



**CITY OF OSAGE BEACH
PLANNING COMMISSION MEETING**

1000 City Parkway
Osage Beach, MO 65065
573-302-2000
www.osagebeach.org

AGENDA

Regular Meeting

**June 9, 2020 - 6:00 p.m.
CITY HALL**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES FROM THE JANUARY 14, 2020 MEETING
4. NEW BUSINESS
 - A) Rezoning Case 404: Ebling Enterprises, Inc., C-1 to PUD-1
 - B) Rezoning Case 405: Dennis L. House Trustee, A-1 to R-1B
 - C) Rezoning Case 406: Arapaho, LLC, C-1/C-1B to E-3 Overlay
 - D) Arrowhead Center Final Plats
5. REPORTS
6. ADJOURN

Remote viewing link <https://zoom.us/j/97119120658>

Representatives of the news media may obtain copies of this notice by contacting the following:

Tara Berreth, City Clerk
1000 City Parkway
Osage Beach, MO 65065
573-302-2000 ex 1020

If any member of the public requires a specific accommodation as addressed by the Americans with Disabilities Act, please contact the City Clerk's office 48 hours in advance of the meeting at the above telephone number.

THE CITY OF OSAGE BEACH, MISSOURI
PLANNING COMMISSION MINUTES OF THE REGULAR MEETING

January 14, 2020

Call to Order

Chairman Susan Ebling called the Planning Commission of the City of Osage Beach, Missouri, to order at the regular meeting on January 14, 2020 at 6:00 pm at City Hall.

Roll Call

The following Commissioners were present: Alan Blair, Nancy Viselli, Chairman Susan Ebling, Mayor John Olivarri, Don Chisholm, Tony Kirn, Kellie Schuman and Don Sturn. The Commissioners absent were Alderman Richard Ross and Michelle Myler. Also present: City Planner Cary Patterson, Planning Commission Secretary Pam Campbell, David Van Leer representing Cochran Engineering and City Attorney, Ed Rucker.

Minutes – 12-10-2019

Chairman Ebling asked if there were any corrections or comments regarding the December 10, 2019 minutes. There were none. *Commissioner Viselli made a motion to approve the December 10, 2019 minutes and Commissioner Chisholm seconded the motion which passes unanimously.*

New Business

Planner Patterson delivered the following report:

Applicant: Arapaho, LLC

Location: 2000' from Osage Beach Pkwy on Sunset Dr.
(Best way to view the property is from Backwater Jack's Parking Lot)

Petition: Rezoning from C-1b (Commercial Lodging) to C-1 (General Commercial) with an E-3 Overlay for an Amphitheater and accessory uses.

Existing Use: Vacant

Existing Zoning: C-1 (General Commercial) and C-1b (Commercial Lodging)

Tract Size: Approximately 14 acres

	<u>Surrounding Zoning:</u>	<u>Surrounding Land Use:</u>
<u>North:</u>	A-1	Vacant
<u>South:</u>	C-1and R-3	Lake Front Restaurant and Entertainment Venue
<u>East:</u>	A-1	Vacant
<u>West:</u>	C-1 General Commercial	Commercial Restaurant Use

The Osage Beach Comprehensive Plan
Designates this area as appropriate for: Moderate Density Residential

Rezoning History

Date

399 A-1 to C-1b

9/17

Utilities

<u>Water:</u>	City	<u>Gas:</u>	Summit Gas
<u>Electricity:</u>	Ameren UE	<u>Sewer:</u>	City

Access: Property derives access via Sunset Drive or Beach Drive

Analysis:

1. The applicant is the owner of the 14-acre parcel in question. The applicant is requesting this rezoning in order to establish a two thousand (2000) seat amphitheater with customary accessory uses and parking on the property.
2. As you can see on the enclosed illustrations, the applicant is leaving a 185' buffer area around the property to protect both the existing corridor and their future investment. This buffer will remain zoned A-1 (Agriculture).

Department Comments and Recommendation:

The primary intent of E-zones is to regulate outdoor activities that could adversely affect adjacent properties, both commercial and residential. The character of this corridor is mixed, with the vast majority of the adjacent properties being undeveloped with a mixture of Commercial, Residential, and Agricultural zones. With the subject property's location on a large property surrounded by largely undeveloped property, it lends itself favorably to the type of use being requested, provided that the intensity of the uses such as live music and similar uses is mitigated as to not create a greater impact on the area. The applicant is requesting to rezone the property in order to establish an amphitheater and the additional parking facility that would be required to serve its patrons. The applicant and his family own the majority of the surrounding properties from the back of the cove up to Osage Beach Parkway, I have enclosed a map illustrating those properties.

As part of the request, the applicant has situated the proposed amphitheater in such a way that the stage and the sound system will be directed away from the Lake of the Ozarks and the sound will be directed into the wooded area and undeveloped valley that is owned by the applicant and his family. Operation of the facility will be required to conform with the city's regulations on noise and hours of operation. These conditions should ensure that there will be limited noise pollution to the area and should improve the noise impact on the properties fronting the lake in that cove with the stage and sound system pointing away from the lake itself. Uses customary to an amphitheater are what will be permitted.

My biggest concern as it pertains to the request, is the impact on the transportation system in the area. The City needs to make sure that the existing road infrastructure has the capacity to handle the additional trips that will be created by a capacity event at the proposed facility. The applicant's contract engineer provided a "Traffic Impact Statement" that provides a professional

opinion that the proposed will not negatively affect the existing road infrastructure. That document is part of the packet so that you can read their findings. Also, the City's contract engineers are reviewing the statement and will provide their opinion as to whether they agree that there will be no negative impact or if they have concerns that need to be addressed. My hope is that I will be able to provide that opinion at the meeting or before.

It is also worth noting that approval of this request would not increase the number of docking facilities or boat slips that will be allowed for the property.

Any additional customer base will come from the city via the roadways, as opposed to the lake, meaning additional impact to the cove in which the subject property is located should be minimal.

The property is recommended for Moderate Density Residential, which is defined by the Comprehensive Plan as 5-13 units per acre. This would allow more than 200 residential units to be built on the property if it were doable. The issue with this property and it ultimately being used for residential, is twofold. The first issue is developmental constraints from both topography and accessibility. Second is its relative location to Backwater Jack's. These issues make this property excessively difficult to establish single- or two-family homes because of relative cost and saleability.

This is a somewhat different request than we have been faced with in the past. It will undoubtedly provide the City with some positive economic impact by bringing more people into the community for the events. Fundamentally it should provide an expanded customer base for not only Backwater Jack's, but the City's other commercial facilities as well. But we must make sure that the benefit outweighs the impact, specifically by way of the road system. If the City's engineers come back with an opinion that our road system has plenty of capacity to handle the additional activity, I am confident that the proposed location for the facility is likely the best location in the community for it as the properties that will receive the majority of the impact are owned by the applicant and his family or are part of the Osage Beach Parkway commercial corridor.

With the subject property being zoned Commercial and located on a large lot surrounded largely by undeveloped agriculture or multifamily zoned property, the Planning Department would recommend that this request be approved subject to the following provisions and conditions:

Permitted Uses: The amphitheater and accessory uses requested as part of rezoning case 403 and illustrated on the submitted site plan. The subject property will now be governed by the regulations pertaining to E-3 overlays as specified in the Land Use Chapter of the City of Osage Beach Municipal Code and the submitted site development plan.

Construction Requirements: All construction will be in conformance with the codes that are adopted by the City at the time that a Building Permit is requested for any portion of the development that a permit is required.

Parking: A total of 300 additional parking spaces will be required for the proposed, if approved, along with both land and water spaces to be shared from existing Backwater Jack's parking facility. This is an attempt to limit the amount of land disturbed initially assuming a number of patrons will use existing parking facilities. If it is found that more spaces are needed, they will be required to be built to city design standards and paved with either concrete or asphalt. There will be absolutely no unimproved parking area.

Signage: The applicant will be required to get a sign permit for any additional signage.

Exterior Lighting: Any additional lighting, proposed as part of this activity, must be shielded to direct light inward and limit light intensity within adjoining properties or the Lake of the Ozarks.

Buffering and Landscaping: A wooded area is required to be maintained around the facility to mitigate the noise pollution to surrounding properties. A minimum of 5 percent of the areas devoted to parking must be left in open lawn or landscaped areas.

Final Development Plan: The site plan submitted with the application is sufficient for the final development plan, unless changes or additions are requested by the Board of Aldermen, as part of the approval of the request. In that case an amended site development plan will be submitted illustrating all of the required changes.

Planner Patterson explained that sound would be one of the biggest impacts and it will be monitored according to the Sound Levels by Receiving Land Use guidelines. The biggest concern is the traffic impact and road infrastructure. The advanced analysis is taking longer to be more thorough. It will be up to the Board of Aldermen to approve. Based on the engineer's impact, if it's manageable and the study comes back there will be options to look at.

Chairman Ebling asked if any commissioners had any questions.

Commissioner Sturn said the traffic study should've been completed before it was presented to the Commission and asked why we were here.

Planner Patterson stated he had the application and their engineer's report.

Commissioner Sturn said he called the owner of the engineering firm and asked how many of these have been prepared and they stated just this one. The person who did the report is not a certified traffic engineer and used to work for the Osage Beach Engineering Department and he felt this wasn't being objective. The primary supporting document doesn't hold up. This will adversely affect the property. He asked if there has been a study done that shows that 60 yards of trees will mitigate sounds from rock bands.

Planner Patterson replied no study has been done.

Commissioner Sturn stated there must be something and there have been numerous complaints to the Osage Beach Police Department. Look at how good a neighbor Backwater Jack's have been at the 17.5 mile marker of the no wake cove - they didn't support the no wake cove - it took 10 years to get 75% of the neighbors to approve the no wake cove and Backwater Jack's is the only business who didn't support the no wake cove with the Water Safety Committee for signage, buoys, lighting and for over 10 years they haven't donated a dollar to the cove association and that makes me jaded. Planner Patterson went over the request again and his concerns and Commissioner Sturn repeated why is the Planning Commission even discussing sending this to the Board of Aldermen without a traffic study.

Commissioner Schuman had a question regarding parking spaces with the 200 additional spaces, asking does Backwater Jack's have 200 spaces? Planner Patterson explained to conserve undeveloped property from the required 500 parking spaces, it was his attempt to limit unnecessary parking spaces by using the already existing 200 spaces, and the applicant understands this. Commissioner Schuman asked if Backwater Jack's was busy if this would be a sufficient amount of parking and Planner Patterson replied he believed it was, because he believed that many concert attendees would be people migrating from the restaurant, or that people would also be coming in boats, taxis or Ubers and he was trying to conserve a little bit of land. Commissioner Schuman asked if Cochran Engineering was using the same Traffic Master Plan (TMP) from 10 years ago, because the traffic has probably changed. David Van Leer from Cochran said they are trying to update counts which will be built into their analysis.

Planner Patterson stated our engineers will be updating the TMP in 2-4 years.

Chairman Ebling asked if we can vote tonight and pass on to the Board of Aldermen contingent on the traffic study.

Planner Patterson said yes, the Planning Commission can forward to the Board or wait for our engineers report.

Commissioner Chisholm said he had two concerns - what the land/docks were referring to and the number of parking spaces required.

Planner Patterson stated it is a shared land base with 200 parking spaces and 300 new spaces, plus using the existing docks stating no new docks were being added.

Commissioner Chisholm asked about ADA requirements.

Planner Patterson stated it meets the minimum 2% requirement.

Planner Patterson repeated he believes people will migrate over from Backwater Jack's to the amphitheater.

Mayor Olivarri repeated that many people will call a cab or Uber and not everyone will arrive in a personal car. He added especially with current DWI laws, and mentioned he used to work at a lakeside bar and found this to be true.

Commissioner Sturn said with the scope of Backwater Jack's, they should provide the Water Patrol with numbers regarding holiday weekend. Ten years ago, the volunteers counted 650-700 boats per day on a holiday weekend, it filled up the docks, they were in and out again and again.

Commissioner Kirn asked how many parking and boat spaces do they have now?

Planner Patterson said he thought there were 250 upper lot spaces and an additional 50 or so docking facilities, adding they would address parking if this was not correct.

Commissioner Kirn said he doesn't have a problem using the area on Beach Drive, and added the overflow capacity should have minimal impact on Sunset houses and apartments.

Planner Patterson said there will be no parking on Sunset and that the Beach Drive area could also be used as a shuttle area.

Commissioner Kirn stated without a specific plan covering an overload of cars and how to accommodate them, there is going to be a disaster with people exiting Osage Beach Parkway to go to the concert. He said if we don't weigh the risks now, we aren't doing our job.

Chairman Ebling asked again if we could table this until we get the traffic study.

Planner Patterson said yes, but added there is a 90-day timeframe for a decision to be made.

Planner Patterson said it could be brought back when the study is obtained. There will be eight to 12 events per year. The Police Department and the City will do sound tests for crowd noise and get readings after the event. If you want to wait for another public hearing or reschedule and postpone to wait for Cochran, it can be scheduled for next month.

The applicant, Andy Prewitt, said he would like to address two issues. He talked to the owner at Sunset Resort and they are in full support of this project and have offered to help on their behalf. He said he never received a mailing to help with the water safety cove association and he was the registered agent at that address and never received a mailing or request for a donation. He said they want to pay their share. There has been only one to two times that police have been involved and they checked out noise violations but found none. Andy added that there will be a 12:00 midnight end time for events.

