANDARDS ADOPTED BY THE MISSOURI BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS. WITNESS MY SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 18th DAY OF OCTOBER, 2018.

BDM & ASSOCIATES, LLC
Land Surveyors and Planners
472 TROUT ROAD OZARK, MISSOURI 65721

PROFESSIONAL LAND SURVEYOR
REG. NUMBER: PLS-2007017965



CERTIFICATE BY COLLECTOR'S OFFICE:

I HEREBY CERTIFY THAT ALL COUNTY TAXES ASSESSED AGAINST THE PROPERTY DESCRIBED HEREON HAVE BEEN PAID.
PARCEL No. 100736000000017000

(COUNTY COLLECTOR)

CURVE	RADIUS	ARC LENGTH	CH LENGTH	CH BEARING	DELTA ANGLE	CURVE	RADIUS	ARC LENGTH	CH LENGTH	CH BEARING	DELTA ANGLE
C1	582.82'	578.30'	554.87'	N76°04'08"W	56°51'04"	C28	175.00'	121.49'	119.07'	N85°07'37"W	39°46'39"
C2	1846.00'	128.31'	128.28'	S77°29'48"W	03°58'57"	C29	125.00'	62.42'	61.77'	S89°17'25"W	28°36'43"
C3	1846.00'	352.86'	352.32'	S84°57'50"W	10°57'07"	C30	80.00'	180.64'	180.64'	S38°54'51"W	126°22'32"
C4	15.00'	23.62'	21.25'	N44°27'04"W	90°13'03"	C31	200.00'	118.63'	117.85'	S08°38'37"E	34°18'17"
C5	175.00'	55.33'	55.10'	N09°42'52"E	18°06'49"	C32	200.00'	39.08'	39.02'	S14°06'24"W	11°11'45"
C6	15.00'	16.99'	16.10'	N51°13'27"E	64°54'21"	C33	150.00'	111.45'	108.90'	S01°35'51"E	42°34'15"
C7	55.00'	125.30'	99.91'	N18°24'41"E	130°31'54"	C34	200.00'	82.27'	81.69'	S11°05'53"E	23°34'10"
C8	55.00'	152.55'	108.14'	S53°41'05"W	158°55'18"	C35	175.00'	9.83'	9.83'	N05°55'20"W	03°13'03"
C9	15.00'	12.56'	12.19'	S01°47'45"E	47°57'38"	C36	175.00'	62.16'	61.84'	N12°42'25"W	20°21'07"
C10	225.00'	84.54'	84.04'	S11°25'16"W	21°31'36"	C37	175.00'	130.03'	127.05'	N01°35'51"W	42°34'15"
C11	200.00'	155.12'	151.26'	N22°52'36"E	44°26'18"	C38	175.00'	30.80'	30.76'	S14°38'46"W	10°04'59"
C12	15.00'	23.50'	21.17'	S45°32'56"W	89°46'57"	C39	175.00'	108.07'	106.36'	S08°05'14"E	35°23'02"
C13	15.00'	23.58'	21.22'	N44°20'35"W	90°03'34"	C40	105.16'	133.23'	124.49'	N10°34'55"E	72°35'29"
C14	15.00'	23.62'	21.25'	N45°47'47"E	90°13'10"	C41	104.97'	103.83'	99.65'	N75°15'52"E	56°40'14"
C15	150.00'	9.86'	9.86'	N01°11'49"W	03°46'01"	C42	100.00'	49.94'	49.42'	S89°17'25"W	28°36'43"
C16	150.00'	51.84'	51.59'	N12°58'54"W	19°48'09"	C43	200.00'	151.17'	147.60'	S83°21'44"E	43°18'24"
C17	200.00'	148.60'	145.21'	N01°35'51"W	42°34'15"	C44	175.00'	138.66'	135.06'	S22°23'46"W	45°23'57"
C18	150.00'	119.03'	115.93'	N03°02'45"W	45°28'02"	C45	175.00'	15.54'	15.53'	S02°50'48"E	05°05'11"
C19	130.00'	164.99'	154.14'	N103°34'47"E	72°43'05"	C46	175.00'	51.08'	50.90'	S13°45'08"E	16°43'26"
C20	130.00'	128.55'	123.38'	N75°16'03"E	56°39'27"	C47	220.00'	189.52'	185.36'	N00°28'43"E	44°08'59"
C21	75.00'	37.45'	37.06'	N89°17'25"E	28°36'43"	C48	100.00'	21.74'	21.70'	S16°20'30"W	12°27'26"
C22	225.00'	160.49'	157.11'	S84°34'54"E	40°52'05"	C49	155.00'	268.36'	236.07'	N59°42'45"E	99°11'56"
C23	15.00'	13.86'	13.37'	N89°23'18"E	52°55'40"	C50	525.00'	449.24'	435.66'	N79°59'48"W	49°01'40"
C24	55.00'	68.09'	63.83'	S81°36'25"E	79°56'14"	C51	1907.55'	367.22'	366.65'	S81°01'51"W	11°01'48"
C25	55.00'	101.69'	87.81'	S06°49'41"W	105°56'58"	C52	15.00'	14.44'	13.89'	S43°06'47"E	55°09'00"
C26	55.00'	108.80'	91.91'	N63°32'01"W	113°20'36"	C53	15.00'	14.44'	13.89'	S81°44'13"W	55°09'00"
C27	15.00'	15.28'	14.63'	N36°03'00"W	58°22'34"						