Commissioner Sturn said the requests for donations have been sent out for 10 years.

Andy Prewitt replied he would like to see the letters and they would pay all arrears owed.

Chairman Ebling asked if 8-10 events would be in season only or some in the Spring and Fall.

Andy Prewitt said they would like to extend the season by holding concerts in the Spring and Fall.

Chairman Ebling then opened the Public Hearing portion and asked that people who would like to speak either for or against this project should come up, sign in and address the Commission, adding that we would only hear from a few and asked that comments be different from those already made.

A total of 10 people spoke - some for and some against - this project. Of those against the amphitheater, comments were made about increased traffic, traffic flow, kids playing, noise, damage to the roads, depravity with the boaters, increased boat traffic and damage to the cove, fire and emergency vehicles being able to get in and out, not enough parking spaces, need for accurate traffic counts especially since we are not in season now, comments from DNR about the watershed, the City's process for notifying the public for these types of projects, where food, ice and sound equipment trucks and extra employees will park, and the impact on water and sewer.

Planner Patterson addressed some of these concerns, mentioning that if it is approved, the City will be responsible for the maintenance of the roads, he mentioned that the extra parking for food, ice and sound equipment trucks and employee parking had already been addressed, he said that DNR would conduct their study once the applicant officially applied for a permit, and said that water and sewer would be reviewed and upgraded if necessary. Planner Patterson also said that they were looking at possible roads that would only be used by fire and emergency vehicles only during events.

Chairman Ebling closed the public hearing portion of the meeting.

Discussion followed regarding the traffic study and whether or not MoDOT would have some traffic numbers the City could use. Planner Patterson again stated this could be postponed to give us time to review the numbers.

Chairman Ebling asked if this would be a regular or special meeting.

City Attorney Ed Rucker said the Planning Commission could either approve or deny this project, but could not make it contingent on anything. Attorney Rucker said if the Planning Commission denies this request, the Board of Aldermen could overrule this or deny and then the applicant would have to wait a year before bringing it back to the City. At that time, Commissioner Chisholm made a motion to deny this request.

Planner Patterson said we don't want to rush this, but need efficient answers and could bring the information back in February at the regular meeting, or if we find we need more time, then the applicant could withdraw and submit a new application without having to wait a year if it were denied.

Commissioner Chisholm said we should wait 90 days and not rush it.

Planner Patterson said it can be brought back within 90 days - the applicant can make changes to the application or withdraw this one and submit a new application.

Commissioner Chisholm said the bulldozing of trees in this area has already started.

Planner Patterson said there have been no permits issued from the City, however, he said the property owners have the right to clear their property.

Chairman Ebling asked Commissioner Chisholm if he would like to amend his motion to table it until next month and he replied he did.

A roll call vote to table the Rezoning Case 403, Arapaho, LLC with the following responses: Mayor Olivarri - yes, Alderman Richard Ross - absent, Don Sturn - no, Chairman Ebling - yes, Don Chisholm - yes, Commissioner Viselli - yes, Michelle Myler - absent, Tony Kirn - yes, Alan Blair - yes and Kellie Schuman - yes. The majority passes.

Planner Patterson said if the application changes, it resets the process 90 days. The Board of Aldermen needs a 2/3 majority vote to approve this.

Mayor Olivarri said the next Planning Commission meeting will be the second Tuesday of February which will be February 11th at 6:00 p.m. in this location. He asked Planner Patterson to clarify the notification process which he did, adding that the information is also posted on the City's website, or anyone can call him for more information. He also encouraged citizens to sign up for "Notify Me" on the City's website for updates on all City matters, which would include items such as this.

Reports

Planner Patterson stated there were none.

Adjourn

Chairman Ebling adjourned the meeting at 7:54 p.m.

I, Pam Campbell, Planning Commission Secretary, for the City of Osage Beach, Missouri, do hereby certify that the above foregoing is a true and complete journal of proceedings of the regular meeting of the Planning Commission of the City of Osage Beach, Missouri, held on January 14, 2020.

Pam Campbell/Planning Commission Secretary

Nancy Viselli/Secretary

**PLANNING DEPARTMENT
REPORT TO THE
PLANNING COMMISSION**

Date:	June 9, 2020	Case Number:	404
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Applicant: Ebling Enterprises Inc., LLC.

Location: 4877 Osage Beach Parkway

Petition: Rezoning from C-1 (General Commercial) to C-1 and C-1b with a PUD 1 Overlay for the development of Condominiums, a Hotel, and a restaurant.

Existing Use: Not currently being used. The property was previously the location of the Topsider Lake Front Entertainment venue.

Zoning: C-1 (General Commercial)

Tract Size: 10.5 acres

Surrounding Zoning:

Surrounding Land Use:

North: R-1b (Single Family)

Mcfield Subdivision

South: C-1 (General Commercial)

Osage Beach Pkwy Corridor

East: C-1 (General Commercial)

Osage Beach Pkwy Corridor

West: LU (Lake Use)

Lake of the Ozarks

The Osage Beach Comprehensive Plan

Designates this area as appropriate for: Heavy Traffic Commercial

Rezoning History

Case #

Date

N/A

Utilities

Water: City
Electricity: Ameren UE

Gas: Summit
Sewer: City

Access: Property derives access from Osage Beach Parkway.

Analysis:

1. The applicants are the owners of the 10.5 acres in question. The property is currently zoned C-1 (General Commercial) as it was zoned in the original zoning of the community.
2. The applicant is requesting a rezoning to C-1 and C-1b with a PUD 1 overlay which will allow the development of condominiums, a hotel, and a restaurant on the subject property. The PUD assures the uses within the development providing resort residential and commercial uses within the development that complement each other and will provide protection for the buyers of the condo units themselves. The PUD will also allow the three uses in the development to share the parking amenities for the overall development which provide the necessary number of spaces for each of the uses.
3. As you can see on the site development plan, the C-1b (condo development) portion of the development is comprised of 8.2 acres while the C-1 (hotel, restaurant) area consists of the remaining 2.3 acres.
4. The existing entrance into the property will provide the access to the new development
5. The character of surrounding development is primarily commercial with the highway commercial corridor. Mcfield subdivision is located to the North, the proposed use should provide them with a less intense use than what has taken place on the subject property in the past.
6. The development will be required to meet the zoning code requirements of the specific zones that each use falls in unless otherwise listed with the PUD permitted uses. All construction is required to meet all of the Building Codes that have been adopted at the time of Building Permit issuance for each specific building. The Osage Beach Design Guidelines will be followed in the design and construction of the developmental services (sewer, water, streets, etc.).

Department Comments and Recommendations:

The PUD is a zoning tool to offer flexibility within the rigid zoning districts by allowing mixed-use developments that adhere to the goals and objectives of the Comprehensive Plan. In this situation we have an amazing piece of commercially zoned property that was once the home of the Topsider Lakefront Entertainment venue. The Topsider provided the City, its People, and visitors a place to enjoy each other and the activities that make this lake a destination for people from all over our country for nearly 40 years. This piece of property is one of two like it in our community. It has lake frontage, Osage Beach Parkway frontage, and direct access to the Highway 54 Interchange. Obviously, those aspects are hard to come by making this piece very valuable to both the owners and the community.

In 2006 the Planning Commission and The Board of Aldermen removed condominium development from the permitted uses in the C-1 zone. This was done to protect valuable lake front properties such as the subject property from being developed as condos without the City being able to review if that was the greatest and best use for the property. In this situation, the applicants came to me with the desire to put a condo development on the property. As we discussed it, I let them know that I would have difficulty recommending approval of such a request without assuring that at least a portion of the commercial potential of the property would be achieved. The applicant went to work and came up with a plan that works out well for all involved. Of course, the applicant gets to build and sell lake front condominiums while the restaurant and hotel provide for the commercial potential of the property. The three uses compliment each other and actually can be selling points for each other as accessory amenities.

Keep in mind that once this request is approved, the only development that can take place within the PUD District are those that conform to the permitted uses and regulations of the PUD itself. This includes everything from facility construction to infrastructure development.

Keeping in mind the existing conditions of the subject property, a recommendation of Heavy Traffic Commercial for the property by the Comprehensive Plan, I believe the proposed development will be a benefit to the community as requested; **the Planning Department recommends approval of this request subject to the following provisions:**

Permitted Uses:

The development as illustrated in the submitted site development plan:

- 1) 139 condominium units
- 2) Minimum 72-unit hotel facility
- 3) 250 seat restaurant facility

Construction of the hotel and restaurant facilities can vary from the illustrated site plan to accommodate varying design preferences of the ownership. This will include a combination restaurant/hotel facility as opposed to separate structures, provided the use requirements, parking requirements, and all other Building and Zoning Codes can be met.

Any other proposed use that deviates from the uses permitted in the above listed regulatory documents will require an amendment to the approved PUD.

Construction:

Construction shall be in accordance with the Building Codes as adopted by the City of Osage Beach at the time of Building Permit acquisition for each individual facility.

Bulk, Area, and Height Requirements:

Shall be in conformance with the Building Code, the final PUD document, and the Project Development Plan.

Public Facilities:

Engineering plans for water, streets, and sewer improvements will be submitted with the preliminary plat. These plans, including a drainage plan, must be submitted and approved prior to development. Coordination with the City Engineer is required to ensure that all public improvements are sized and designed to accommodate future phases of development and adjacent properties.

1. All required public improvements will be constructed by the applicants or subsequent owner(s). Financial assurances must be provided in conjunction with the preliminary and final plats.
2. Any infrastructure to be dedicated to the City of Osage Beach into any of the public systems must go through the required procedure for acceptance by the City.
3. Any existing Public Rights of Way to be vacated as part of this development must also go through the proper procedure as required by the City Code of Ordinances for the vacation of roads.

Access:

Access shall be derived from Osage Beach Parkway as illustrated in the PUD Site Plan. All street construction or improvements to the existing roads must conform to the city design guidelines.

Parking:

All development shall, at minimum, adhere to Osage Beach off-street parking requirements and the parking requirements as established in the final PUD Document at the time that it is constructed.

Buffering and Screening:

Buffering and screening shall be required as per the Osage Beach Zoning Code for the C-1 (General Commercial) and C-1b (Commercial Lodging) zones.

Exterior Lighting:

1. Exterior lighting shall be designed, located and constructed to eliminate or significantly reduce glare and/or a general increase in lighting intensity within the adjoining existing residential area(s). Additionally, all exterior lighting shall be so arranged and shielded so as to confine all direct light rays within the boundaries of this district.
2. All street lighting proposed shall meet the City's standards for street lighting for the specific designation for each roadway (thoroughfare, collector, local etc.). Applicants should coordinate with the City's Engineering Department on street lighting installations.

Signage:

All signage within the PUD District will be required to meet the city sign code and a permit must be acquired from the city prior to construction or placement of all signage whether it is a development wide or individual facility sign.

Maintenance of Open Space and Common Areas:

The maintenance of common area and facilities within the District shall remain the responsibility of the developer(s) or shall be assumed by a legally constituted property owners association that meets all the legal requirements prescribed by the City Attorney.

Platting:

All development within this PUD must be platted in accordance with Osage Beach Subdivision Regulations. The uses permitted and the intensity of development as prescribed by the approval of this PUD shall not be subject for review during the platting process.

Final Development Plan:

1. A final PUD development plan for the property has been submitted to the Planning Department and is enclosed in your packet. The submitted document is in line with the recommendations within this report and is ready for the Planning Commission to review and make a recommendation to the Board of Aldermen.
2. The preliminary plat and final plats will require complete review and approval as specified in the City of Osage Beach Subdivision Code.



Date Received: 5.6.2020
Case #: 404
#18

REZONING/SPECIAL USE PERMIT APPLICATION

1. Name of property owner: Ebling Enterprises Inc Phone: _____
Address: P.O. Box 1330 City: Osage Beach State: MO Zip: 65065

List all owners of the property. If corporation or partnership, list names, addresses and phone numbers of principal officers or partners: Kym 573-280-8285 Dick 573-280-8287

Kym Ebling and Dick Ebling = 4877 Osage Beach Parkway, Osage Beach, MO 65065
Susan Ebling = 1187 Frontier Lane, Osage Beach, MO 65065 573-216-1233

2. Name of landowner's representative, if different from above: _____ Phone: _____
Address: PO Box 1450 City: OSAGE Beach State: MO Zip: 65065

3. All correspondence relative to this application should be directed to whom? John Lock (573) 216-1974
Address: PO Box 450 City: OSAGE Beach State: MO Zip: 65065

4. General location of property to be rezoned or for which special use permit is sought (include street numbers for existing structures): _____
Address: Hwy 54 City: Osage Beach State: MO Zip: _____

NE corner of Hwy 54 Grand Glaize Bridge, site of Top Siders

5. Do you have a specific use proposed for this property? ☒ Yes ☐ No
Explain all uses: Lodging Condominiums

6. Area of property in square feet or acres: 10.5 Acres

7. Current zoning classification: Commerical General Com C-1

8. Sources of utilities: Water: City Gas: Summer
Sewer: City Electric: Ameren

9. Proposed zoning classification: C-1B

10. How long have you owned this property? Long Time

11. Current use of property (describe all improvements): Top Siders Entertainment Lake Side Bar

12. Current use of all property adjacent to subject property: North: Residential
South: Highway East: Commerical West: Commerical Condos

13. If zoning district or comparable use to that proposed adjoins or lies within the vicinity of subject property, please describe the use and its location:

Condos existing

14. Do you own property abutting or in the vicinity of the subject property? ☐ Yes ☒ No

If yes, where is the property located and why was it not included with this application?

15. Do any private covenants or restrictions encumber the subject property which could be in conflict with the proposed zoning classification? ☐ Yes ☒ No

If yes, please remit copy of restrictions with Recorder of Deeds Book and Page number.

16. To your knowledge, has any previous application for the reclassification of the subject property been submitted? ☐ Yes ☒ No

17. How, in your opinion, will the rezoning affect public facilities (sewer, water, schools, roads, etc.), and what mitigating measures are proposed to address these problems, if any? Please include a letter from or regarding, City Engineering Department reviews of proposed zoning.

Able capacity for 150 residential units. Letter requested 2/6/2020 email.

18. How, in your opinion, will rezoning affect adjacent properties and what mitigating measures are proposed to address these problems, if any?

Much less of an impact from a historic facility of Top Sider. Residences are more in line with neighbors.

19. List the reasons why, in your opinion, this application for rezoning/special use permit should be granted (may be left blank if adequately described in letter to Planning Commission):

The proposed use matches neighboring uses. Commerical development can't fit with primary overhead and grade issues along the intersection. This property has not been purchased for anyother reason. The market defines the use proposed.

Notary Information

State of Missouri }

ss

County of Camden }

I, KATHRYN S. EBLING, owner/applicant, having read the procedures and instructions, make application for a change in the zoning district boundary lines as shown on the zoning maps of the City of Osage Beach, Missouri and explained in this application.

Kathryn S. Ebling - PRES. Date: 3/12/20

Signature Owner/Applicant:

Subscribed and sworn to before me on this 17 day of March, 2020.

Marvin Kern

Notary Public:

8-22-23

My Commission Expires:

Person Accepting this Application:



****Applications not properly signed and notarized may be removed from the Agenda and returned to the applicant via regular mail ****

CITY OF OSAGE BEACH
PLANNING DEPARTMENT
1000 CITY PARKWAY
OSAGE BEACH, MO 65065
573-302-2000 Phone – 573-302-0528 FAX



Rezoning Case
404 Location Map



10+ Ft Offset

FOR Review Only
NOT FOR Construction

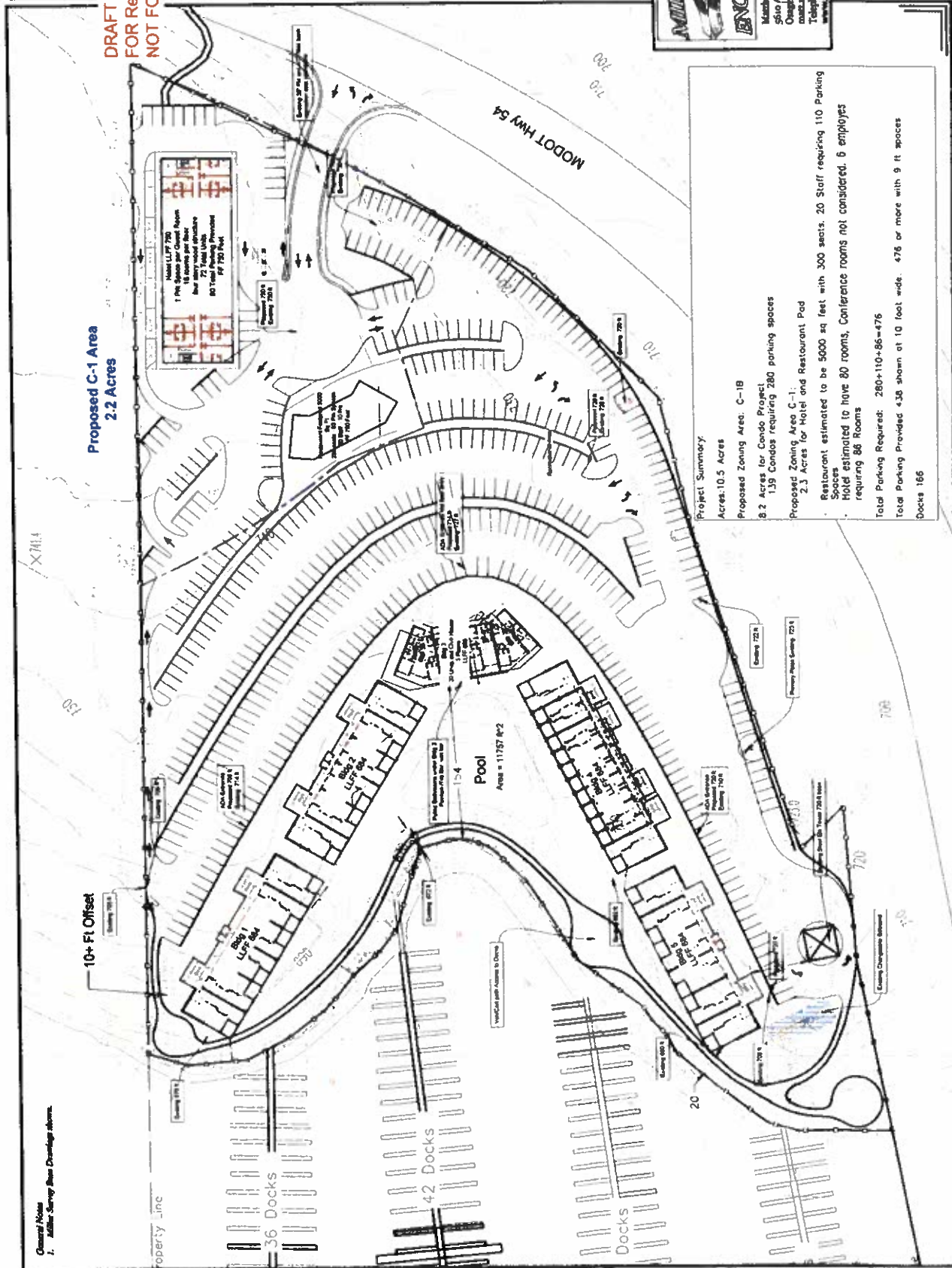
Top Sider Parcel
Concept
1"=40'



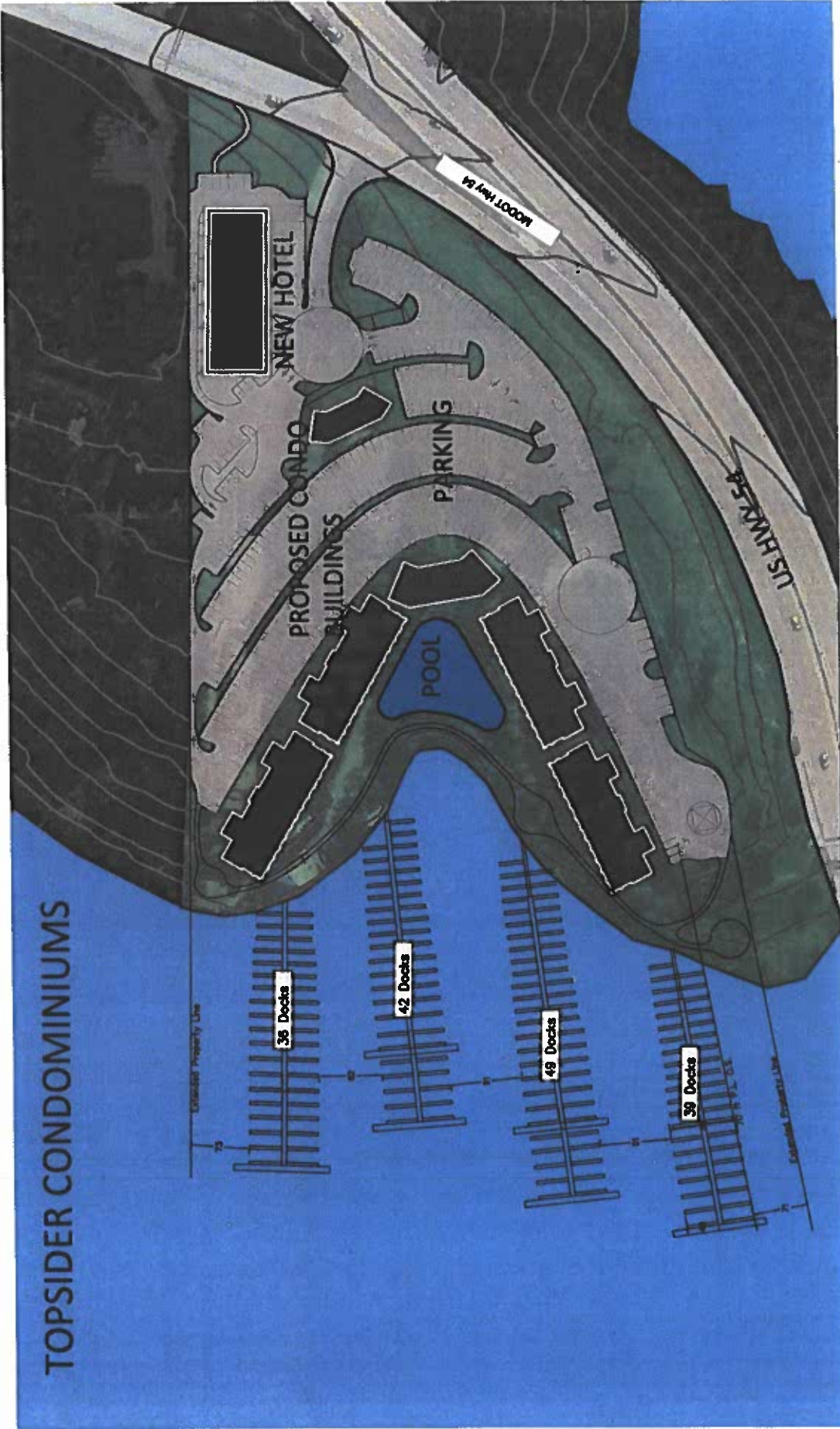
Matthew J. Marzullo
5610 Aloma Point
Oyster Beach, MO 65065
matm@attworld.net
Tel: 660-578-2165-0066

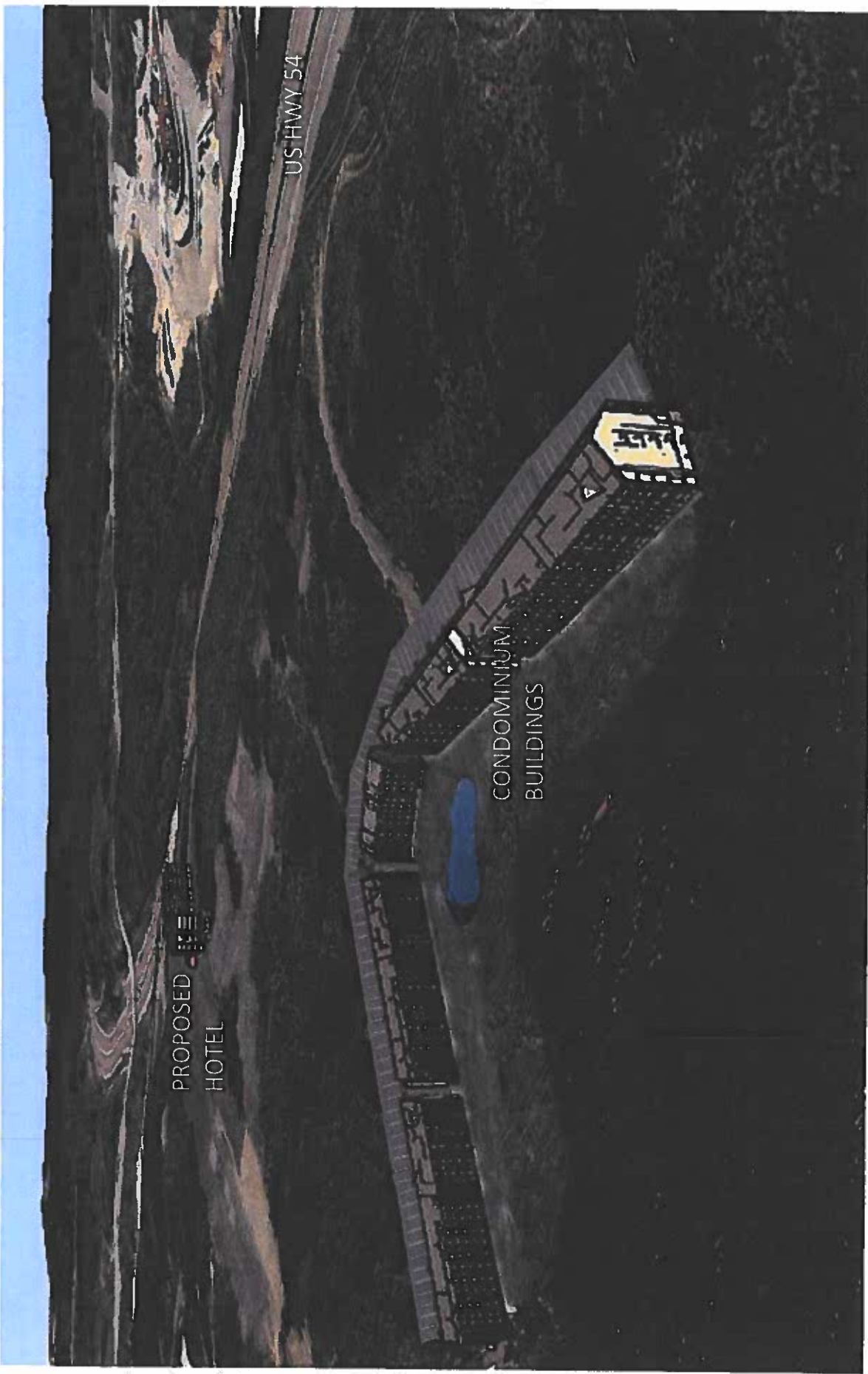
Expires 12/31/18
LBO Corp: 2001015503

5



TOPSIDER CONDOMINIUMS





PROPOSED
HOTEL

US HWY 54

CONDOMINIUM
BUILDINGS

TOPSIDER CONDOMINIUMS

Exhibit A

Top Sider Application

Parcels within 185 feet:



Parcel Number	Legal Desc Range	Deedholder	Mailing Address	Mailing City	Mailing State	Mailing Zip
08-1.0-12.0-000.0-006-001.002	LOTS 9 TH 16W	OFFCOMO V LLC	428 POLI ST STE 2D	VENTURA	CA	93001-5680
08-1.0-12.0-000.0-011-001.000	AREA CDA 16W	UNION ELECTRIC DBA AMEREN MISSOURI	PO BOX 66149 MC212	SAINT LOUIS	MO	63168-6149
08-1.0-12.0-000.0-006-013.000	LOT 10 BU 16W	MC NEAL, ASIA	PO BOX 1235	OSAGE BEACH	MO	65065-1235
08-1.0-12.0-000.0-006-048.000	BLOCK 2 U 16W	GIVENS, LLOYD E & SHELLEY	9807 MIDLAND BLVD	OVERLAND	MO	63114-1514
08-1.0-12.0-000.0-006-047.000	BLOCK 2 U 16W	GIVENS, ROBERT SR. & VERTRILLA	839 FONTAINE PL	SAINT LOUIS	MO	63137-2706
08-1.0-12.0-000.0-006-039.000	LOT 7 BLK 16W	SMITH, FRANCIS M II	1131 MC FIELD RD	OSAGE BEACH	MO	65065-0000
08-1.0-12.0-000.0-006-051.000	BLK 2 LOT 16W	BROWNNEY'S NINE HOLDING CO NO TWO LLC	12791 BROADRIDGE LN	BLACK JACK	MO	63033-4605
08-1.0-12.0-000.0-006-059.000	PT NW NW 16W	MC FIELD, HUGH & SERETHA &	4222 BAYLEN CT	HOUSTON	TX	77068-1011
08-1.0-12.0-000.0-006-044.001	LOT 1 BLK 16W	GIVENS, ROBERT SR. & VERTRILLA	839 FONTAINE PL	SAINT LOUIS	MO	63137-2706
08-1.0-12.0-000.0-006-012.000	LOT 11 BL 16W	MC NEAL, ASIA	PO BOX 1235	OSAGE BEACH	MO	65065-1235
08-1.0-12.0-000.0-006-041.000	LOT 5 BLK 16W	PLEASANT, JOHN D & KAREN LYLES-	1305 SAGAMORE DR	RAYMORE	MO	64083-8363
08-1.0-12.0-000.0-009-010.000	UNINLAMB 16W	GREG PANERA PROPERTIES LLC	PO BOX 109	CAMDENTON	MO	65020-0109
08-1.0-12.0-000.0-006-046.000	BLOCK 2 U 16W	HOUSTON ENTRUSTED LLC	11115 SCHLITZ RD	SAINT LOUIS	MO	63146-4909
08-1.0-12.0-000.0-006-043.000	BLK 7 LOT 16W	SMITH, FRANCIS M II	1131 MC FIELD RD	OSAGE BEACH	MO	65065-0000
08-1.0-12.0-000.0-006-094.000	LOT 1 BLK 16W	MC NEAL, ASIA	PO BOX 1235	OSAGE BEACH	MO	65065-1235
08-1.0-12.0-000.0-006-001.001	LOT 8 BLK 16W	JOHNS, ALBERT	3920 WABASH	KANSAS CITY	MO	64130-0000
08-1.0-12.0-000.0-006-015.000	BLK 4 LOT 16W	MC NEAL, ASIA	PO BOX 1235	OSAGE BEACH	MO	65065-1235
08-1.0-12.0-000.0-006-037.000	BLOCK 7 U 16W	MOORE, ELAINE D	2539 N 73RD TER	KANSAS CITY	MO	66109-0000
08-1.0-12.0-000.0-006-044.000	LOT 2 BU 16W	SHEPPARD, JOHNNY & JACKSON,	8301 EVERETT AVE	KANSAS CITY	KS	66112-1731
08-1.0-12.0-000.0-006-052.000	PT. N 1/2 116W	OFFCOMO V LLC	428 POLI ST STE 2D	VENTURA	CA	93001-5680
08-1.0-12.0-000.0-006-050.000	BLOCK 2 U 16W	BEARDEN, FRENCH ELLIS	11336 PINEVIEW CROSSING DR	MARYLAND HTS	MO	63043-2787
08-1.0-12.0-000.0-006-038.000	BLK 7 LOT 16W	BEISHIR, NICHOLAS A & MEAGAN M	331 KOPP RD	WATERLOO	IL	62298-1907
08-1.0-12.0-000.0-006-042.000	BLOCK 7 U 16W	BOYD, TERRY L	11342 BRISTOL ROCK RD	FLORESSANT	MO	63033-7507
08-1.0-12.0-000.0-006-011.000	BLOCK 4 U 16W	DICKINSON, CURLEE & NORMA	5452 MUNICE DR	KANSAS CITY	KS	66102-0000
08-1.0-12.0-000.0-006-045.000	BLOCK 2 U 16W	SHEPPARD, JOHNNY & JACKSON,	8301 EVERETT AVE	KANSAS CITY	KS	66112-0000
08-1.0-12.0-000.0-006-040.000	LOT 6 BLK 16W	PLEASANT, JOHN D & KAREN LYLES-	1305 SAGAMORE DR	RAYMORE	MO	64083-8363
08-1.0-12.0-000.0-006-058.000	WENDELL 16W	MC FIELD, HUGH & SERETHA	4222 BAYLEN COURT	HOUSTON	TX	77068-0000
08-1.0-12.0-000.0-006-049.000	BLOCK 2 U 16W	HODGES, BARNEY F	4934 N 131ST DR	KANSAS CITY	KS	66109-3847

**PLANNING DEPARTMENT REPORT
TO THE
PLANNING COMMISSION**

Date:	June 9, 2020	Case Number:	405
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Applicant: Dennis House

Location: 695, 671, and 681 Passover Road

Petition: Rezoning from A-1 (Agriculture) to R-1b (Single Family)

Existing Use: Three single family homes

Existing Zoning: A-1 (Agriculture)

Tract Size: +/- 2.7 acres

	<u>Surrounding Zoning:</u>	<u>Surrounding Land Use:</u>
<u>North:</u>	A-1 Agriculture	Residence
<u>South:</u>	A-1 Agriculture	Residence
<u>East:</u>	R-1b Single-Family	Residence
<u>West:</u>	A-1 Agriculture	Vacant

**The Osage Beach Comprehensive Plan
Designates this area as appropriate for:** Moderate Density Residential

<u>Rezoning History</u>	<u>Date</u>
--------------------------------	--------------------

None

Utilities

<u>Water:</u>	City	<u>Gas:</u>	Summit Gas
<u>Electricity:</u>	Ameren UE	<u>Sewer:</u>	City

Access: Property derives access via Passover Road

Analysis:

1. The applicant is the owner of the 2.7-acre parcel in question. The parcel is currently zoned A-1 as it was zoned with the initial zoning of the community in the 1980's.
2. The property is the home of three existing residences as listed above. The request is to rezone the property to a more fitting residential zone as opposed to A-1 (Agriculture). In the A-1 zone, a 3-acre minimum lot size is required. Because there are three homes on this property and the lot is less than 3 acres, it means that both the property and the homes maintain a legal non-conforming status. The applicant wants to separate the homes on their own lots and sell them, but to do that the property must be rezoned. Rezoning this property as requested and separating the homes will put both the properties and the homes in complete conforming status.

Department Comments and Recommendations:

The subject property is in an area that is primarily residential. Approving this request will allow the owner to bring the homes and property into conforming status with City code. The request is in conformance with the Comprehensive plan and puts the property in a district that is more fitting for the current situation and its surroundings. **The Planning Department recommends approval of this request.**



636-327 4763
Kell C House Electric

heir to home

REZONING/SPECIAL USE PERMIT APPLICATION

1. Name of property owner: DENNIS L. House Trustee Phone: 314 581-4034
Address: P.O. Box 373 City: Wentzville State: Mo. Zip: 63385

List all owners of the property. If corporation or partnership, list names, addresses and phone numbers of principal officers or partners:

SAME AS ABOVE

2. Name of landowner's representative, if different from above: SAME AS ABOVE Phone: _____
Address: _____ City: _____ State: _____ Zip: _____

3. All correspondence relative to this application should be directed to whom? DENNIS HOUSE
Address: ADDRESS ABOVE City: _____ State: _____ Zip: _____

4. General location of property to be rezoned or for which special use permit is sought (include street numbers for existing structures):
Address: #695, 681, 671 City: Osage Beach State: Mo Zip: 65065
Passover Rd - Osage Beach House #5: 695 + 671 + 681

5. Do you have a specific use proposed for this property? ☒ Yes ☐ No
Explain all uses: 3 Existing homes to be rezoned from agriculture to residential

6. Area of property in square feet or acres: Resurveyed 2.00 approx .5 Acres lots Boyer Miller Co.

7. Current zoning classification: Agriculture

8. Sources of utilities: Water: City Gas: _____
Sewer: City Electric: _____

9. Proposed zoning classification: Residential

10. How long have you owned this property? 2003

11. Current use of property (describe all improvements): Residential Rentals

12. Current use of all property adjacent to subject property: Residential North: _____
South: _____ East: _____ West: _____

DigiSign Verified: 1C17E191-F134-4017-A69D-1713F8B1AEC3
If zoning district or comparable use to that proposed applies or lies within the vicinity of subject property, please describe the use and its location:

14. Do you own property abutting or in the vicinity of the subject property? ☒ Yes ☐ No

If yes, where is the property located and why was it not included with this application?

12 Acres Behind home to water front

15. Do any private covenants or restrictions encumber the subject property which could be in conflict with the proposed zoning classification? ☐ Yes ☒ No

If yes, please remit copy of restrictions with Recorder of Deeds Book and Page number.

16. To your knowledge, has any previous application for the reclassification of the subject property been submitted? ☐ Yes ☒ No

17. How, in your opinion, will the rezoning affect public facilities (sewer, water, schools, roads, etc.), and what mitigating measures are proposed to address these problems, if any? Please include a letter from or regarding, City Engineering Department reviews of proposed zoning. None

18. How, in your opinion, will rezoning affect adjacent properties and what mitigating measures are proposed to address these problems, if any? None

19. List the reasons why, in your opinion, this application for rezoning/special use permit should be granted (may be left blank if adequately described in letter to Planning Commission):

Already feed cattle horses exist.

Notary Information

State of Missouri)
County of Camden)

I, Dennis House, owner/applicant, having read the procedures and instructions, make application for a change in the zoning district boundary lines as shown on the zoning maps of the City of Osage Beach, Missouri and explained in this application.

Dennis L. House Trustee
Signature Owner/Applicant: Date: 4.1.20

Subscribed and sworn to before me on this 20th day of May, 2020

Keith Ohmes
Notary Public: Keith Ohmes

My Commission Expires: 8/26/2023

Person Accepting this Application: Dennis L. House



**Applications not properly signed and notarized may be removed from the Agenda and returned to the applicant via regular mail **

CITY OF OSAGE BEACH
PLANNING DEPARTMENT
1000 CITY PARKWAY
OSAGE BEACH, MO 65065
573-302-2000 Phone – 573-302-0528 FAX





NORTH

**Rezoning Case
405 Location Map**

**PLANNING DEPARTMENT REPORT
TO THE
PLANNING COMMISSION**

Date:	June 9, 2020	Case Number:	406
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Applicant: Arapaho, LLC

Location: 2000' from Osage Beach Pkwy on Sunset Dr.
(Best way to view the property is from Backwater Jacks Parking Lot)

Petition: Rezoning from C-1b (Commercial Lodging) to C-1 (General Commercial) with an E-3 Overlay for an Amphitheatre and accessory uses.

Existing Use: Vacant

Existing Zoning: C-1 (General Commercial) and C-1b (Commercial Lodging)

Tract Size: Approximately 14 acres

Surrounding Zoning:

Surrounding Land Use:

North: A-1

Vacant

South: C-1 and R-3

Lake Front Restaurant and Entertainment Venue

East: A-1

Vacant

West: C-1 General Commercial

Commercial Restaurant Use

The Osage Beach Comprehensive Plan
Designates this area as appropriate for: Moderate Density Residential

<u>Rezoning History</u>	<u>Date</u>
399 A-1 to C-1b	9/17

Utilities

Water: City
Electricity: Ameren UE

Gas: Summit Gas
Sewer: City

Access: Property derives access via Sunset Drive or Beach Drive

Analysis:

1. The applicant is the owner of the 14-acre parcel in question. The applicant is requesting this rezoning in order to establish a two thousand (2000) seat amphitheater with customary accessory uses and parking on the property.
2. As you can see on the enclosed illustrations, the applicant is leaving a 185' buffer area around the property to protect both the existing corridor and their future investment. This buffer will remain zoned A-1 (Agriculture).
3. As I am sure you will recall, this request came before the Commission in January and was later withdrawn so that the applicant could have a Traffic Impact Assessment done by CJW. The findings of that study are enclosed along with a letter from the City's Engineering firm Cochran confirming their review of the document and the findings.