Christian County Planning & Development Dept. Major Subdivision Preliminary Plat Review

DATE: November 19, 2018

CASE NUMBER: 2018-0292

APPLICANTS: Derek and Kurt Bodendorfer

LOCATION: North side of Pawnee Rd. east of Hwy 160

REQUEST: Preliminary review of proposed Bodendorfer subdivision

CURRENT ZONING: A-1

CURRENT LAND USE: Vacant land

SURROUNDING ZONING: The property is surrounded by a mixture of A-1, RR-1, and C-2

SURROUNDING LAND USES: Generally low density residential with undeveloped commercial to the west

DOCUMENTS ON FILE:

1. Preliminary Plat submittal form
2. Proposed Plat
3. Site Maps
4. Engineer's Report
5. Sketch Plan Review

PROJECT DESCRIPTION:

The applicants own a 64 +/- acre tract which is located on north side of Pawnee Rd. just east of Hwy 160. A Preliminary Plat has been presented for review with the intention to subdivide this tract in such a way as to create 14 residential lots which places the project into the category of a major subdivision.

Compliance with the Christian County Comprehensive Plan:

Land Use Plan:

This area falls within Tier 3 of the City of Nixa's Urban Service Area and is projected to be an area of low density residential development. The City is unable to provide services to this area and has no objection to this proposal so long as plans incorporate the OTO MTP development standards.

Compatibility:

The area is characterized by a combination of low-density residential tracts as well as undeveloped tracts used for agriculture purposes. This proposed land use would be compatible with the existing pattern of development which includes other platted subdivisions nearby. Whip Poor Will Hills and River View Ridge are located directly across Pawnee from this parcel.

Compliance with the Christian County Zoning Regulations:

The property is currently zoned A-1 which requires a minimum lot size of 5 acres and also limits the extent of division.

Based on this conflict with the Zoning Regulation the developer has applied for rezoning of the acreage to RR-1 Rural Residential District. He is concurrently presenting a preliminary plat for review which divides the land into 14 lots ranging in size from 3 - 11+ acres.

Appropriate setbacks for front, side and rear yards are depicted on the plat with the exception of lot 6.

The lot line between what would be lots 1 and 2 is not shown and will need to be corrected on the final plat.

The lot widths presented with exception of lot 6 on the preliminary plat would be acceptable for an RR-1 district which calls for 150 feet of road frontage.

Lot 6 has frontage on a proposed cul-de-sac. The Subdivision Regulations consider frontage on a cul-de-sac to be the lot width measured at the building setback line. It goes on to instruct that the setback line may be greater than the minimum required in order to meet the minimum width. In this case, a normal 40 foot front yard setback from the ROW would not be sufficient.

An appropriate setback which would meet this requirement would need to be calculated and depicted on the final plat.

The Subdivision Regulations consider frontage on a cul-de-sac to be the lot width measured at the building setback line. It goes on to instruct that the setback line may be greater than the minimum required in order to meet the minimum width. In this case, a normal 40 foot front yard setback from the ROW would not be sufficient for lot 6. Staff calculations arrived at an additional 27 foot setback from the ROW bringing the total setback from the ROW to 67 feet.

Compliance with the Christian County Subdivision Regulations:

Article 9, Section 3 of the Subdivision Regulations addresses wastewater disposal. The preliminary plat indicates 14 lots with sizes shown in the plat as 3 to 11+ acres, 6 lots being 3 acres, 7 lots being 5+ acres and 1 lot being 11.37 acres. This plan for allocating the land is acceptable under rules promulgated by the Missouri Department of Natural Resources.

The orientation of the lots presented shows all lots fronting the proposed internal roads with the exception of Lots 11, 12 & 13 which are accessed through the means of a 50' easement and lot 14 which fronts Pawnee Rd.

Article 2 Section 9 §4 of the County Road and Access Standards defines a collector street as one which collects and distributes traffic to and from local and arterial street systems. A collector is primarily intended to provide for low to moderate volume, low speed and short length trips while providing access to abutting property. Pawnee Rd. would be considered a collector under this description. Pawnee Rd. is also identified as a collector on the Ozarks Transportation Organization (OTO) Major Thoroughfare Plan (MTP).

Article 10, Section 3§D which addresses Subdivision Design Criteria states that single family lots shall not be designed to front on collector or higher classification streets and also specifies that driveways should not directly access collector or higher level streets.