Department Comments and Recommendation:

The primary intent of E-zones is to regulate outdoor activities that could adversely affect adjacent properties, both commercial and residential. The character of this corridor is mixed, with the vast majority of the adjacent properties being undeveloped with a mixture of Commercial, Residential, and Agricultural zones. With the subject property's location on a large property surrounded by largely undeveloped property, it lends itself favorably to the type of use being requested, provided that the intensity of the uses such as live music and similar uses is mitigated as to not create a greater impact on the area. The applicant is requesting to rezone the property in order to establish an amphitheater and the additional parking facility that would be required to serve its patrons. The applicant and his family own the majority of the surrounding properties from the back of the cove up to Osage Beach Parkway, I have enclosed a map illustrating those properties.

As part of the request, the applicant has situated the proposed amphitheater in such a way that the stage and the sound system will be directed away from the Lake of the Ozarks and the sound will be directed into the wooded area and undeveloped valley that is owned by the applicant and his family. Operation of the facility will be required to conform with the city's regulations on noise and hours of operation. These conditions should ensure that there will be limited noise pollution to the area and should improve the noise impact on the properties fronting the lake in that cove with the stage and sound system pointing away from the lake itself. Uses customary to an amphitheater are what will be permitted.

As you may recall, my biggest concern as it pertains to the request, is the impact on the transportation system in the area. The City needed to make sure that the existing road infrastructure has the capacity to handle the additional trips that will be created by a capacity event at the proposed facility. The applicant submitted a completed study and its findings which states that the existing infrastructure serving the subject property has the capacity to handle the proposed development. That document is part of the packet so that you can read their findings. Also, the City's contract engineers have reviewed the document and its findings and found them to be in order.

It is also worth noting that approval of this request would not increase the number of docking facilities or boat slips that will be allowed for the property. Any additional customer base will come from the city via the roadways, as opposed to the lake, meaning additional impact to the cove in which the subject property is located should be minimal.

The property is recommended for Moderate Density Residential, which is defined by the Comprehensive Plan as 5-13 units per acre. This would allow more than 200 residential units to be built on the property if it were doable. The issue with this property and it ultimately being used for residential, is twofold. The first issue is developmental constraints from both topography and accessibility. Second is its relative location to Backwater Jacks. These issues make this property excessively difficult to establish single- or two-family homes because of relative cost and salability.

This is a somewhat different request than we have been faced with in the past. It will undoubtedly provide the City with some positive economic impact by bringing more people into the community for the events. Fundamentally it should provide an expanded customer base for not only Backwater Jacks, but the City's other commercial facilities as well. But we must make sure that the benefit outweighs the impact. I am confident that the proposed location for the facility is likely the best location in the community for it as the properties that will receive the majority of the impact are owned by the applicant and his family or are part of the Osage Beach Parkway commercial corridor.

With the subject property being zoned Commercial and located on a large lot surrounded largely by undeveloped agriculture or multifamily zoned property, the Planning Department would recommend that this request be approved subject to the following provisions and conditions:

Permitted Uses: The amphitheater and accessory uses requested as part of rezoning case 406 and illustrated on the submitted site plan. The subject property will now be governed by the regulations pertaining to E-3 overlays as specified in the Land Use Chapter of the City of Osage Beach Municipal Code and the submitted site development plan.

Construction Requirements: All construction will be in conformance with the codes that are adopted by the City at the time that a Building Permit is requested for any portion of the development that a permit is required.

Parking: Will be required to meet the City Code governing off street parking for such a use. The appropriate number will be reached using land-based parking lot spaces and boat slips for the development as a whole. Any overflow parking will take place on the vacant lot located at the corner of Osage Beach Parkway and Beach Drive. Shuttles will be provided to take those patrons to and from the event if it is necessary to use the overflow lot. If a need for additional parking becomes evident, additional parking facilities will be required to be constructed on the commercially zoned property on site and owned by the applicant.

There will be no parking period along the roadways of Beach Drive or Sunset Drive. Any vehicles found parked in these locations will be subject to tow.

Event Traffic Flow: The applicant is required to work with the Osage beach Police Department to provide officers to direct traffic 2 hours prior to the gates opening and after the event until the lots are substantially clear. This is part of the recommendation from the applicants traffic specialist and the City's Engineers. The applicant or his assigns must apply for and Event Permit through the City a minimum of 30 days prior to each event so that the Osage Beach Police Department has time to plan for and coordinate the additional service. Fees for said service will be established by the City of Osage Beach and paid for by the applicant.

Signage: Signage located at the Sunset Drive entrance will be a monument style sign that will meet the requirements of a Residential Subdivision. This sign cannot be back lit or have a digital reader board or running display. Other interior signage is required to meet the regulations established by the City's Sign Code for commercial properties. The applicant will be required to get a sign permit for any new signage.

Sound Control Requirements:

Unless otherwise defined herein, all terminology shall be in conformance with applicable publications of the American National Standards Institute, Incorporated (ANSI) or its successor body.

Instrumentation used in making sound level measurements shall meet the following requirements as specified in Section 220.040 of Chapter 220.

Maximum permissible sound levels by receiving land use.

Maximum sustained sound. No person shall operate or cause to be operated any source of sound in such a manner as to create a sound level which exceeds the limits set forth for the receiving land use category in the table below:

SOUND LEVELS BY RECEIVING LAND USE

Receiving Land Use Category	Time	Sound Level Limit (DBA)
Residential	7:00 A.M. — 10:00 P.M.	60
	10:00 P.M. — 7:00 A.M.	55
Commercial	7:00 A.M. — 10:00 P.M.	65
	10:00 P.M. — 7:00 A.M.	60
Manufacturing, Industrial or Agricultural	At all times	75

Exemptions. The following activities or sources are exempt from these noise standards:

Activities covered by the following: Stationary, non-emergency signaling devices, emergency signaling devices, domestic power tools, air-conditioning and air-handling equipment for residential purposes, operating motor vehicles, refuse collection vehicles.

Construction or routine maintenance of public service utilities; and

The emission of sound for the purpose of alerting persons to the existence of an emergency, or the emission of sound in the performance of emergency work.

Exterior Lighting: Any additional lighting, proposed as part of this activity, must be shielded to direct light inward and limit light intensity within adjoining properties or the Lake of the Ozarks.

Buffering and Landscaping: A wooded area is required to be maintained around the facility to mitigate the noise pollution to surrounding properties. A minimum of 5 percent of the areas devoted to parking must be left in open lawn or landscaped areas.

Final Development Plan: The site plan submitted with the application is sufficient for the final development plan, unless changes or additions are requested by the Board of Aldermen, as part of the approval of the request. In that case an amended site development plan will be submitted illustrating all of the required changes.



Date Received: _____
Case #: 4000

REZONING/SPECIAL USE PERMIT APPLICATION

1. Name of property owner: Arapaho LLC Phone: 573-365-9440
Address: 12 Allen Road City: Eldon State: MO Zip: 65026

List all owners of the property. If corporation or partnership, list names, addresses and phone numbers of principal officers or partners:

Gary Prewitt Irrevocable Trust

2. Name of landowner's representative, if different from above: Andrew Prewitt Phone: 573-365-9440
Address: 12 Allen Road City: Eldon State: MO Zip: 65026

3. All correspondence relative to this application should be directed to whom? Andrew Prewitt
Address: 12 Allen Road City: Eldon State: MO Zip: 65026

4. General location of property to be rezoned or for which special use permit is sought (include street numbers for existing structures):
Address: TBD Sunset Drive City: Osage Beach State: MO Zip: 65026

5. Do you have a specific use proposed for this property? Amphitheater ☒ Yes ☐ No
Explain all uses: Live music entertainment venue

6. Area of property in square feet or acres: 11 acres +/-

7. Current zoning classification: Commercial C1-B

8. Sources of utilities: Water: City of O.B. Gas: Gasco
Sewer: City of O.B. Electric: Ameren UE

9. Proposed zoning classification: Commercial C-1 with an E-3 overlay

10. How long have you owned this property? 2 years

11. Current use of property (describe all improvements): Additional boat parking and access for BWT

12. Current use of all property adjacent to subject property:
North: Residential/Vacant
South: Restaurant/Bar East: Vacant West: Commercial/Vacant

13. If zoning district or comparable use to that proposed adjoins or lies within the vicinity of subject property, please describe the use and its location:

The property adjoins Backwater Jacks and is compatible with the proposed use.

14. Do you own property abutting or in the vicinity of the subject property? ☒ Yes ☐ No

If yes, where is the property located and why was it not included with this application?

We own property all the way around this property and are happy with its current zoning

15. Do any private covenants or restrictions encumber the subject property which could be in conflict with the proposed zoning classification? ☐ Yes ☒ No

If yes, please remit copy of restrictions with Recorder of Deeds Book and Page number. NA

16. To your knowledge, has any previous application for the reclassification of the subject property been submitted? ☒ Yes ☐ No 2017 rezoning

17. How, in your opinion, will the rezoning affect public facilities (sewer, water, schools, roads, etc.), and what mitigating measures are proposed to address these problems, if any? Please include a letter from or regarding, City Engineering Department reviews of proposed zoning.

The public facilities should not be adversely affected by this project.

18. How, in your opinion, will rezoning affect adjacent properties and what mitigating measures are proposed to address these problems, if any?

We propose to leave a 185' buffer around the property to help mitigate any problem

19. List the reasons why, in your opinion, this application for rezoning/special use permit should be granted (may be left blank if adequately described in letter to Planning Commission): The amount of property we

own surrounding this property makes this a good fit and an ideal location for this use.

Notary Information

State of Missouri)

ss

County of Camden)

I, Andrew Prewitt, owner/applicant, having read the procedures and instructions, make application for a change in the zoning district boundary lines as shown on the zoning maps of the City of Osage Beach, Missouri and explained in this application.

Andrew Prewitt
Signature Owner/Applicant:

5-12-2020

Date:

Subscribed and sworn to before me on this 12th day of May, 2020

Cynthia Horton
Notary Public:

3-13-2022
My Commission Expires:

Person Accepting this Application:



****Applications not properly signed and notarized may be removed from the Agenda and returned to the applicant via regular mail ****

CITY OF OSAGE BEACH
PLANNING DEPARTMENT
1000 CITY PARKWAY
OSAGE BEACH, MO 65065
573-302-2000 Phone – 573-302-0528 FAX

Arapaho LLC
12 Allen Road
Eldon, MO 65026
Phone: 573.365.9440

May 12, 2020

Cary Patterson
City of Osage Beach
Planning Department
1000 City Parkway
Osage Beach, MO 65065

RE: Request to Rezone Property 093.006.2000.0002005.000 from Agricultural to Commercial C1-B

City Planners,

We would like to respectfully request that a portion of the above mentioned property be rezoned from Commercial C1-B to Commercial C-1 with an E-3 Overlay. The property in question has remained vacant and wooded for at least the last fifty years and has not been used for any income producing purpose. Assuming the rezoning to Commercial C1 with an E-3 Overlay is permitted the plan is to build an amphitheater/entertainment venue on the property.

To help remediate any noise or inconvenience from this development we propose to leave at least a 185 foot buffer around the property, install sound buffer barriers, and face the stage in a southeasterly direction away from any existing residential developments.

The property is located in a valley in the back of the Backwater Jacks cove. It is surrounded by wooded hillsides on two sides, a wooded valley on one side, and Backwater Jacks on the remaining side.

We are working with the surrounding property owners and hope that this development will fit with the future development plans for this cove and create a greater tax base for the City of Osage Beach.

Thank you for your consideration on this matter,

Andrew Prewitt
Office: 573.365.9440
Cell: 573.280.4388
Email: Andy@PrewittEnterprises.com



City of Osage Beach

1000 City Parkway · Osage Beach, MO 65065
Phone (573) 302-2000 · Fax (573) 302-2039 · www.OsageBeach.org

March 30, 2020

Cary Patterson, City Planner
City of Osage Beach
1000 City Parkway
Osage Beach, MO 65065

SENT VIA: Email
(cpatterson@osagebeach.org)

RE: STAFF MEMORANDUM
Backwater Jacks Traffic Impact Assessment
Prepared by CJW
Dated March 6, 2020

Mr. Patterson,

We have reviewed the subject Traffic Impact Assessment and Addendum dated March 30, 2020. The findings indicated no roadway improvements are necessary. To assist in efficient traffic movement, the recommendations to provide traffic control measures at the intersection of Sunset and Bluff Drive during event arrivals and departures shall be implemented.

Sincerely,

A handwritten signature in black ink, appearing to read "David Van Leer".

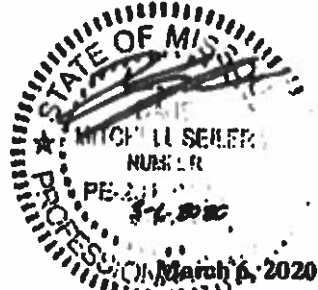
David Van Leer, P.E.

cc: Jeana Woods, City Administrator

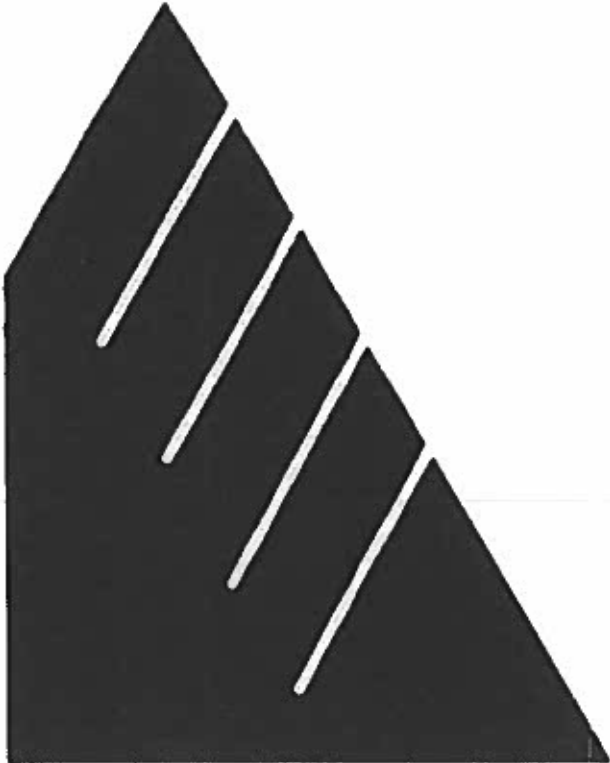
BACKWATER JACKS
TRAFFIC IMPACT ASSESSMENT

PREPARED FOR

**Mr. Gary Prewitt
Arapaho, LLC
12 Allen Road, Eldon, Missouri 65026**



PREPARED BY:



CJW▲



INTRODUCTION

PURPOSE OF STUDY

A commercial development has been proposed for an existing parcel in Osage Beach, Missouri that has Sunset Drive run along its northern border. The property will utilize two access points, one onto Sunset Drive and one utilizing the existing access of Beach Drive. Exhibit 1 illustrates the location of the proposed development. The purpose of this study is to determine the potential impact to the transportation network due to potential development and identify any necessary improvements (lane additions and/or traffic control modifications) to the adjacent and nearby road system to mitigate the impact and maintain a satisfactory level of service, adequate safety, and access for the proposed development.

STUDY OBJECTIVES

The objective of this study is to evaluate development access points and traffic impacts on the public roadway network adjacent to the site of the proposed development. This report will identify possible traffic related concerns that could arise due to the proposed development and recommend any needed improvements based on comprehensive data attained in the field and traffic projections.

AREA CONDITIONS

TRANSPORTATION NETWORK STUDY AREA

AREA ROADWAY SYSTEM – EXISTING

Exhibit 2 illustrates the existing roadway system with PM peak hour traffic volumes for the adjacent roadways. The roadways analyzed within the study have the following characteristics:

SUNSET DRIVE – (North of the development) Sunset Drive is an east/west roadway. The roadway provides full access to residential and commercial properties in Osage Beach, Missouri. It is a two-lane roadway with lane widths of 12 feet. A traffic count at Sunset Drive recorded 600 vehicles per day and 54 vehicles in the PM peak hour. Sunset Drive is classified as a Local Road by the Missouri Department of Transportation (MODOT) Functional Classification Map. The roadway is under the jurisdiction of the City of Osage Beach and is currently posted with a 30 mph speed limit near the development.

BLUFF DRIVE – (East of the development) Bluff Drive is a north/south roadway. The roadway provides full access to residential and commercial properties in Osage Beach, Missouri. It is a two-lane roadway with typical lane widths of 12 feet. A traffic count at Bluff Drive recorded 1,890 vehicles per day and 170 vehicles in the PM peak hour. Bluff Drive is classified as a Local Road by the MODOT Functional Classification Map. The roadway is under the jurisdiction of the City of Osage Beach and is currently posted with a 30 MPH near the development.

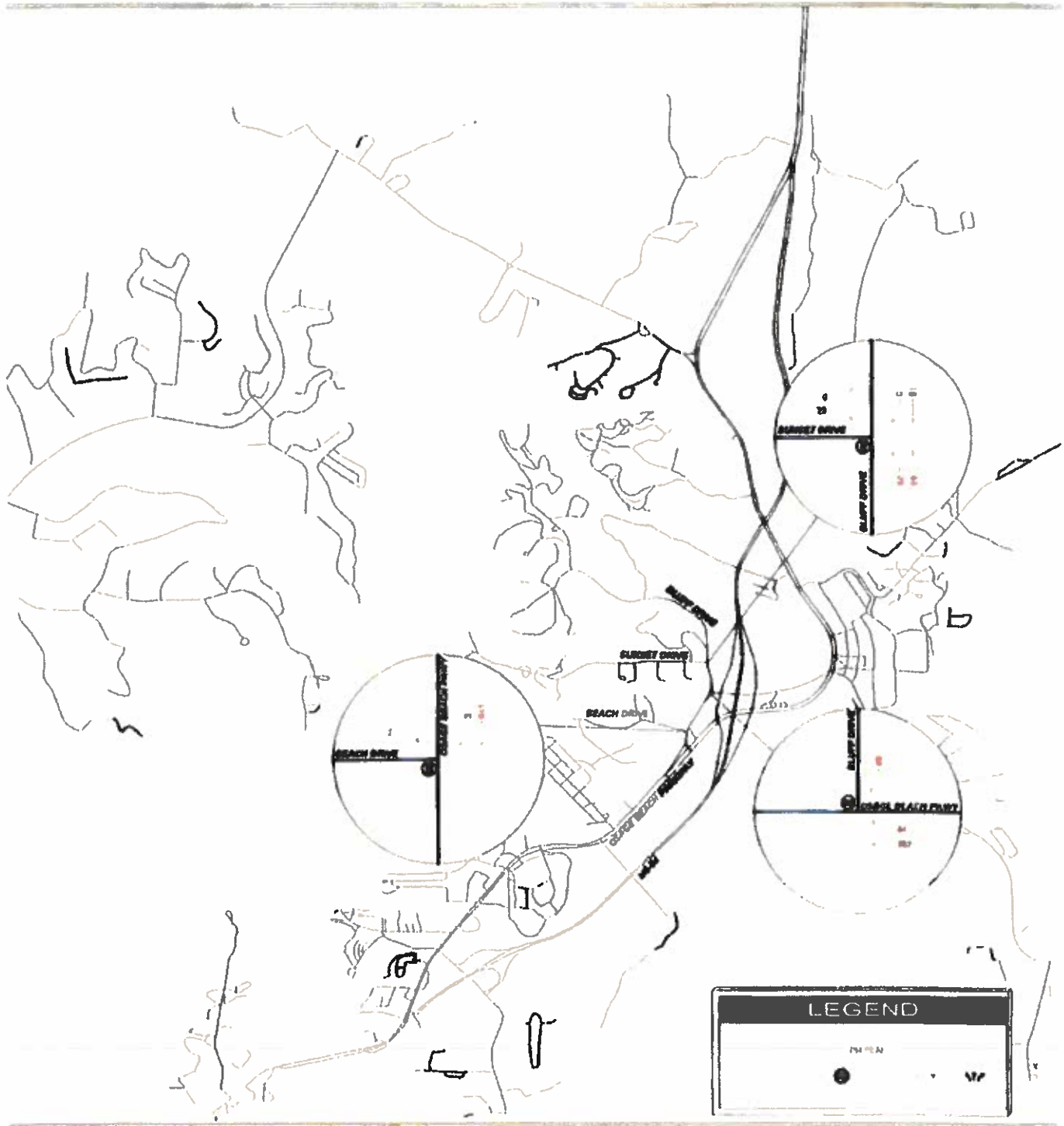
OSAGE BEACH PARKWAY – (South of the development) Osage Beach Parkway is a roadway that runs east/west around Bluff Drive and curves north/south near Breach Drive. The roadway provides full access to commercial properties in Osage Beach, Missouri. It is a three-lane roadway with typical lane widths of 12 feet. A traffic count at Osage Beach Parkway recorded 7,220 vehicles per day and 650 vehicles in the PM peak hour. Osage Beach Parkway is classified as an Other Freeway and Expressway by the MODOT Functional Classification Map. The roadway is under the jurisdiction of MODOT and is currently posted with a 45 MPH near the development.

BEACH DRIVE – (South of the development) Beach Drive is an east/west roadway. The roadway provides full access to residential and commercial properties in Osage Beach, Missouri. It is a two-lane roadway with lane widths of 10 feet. A traffic count at Beach Drive recorded 90 vehicles per day and 8 vehicles in the PM peak hour. Beach Drive is classified as a Local Road by the MODOT Functional Classification Map. The roadway is under the jurisdiction of the City of Osage Beach and is currently posted with a 25 MPH near the development.

AREA ROADWAY SYSTEM – FUTURE

ACCESS P1 – Access P1 will provide full access onto Sunset Drive to the subject property and will provide full ingress/egress to all development traffic.

BEACH DRIVE – Beach Drive is an existing access point that will provide full access onto Osage Beach Parkway to the subject property and will provide full ingress/egress to all development traffic.



CJW

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CJW PROJECT No. 20019

PROJECTED TRAFFIC

2022 PROPOSED LEVEL OF SERVICE

Projected traffic volumes are obtained by utilizing the counts of the existing roadway network and applying a 2% annual growth factor to the system up to the build-out year of the proposed development. Provided below in Table 2 is the expected level of service of the roadway network looking solely at the growth of the network over a 2 year period and not the anticipated traffic added by future developments.

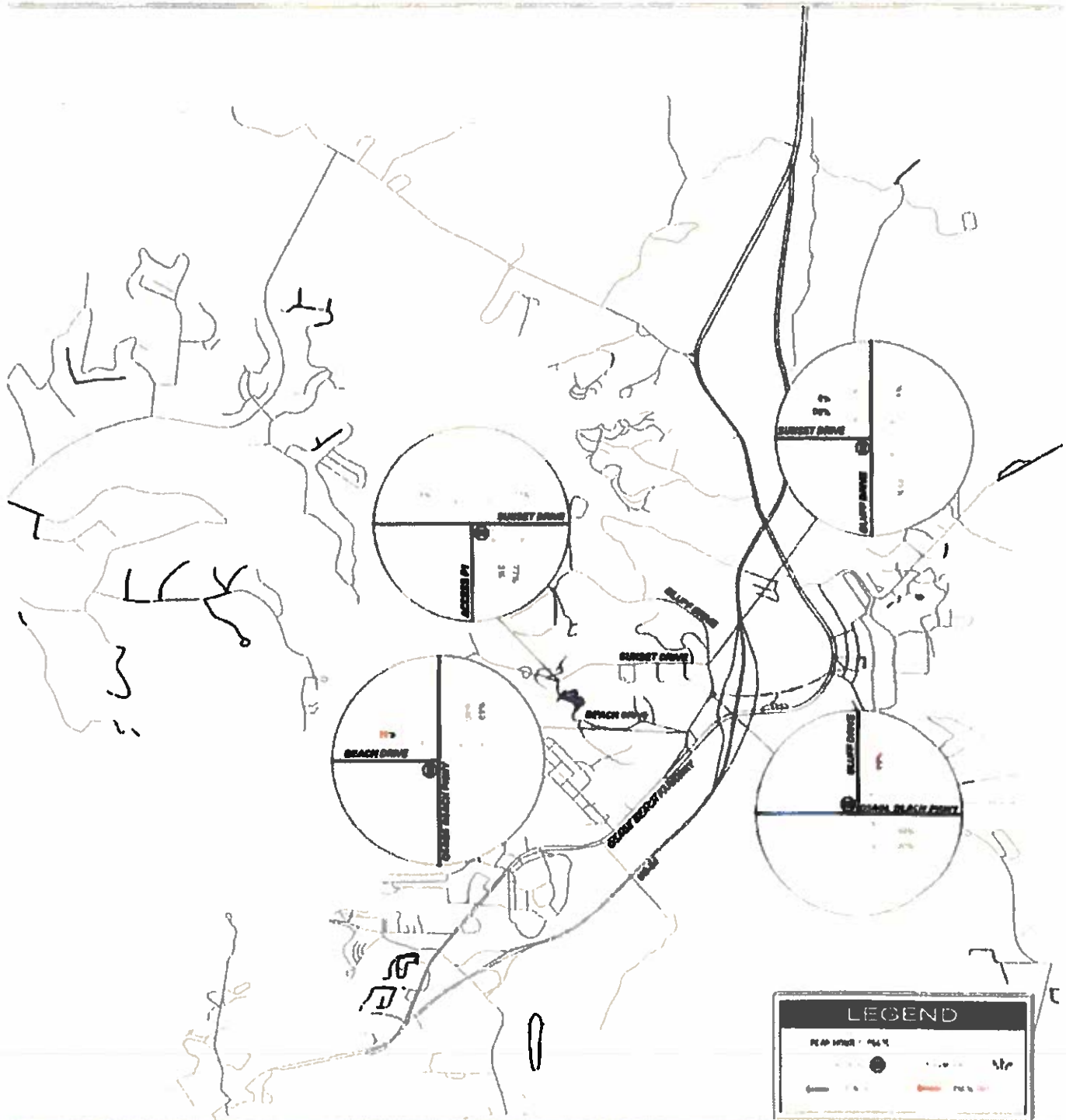
Table 2: 2022 Peak Hour Measures of Effectiveness (Natural Growth)
Summary of Intersection Capacity Analysis & Geometric Configuration

INTERSECTION N/S	E/W	# of Lanes	Traffic Control	PM Delay	LOS
Bluff Drive & Sunset Drive			TWSC	2.6	A
	Eastbound Left / Right	1	Stop	8.6	A
	Northbound Left / Through	1	Free	2.7	A
	Southbound Through / Right	1	Free	0.0	A
Bluff Drive & Osage Beach Parkway			TWSC	1.2	A
	Westbound Through / Right	3	Free	0.0	A
	Southbound Right	1	Stop	10.6	B
Osage Beach Parkway & Beach Drive			TWSC	0.1	A
	Eastbound Right	1	Stop	9.8	A
	Southbound Through / Right	3	Free	0.0	A

2022 PROPOSED TRIP GENERATION

Traffic generated to and from the development was estimated based upon data provided in "Trip Generation, 10th Edition," an informative report published by the Institute of Transportation Engineers (2017). The ITE Trip Generation Report is recognized by land use and traffic planners as the most authoritative text available for estimating the trip generation of various types of land development. Traffic volumes for future development are estimated in terms of "Trip Ends" for each land use. A Trip End is defined as a one-way trip to or from the subject property that has the property as either its origin or destination. In determining trip generation, the average rate as given by the ITE Trip Generation Report was used. Average daily trip generations have been calculated for the proposed development. For the purpose of this study, the criterion above was used to compute the trips generated. The number of trips was subsequently used to determine the impact on adjacent roadways.