A copy of any proposed Covenants and Restrictions must be presented to the Planning Department for review by the Christian County Counselor prior to recordation.

Compliance with the Christian County Road and Access Standards:

The Preliminary Plat presented calls for the construction of two new internal roads to serve the development.

The Western most road is located between lots 1 and 8 moving north through the property. The proposed road will service 8 lots and terminates in a cul-de-sac.

The eastern most road is located between and terminates midway through lots 9 and 10 with a cul-de-sac. A 50' easement then leads north to lots 11, 12 & 13. The points where these proposed roads meet Pawnee Rd. are referred to as full access intersections.

Lot 14 is indicated to have access from Pawnee Road only. This is not compliant with The County Subdivision Regulations or OTO MTP standards.

Article 47, Section 7§B of the Zoning Regulations requires that developments be compliant with the OTO MTP. The MTP calls for spacing of 660' between full access intersections on collectors. The proposed placement of these intersections is roughly 450' apart. A departure from this standard should require approval of the OTO.

Additional standards from the OTO MTP which apply to collectors include:

- Residential driveways – not allowed
- Full access intersection spacing 660'
- 65' minimum ROW plus sight triangles

Pawnee Rd. would also be required to have a 65' ROW. Any deficient right of way on the parcel being considered would need to be indicated on the plat with a legal description being created for the area of dedication.

The proposed design provides direct access to 14 proposed lots. The area indicated for the placement of the road has not been set aside and does currently include portions of lots 1 through 10. The area of road right of way should be defined with a separate legal description if the developer intends to convey the completed road to the County for perpetual maintenance.

Final approval of the point of access and its design is at the discretion of the Highway Administrator.

The Engineers Report submitted by the applicant provides an analysis of the potential traffic impact of this development:

At max build out the development would contain 14 dwelling units. An average dwelling unit produces an average of 6.52 trip ends per day either leaving from or coming to the dwelling unit. $14 \times 6.52 = 92$ total trip ends per day impacting the nearby traffic network. All of these trips will

directly access Pawnee which is classified as a collector and the majority of these trips will head to US 160 which is just a short distance away. The impact of these added trip ends to the existing traffic counts in the area would be negligible.

Approval of a final plat will require that road right-of-way be described on the plat and that any deficient right-of-way is dedicated to the County. New roads cannot be conveyed to the County until construction and all inspections have been completed.

The final plat cannot be recorded until all proposed roads and other infrastructure is either completed or until their construction is guaranteed by an acceptable financial security instrument.

Compliance with the Christian County Soil and Erosion Control Regulations:

The topography of the parcel contains rolling terrain with changes in elevation of over 100 feet across the property. The possibility of water flow, especially in heavy rain events has been evaluated in the applicant's Engineering Report. The design and layout of lots in the proposed development takes this into consideration.

The topography of the parcel will allow for the site drainage patterns to generally remain the same "as is" with most of the drainage flowing down through draws running through the property. Appropriate culverts will be required within the road design to facilitate this natural flow. All drainage naturally flows to the S-SE corner to the site outfall which is an unnamed small tributary of the Finley River.

The estimated amount of added impervious coverage added the 64 +/- acre site for homes and road construction will be only a small percentage of the total acreage due to the size of lots in this development. The amount of remaining open space post development combined with the calculated minimal impact to existing flow rates within the drainage basin is the basis for detention not being proposed as part of this development.

The area of land grading and soil disturbance associated with this project is expected to exceed one (1) acre. Therefore, the project will require appropriate land disturbance permits from the State and County as well as the development of a SWPPP, a copy of which must be available on site.

According to Christian County's GIS mapping, the 64 +/- acre parcel contains a Flood Zone "A" area which is located in the S-SE corner of the site on lots 13 & 14 and is considered to be a FEMA Floodplain.

Staff recommends that this area be identified in the Plat Note Section correctly.

Summary:

After reviewing the preliminary plat submitted, staff recommends that the following changes or actions be required:

1. Final Plat shall reflect a lot line between lots 1 and 2.
2. In the surveyor's note number 3 shall reflect correct FEMA Floodplain information.
3. In the surveyor's note number 9 shall reflect the correct Christian County Zoning designation.
4. Front yard setbacks for lot 6 fronting the cul-de-sac should be calculated and shown on the plat correctly.
5. Internal road names should be indicated on the final plat.
6. Legal description for road ROW within the development and also for deficient area along Pawnee Rd. must be created.
7. Area of deficient ROW along Pawnee Road should be indicated on the plat.
8. If the placement of the proposed full access intersections cannot be adjusted to be compliant with OTO MTP requirements, the applicant must obtain a variance from that organization before the final plat can be approved.
9. The design of lot 14 must be altered to become compliant.



Todd M. Wiesehan,
Executive Secretary
Christian County Planning and Zoning Commission