Table 3 summarizes the average daily & PM peak hour traffic generated to and from the property for the proposed development, based on the expectations previously stated.

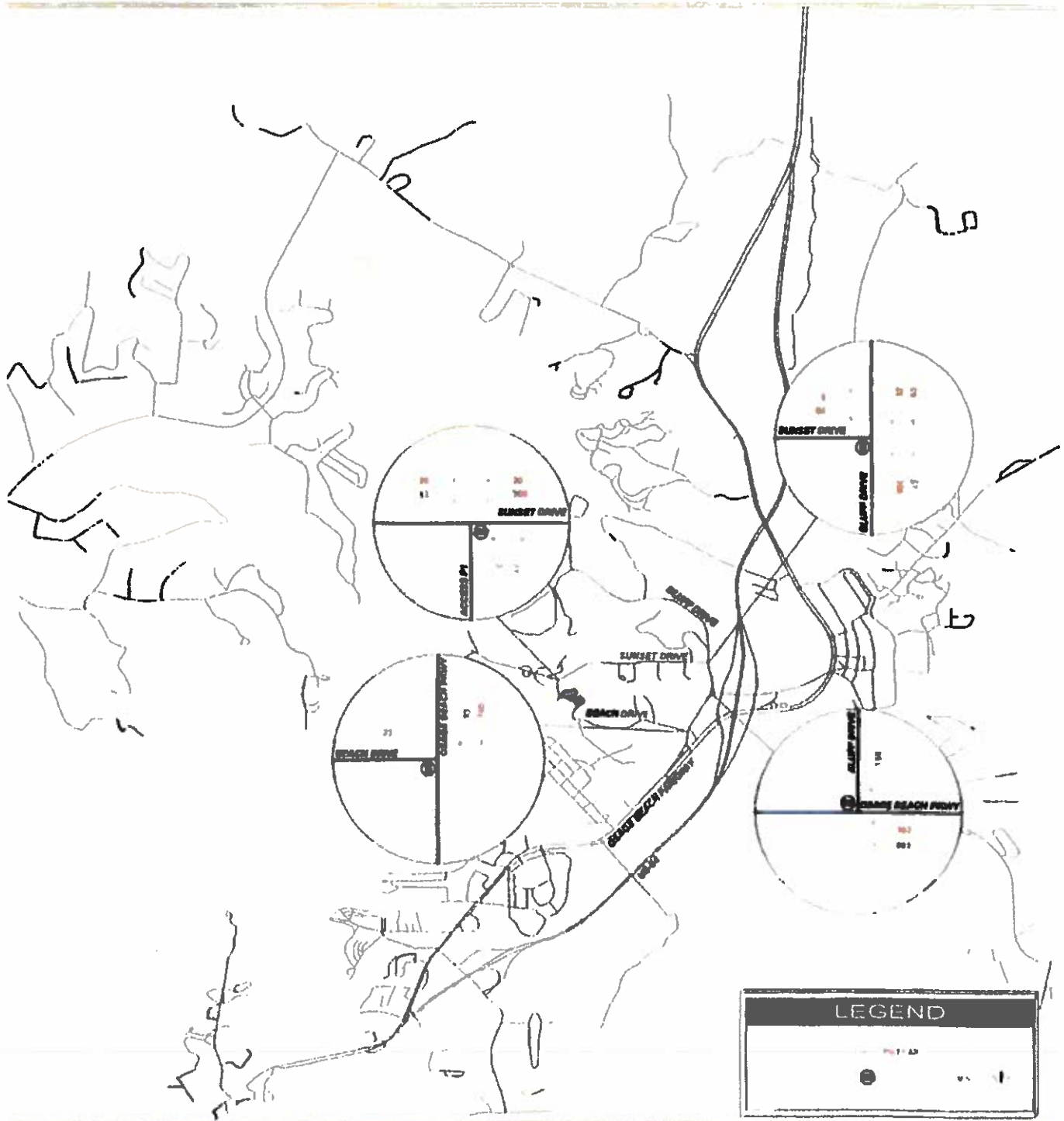


CJWA

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CJWA Project No. 20012



CJW

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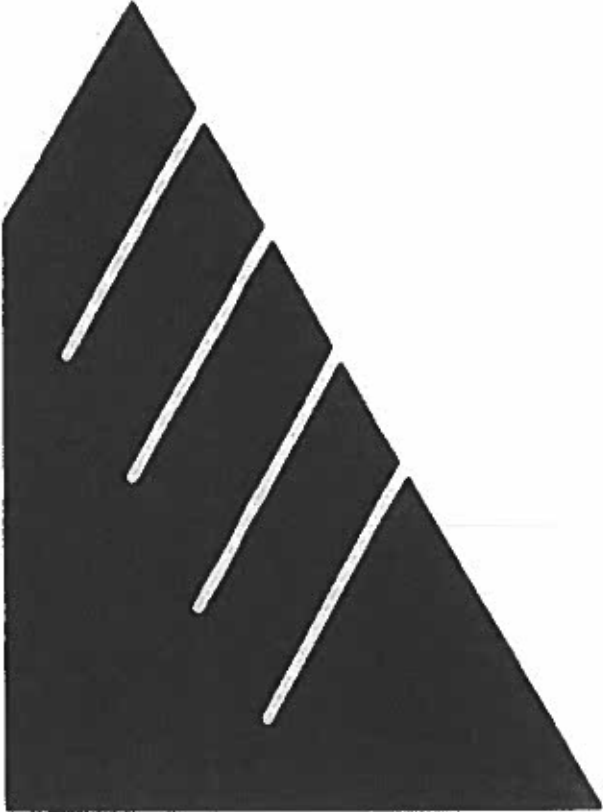
Springfield Office
Tel: 417.889.3400
Fax: 417.889.4102

CJW PROJECT No. 20019

Findings & Recommendations

- **Sight Distance at the Proposed Entrances** – Careful consideration should be given to sight distance obstructions when planning any future development or aesthetic enhancements, such as berms, fencing, or landscaping, to ensure that these improvements do not obstruct the view of entering and exiting traffic at the development entrance with public roads. It is generally recommended that all improvements higher than 3.5 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.
- **Access P1** – Access P1 will serve as a full access driveway, providing full ingress and egress to the development along Sunset Drive.
- **Beach Drive** – Beach Drive will serve as a full access driveway, providing full ingress and egress to the development.
- Given the nature of the traffic associated with an amphitheater, it is recommended that traffic be directed at the intersection of Sunset and Bluff Drive to provide traffic control measures for the time periods expected for event arrival and departure to assist in the efficient movement of traffic through the intersection.
- **Signal Warrants**
 - **Osage Beach Parkway & Beach Drive** – A signal warrant analysis was conducted at the intersection of Osage Beach Parkway and Beach Drive. It was determined that the intersection did not meet the minimum requirements necessary for a signalized intersection. See chart in Appendix II.
 - **Osage Beach Parkway & Bluff Drive** – A signal warrant analysis was conducted at the intersection of Osage Beach Parkway and Bluff Drive. It was determined that the intersection did not meet the minimum requirements necessary for a signalized intersection. See chart in Appendix II.
 - **Sunset Drive & Bluff Drive** – A signal warrant analysis was conducted at the intersection of Sunset Drive and Bluff Drive. It was determined that the intersection did not meet the minimum requirements necessary for a signalized intersection. See chart in Appendix II.
 - **Sunset Drive & Access P1** – A signal warrant analysis was conducted at the intersection of Sunset Drive & Access P1. It was determined that the intersection did not meet the minimum requirements necessary for a signalized intersection. See chart in Appendix II.

APPENDIX I - EXISTING TRAFFIC



PREPARED BY:

CJW 

Intersection:

Bluff Drive & Sunset Drive

N/S Street:
E/W Street:

Bluff Drive
Sunset Drive

PM Count

Observer: JO

Date: 2/13/2020

Time	EB		NB		SB	
	L	R	L	T	T	R
4:00-4:15	0	4	7	17	12	0
4:15-4:30	0	8	5	13	11	0
4:30-4:45	0	3	2	8	11	0
4:45-5:00	0	3	12	12	9	0
5:00-5:15	0	6	5	10	8	1
5:15-5:30	0	9	4	12	4	0
5:30-5:45	0	2	7	7	14	0
5:45-6:00	0	13	10	2	5	0
Peak Hour	0	18	26	50	43	0
PHF	#DIV/0!	0.56	0.54	0.74	0.90	#DIV/0!

Lanes, Volumes, Timings
1: Osage Beach Parkway & Bluff Drive

PM Peak
02/17/2020

	↗	→	←	↖	↘	↙
Lane Group	EBL	EBT	WB T	WBR	SL	SR
Lane Configurations			TTT			T
Traffic Volume (vph)	0	0	562	84	0	88
Future Volume (vph)	0	0	562	84	0	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.981			0.865
Flt Protected						
Satd. Flow (prot)	0	0	4989	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	4989	0	0	1611
Link Speed (mph)		30	45		30	
Link Distance (ft)		862	576		720	
Travel Time (s)		19.6	8.7		16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	611	91	0	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	702	0	0	93
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 24.7%
Analysis Period (min) 15

ICU Level of Service A

Lanes, Volumes, Timings
6: Bluff Drive & Sunset Drive

PM Peak
02/17/2020

	EBL	EBR	NBL	NBT	SBL	SEB
Lane Group	EBL	EBR	NBL	NBT	SBL	SEB
Lane Configurations	Y			4	4	
Traffic Volume (vph)	0	25	29	55	61	0
Future Volume (vph)	0	25	29	55	61	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.983		
Satd. Flow (prot)	1611	0	0	1631	1663	0
Flt Permitted				0.983		
Satd. Flow (perm)	1611	0	0	1631	1663	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1140			720	227	
Travel Time (s)	25.9			16.4	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	27	32	60	66	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	92	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 21.2%

ICU Level of Service A

Analysis Period (min) 15

PRELIMINARY SITE PLAN

12/12/2019

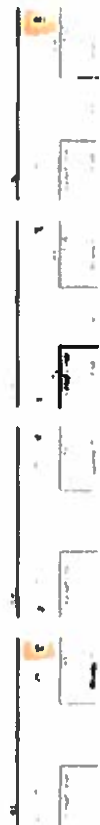
PROPOSED AMPHITHEATER
2,000 SEATS
REQUIRED PARKING SPACES/SEATS
REQUIRED PARKING SPACES = 500
NEW PARKING SPACES = 500
NEW REQUIRED HANDICAPPED SPACES = 2% OR 6 SPACES
SHARED SPACES WITH BACKWATER JACK & JAND/DOCKS) = 200 SPACES

EXISTING AREA IN
200 TOTAL SPACES
75% OF TOTAL SPACES (150)
ON 100% OF TOTAL SPACES



CONCLUSIONS

NAME	ADDRESS	CITY	STATE	ZIP
Mr. J. H. Smith	123 Main St.	Springfield	MA	01101
Mr. R. L. Jones	456 Oak Ave.	Portland	ME	04101
Mr. T. K. Brown	789 Pine Rd.	Boston	MA	02101
Mr. S. M. White	101 Elm St.	Providence	RI	02901
Mr. D. N. Green	202 Maple Dr.	Worcester	MA	01601
Mr. E. O. Black	303 Cedar Ln.	Lowell	MA	01851
Mr. F. P. Gray	404 Birch St.	Andover	MA	01810
Mr. G. Q. Hall	505 Walnut Ave.	Haverhill	MA	01830
Mr. H. R. King	606 Chestnut Rd.	Amherst	MA	01001
Mr. I. S. Lee	707 Spruce St.	Belmont	MA	02458
Mr. J. T. Scott	808 Ash Dr.	Cambridge	MA	02141
Mr. K. U. Walker	909 Hickory Ln.	Newton	MA	02459
Mr. L. V. Young	1010 Sycamore St.	Quincy	MA	02269
Mr. M. W. Allen	1111 Poplar Ave.	Roslindale	MA	02126
Mr. N. X. Evans	1212 Magnolia Rd.	Dorchester	MA	02122
Mr. O. Y. Harris	1313 Dogwood St.	Brighton	MA	02131
Mr. P. Z. Clark	1414 Redwood Dr.	South Boston	MA	02127
Mr. Q. A. Lewis	1515 Cypress Ln.	Mattapan	MA	02126
Mr. R. B. Miller	1616 Juniper St.	Roslindale Heights	MA	02131
Mr. S. C. Wilson	1717 Fir Ave.	Dorchester Heights	MA	02122
Mr. T. D. Moore	1818 Hemlock Rd.	Brighton Heights	MA	02131
Mr. U. E. Taylor	1919 Willow St.	South Boston Heights	MA	02127
Mr. V. F. Baker	2020 Birch Dr.	Mattapan Heights	MA	02126
Mr. W. G. Nelson	2121 Cedar Ln.	Roslindale Heights	MA	02131
Mr. X. H. Carter	2222 Elm St.	Dorchester Heights	MA	02122
Mr. Y. I. Mitchell	2323 Maple Ave.	Brighton Heights	MA	02131
Mr. Z. J. Roberts	2424 Oak Rd.	South Boston Heights	MA	02127
Mr. A. K. Turner	2525 Pine St.	Mattapan Heights	MA	02126
Mr. B. L. Phillips	2626 Spruce Dr.	Roslindale Heights	MA	02131
Mr. C. M. Campbell	2727 Ash Ln.	Dorchester Heights	MA	02122
Mr. D. N. Parker	2828 Hickory St.	Brighton Heights	MA	02131
Mr. E. O. Evans	2929 Sycamore Ave.	South Boston Heights	MA	02127
Mr. F. P. Green	3030 Poplar Rd.	Mattapan Heights	MA	02126
Mr. G. Q. White	3131 Magnolia St.	Roslindale Heights	MA	02131
Mr. H. R. Black	3232 Dogwood Dr.	Dorchester Heights	MA	02122
Mr. I. S. Gray	3333 Redwood Ln.	Brighton Heights	MA	02131
Mr. J. T. Hall	3434 Cypress St.	South Boston Heights	MA	02127
Mr. K. U. King	3535 Juniper Ave.	Mattapan Heights	MA	02126
Mr. L. V. Lee	3636 Fir Rd.	Roslindale Heights	MA	02131
Mr. M. W. Scott	3737 Hemlock St.	Dorchester Heights	MA	02122
Mr. N. X. Walker	3838 Willow Dr.	Brighton Heights	MA	02131
Mr. O. Y. Young	3939 Birch Ln.	South Boston Heights	MA	02127
Mr. P. Z. Allen	4040 Cedar St.	Mattapan Heights	MA	02126
Mr. Q. A. Miller	4141 Elm Ave.	Roslindale Heights	MA	02131
Mr. R. B. Brown	4242 Maple Rd.	Dorchester Heights	MA	02122
Mr. S. C. White	4343 Oak St.	Brighton Heights	MA	02131
Mr. T. D. Black	4444 Pine Dr.	South Boston Heights	MA	02127
Mr. U. E. Gray	4545 Spruce Ln.	Mattapan Heights	MA	02126
Mr. V. F. Hall	4646 Ash St.	Roslindale Heights	MA	02131
Mr. W. G. King	4747 Hickory Ave.	Dorchester Heights	MA	02122
Mr. X. H. Lee	4848 Sycamore Rd.	Brighton Heights	MA	02131
Mr. Y. I. Scott	4949 Poplar St.	South Boston Heights	MA	02127
Mr. Z. J. Walker	5050 Magnolia Dr.	Mattapan Heights	MA	02126
Mr. A. K. Young	5151 Dogwood Ln.	Roslindale Heights	MA	02131
Mr. B. L. Allen	5252 Redwood St.	Dorchester Heights	MA	02122
Mr. C. M. Miller	5353 Cypress Ave.	Brighton Heights	MA	02131
Mr. D. N. Brown	5454 Juniper Rd.	South Boston Heights	MA	02127
Mr. E. O. White	5555 Fir St.	Mattapan Heights	MA	02126
Mr. F. P. Black	5656 Hemlock Dr.	Roslindale Heights	MA	02131
Mr. G. Q. Gray	5757 Willow Ln.	Dorchester Heights	MA	02122
Mr. H. R. Hall	5858 Birch St.	Brighton Heights	MA	02131
Mr. I. S. King	5959 Cedar Ave.	South Boston Heights	MA	02127
Mr. J. T. Lee	6060 Elm Rd.	Mattapan Heights	MA	02126
Mr. K. U. Scott	6161 Maple St.	Roslindale Heights	MA	02131
Mr. L. V. Walker	6262 Oak Dr.	Dorchester Heights	MA	02122
Mr. M. W. Young	6363 Pine Ln.	Brighton Heights	MA	02131
Mr. N. X. Allen	6464 Spruce St.	South Boston Heights	MA	02127
Mr. O. Y. Miller	6565 Ash Ave.	Mattapan Heights	MA	02126
Mr. P. Z. Brown	6666 Juniper Rd.	Roslindale Heights	MA	02131
Mr. Q. A. White	6767 Fir St.	Dorchester Heights	MA	02122
Mr. R. B. Black	6868 Hemlock Dr.	Brighton Heights	MA	02131
Mr. S. C. Gray	6969 Willow Ln.	South Boston Heights	MA	02127
Mr. T. D. Hall	7070 Birch St.	Mattapan Heights	MA	02126
Mr. U. E. King	7171 Cedar Ave.	Roslindale Heights	MA	02131
Mr. V. F. Lee	7272 Elm Rd.	Dorchester Heights	MA	02122
Mr. W. G. Scott	7373 Maple Dr.	Brighton Heights	MA	02131
Mr. X. H. Walker	7474 Oak Ln.	South Boston Heights	MA	02127
Mr. Y. I. Young	7575 Pine St.	Mattapan Heights	MA	02126
Mr. Z. J. Allen	7676 Spruce St.	Roslindale Heights	MA	02131
Mr. A. K. Miller	7777 Ash Ave.	Dorchester Heights	MA	02122
Mr. B. L. Brown	7878 Hickory Rd.	Brighton Heights	MA	02131
Mr. C. M. White	7979 Sycamore St.	South Boston Heights	MA	02127
Mr. D. N. Black	8080 Poplar Dr.	Mattapan Heights	MA	02126
Mr. E. O. Gray	8181 Magnolia Ln.	Roslindale Heights	MA	02131
Mr. F. P. Hall	8282 Dogwood St.	Dorchester Heights	MA	02122
Mr. G. Q. King	8383 Redwood Dr.	Brighton Heights	MA	02131
Mr. H. R. Lee	8484 Cypress Ave.	South Boston Heights	MA	02127
Mr. I. S. Scott	8585 Juniper Rd.	Mattapan Heights	MA	02126
Mr. J. T. Walker	8686 Fir St.	Roslindale Heights	MA	02131
Mr. K. U. Young	8787 Hemlock St.	Dorchester Heights	MA	02122
Mr. L. V. Allen	8888 Willow Dr.	Brighton Heights	MA	02131
Mr. M. W. Miller	8989 Birch Ln.	South Boston Heights	MA	02127
Mr. N. X. Brown	9090 Cedar St.	Mattapan Heights	MA	02126
Mr. O. Y. White	9191 Elm Ave.	Roslindale Heights	MA	02131
Mr. P. Z. Black	9292 Maple Rd.	Dorchester Heights	MA	02122
Mr. Q. A. Gray	9393 Oak St.	Brighton Heights	MA	02131
Mr. R. B. Hall	9494 Pine Dr.	South Boston Heights	MA	02127
Mr. S. C. King	9595 Spruce Ln.	Mattapan Heights	MA	02126
Mr. T. D. Lee	9696 Ash St.	Roslindale Heights	MA	02131
Mr. U. E. Scott	9797 Hickory Ave.	Dorchester Heights	MA	02122
Mr. V. F. Walker	9898 Sycamore Rd.	Brighton Heights	MA	02131
Mr. W. G. Young	9999 Poplar St.	South Boston Heights	MA	02127
Mr. X. H. Allen	10000 Magnolia Dr.	Mattapan Heights	MA	02126



2



Category	Number of cases	Percentage of cases
1. Generalized tonic-clonic	10	100
2. Partial tonic-clonic	10	100
3. Absence	10	100
4. Myoclonic	10	100
5. Atonic	10	100
6. Spasms	10	100
7. Other	10	100



940.9.1 Left Turn Lane Guidelines for Two-Lane Roads less than or equal to 40 mph, Northbound Left, Sunset Drive & Bluff Drive

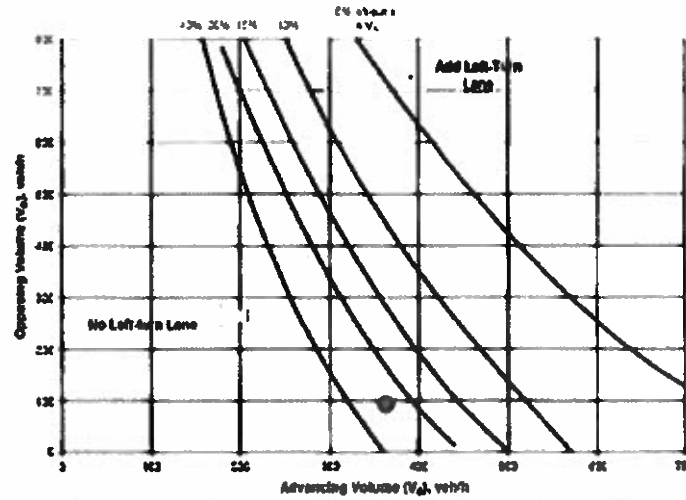


Figure 940.9.1, Left Turn Lane Guidelines for Two-Lane Road less than or equal to 40 mph

Note: Left Turn Lane Warranted

The following data are required

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left turning vehicle **95 veh/hr**
2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left turning vehicle **363 veh/hr**
3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed **30 MPH**
4. Percentage of left turn in VA **24.3%**

Left turn lane is not needed for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left turn lane.

The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of the trend line, a left-turn lane is appropriate.

2022 Signal Warrant Analysis

Warrant Type: Right Turn Volume										
PM Peak Hour: 4:00 PM - 5:00 PM										
Access Pt	NB		SB		WB		EB		of ADT	
	801	VP11	801	VP11	338	VP11	338	VP11		
Sunset Drive PM Peak Hour										
Roadway	ADT	Factor to Urban Rth		Hour	Rth Hour	Condition		Condition		
Sunset Drive	3,756	0.06		0.06	225.33	50%		50%		
Access Pt	880	0.06		0.06	53	15%		15%		
						100%		100%		
						Not Met		Not Met		
						Not Met		Not Met		

2022 Signal Warrant Analysis

Warrant 1: Eight Hour Volume									
2022 Peak Hour Analysis: Osage Beach Parkway & Bluff Drive									
Bluff Drive	NB	SB	158	158	VP11				
	EB	WB	1028	1028	VP11				
9 th of ADT									
Osage Beach Parkway	Factor to 6 Hour		1 Hour	8th Hour	Condition	Condition	Condition	Warrant Condition	Warrant Condition
	ADT				100%	A	H	A	H
2022 Peak Hour									
Osage Beach Parkway	1142		0.06	685.33	500	750	Met	Met	Not Met
Bluff Drive	1756		0.06	105	150	3	Not Met	Not Met	Met

Lanes, Volumes, Timings
1: Osage Beach Parkway & Bluff Drive

PM Peak
02/17/2020

	EBL	EBT	WBRT	WBR	SBL	SBR
Lane Group						
Lane Configurations			↑↑↑			↑
Traffic Volume (vph)	0	0	585	87	0	89
Future Volume (vph)	0	0	585	87	0	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.981			0.865
Flt Protected						
Satd. Flow (prot)	0	0	4989	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	4989	0	0	1611
Link Speed (mph)		30	45		30	
Link Distance (ft)		862	576		720	
Travel Time (s)		19.6	8.7		16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	636	95	0	97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	731	0	0	97
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 25.4%
Analysis Period (min) 15

ICU Level of Service A

Lanes, Volumes, Timings
6: Bluff Drive & Sunset Drive

PM Peak
02/17/2020

	EBL	EBR	NBL	NBT	SBL	SEB
Lane Group	EBL	EBR	NBL	NBT	SBL	SEB
Lane Configurations	Y			4	8	
Traffic Volume (vph)	0	28	30	57	0	63
Future Volume (vph)	0	28	30	57	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.885				0.885	
Flt Protected				0.983		
Satd. Flow (prot)	1611	0	0	1831	1611	0
Flt Permitted				0.983		
Satd. Flow (perm)	1611	0	0	1831	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1140			720	227	
Travel Time (s)	25.9			16.4	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	28	33	62	0	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	95	68	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 21.3%
Analysis Period (min) 15

ICU Level of Service A

Lanes, Volumes, Timings

5: Osage Beach Parkway /Osage Beach Parkway & Beach Drive

PM Peak

03/08/2020

	     					
Lane Group	EBL	EBR	NBL	NBT	SBT	SEB
Lane Configurations		F			TTT	
Traffic Volume (vph)	0	16	0	0	750	43
Future Volume (vph)	0	16	0	0	750	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91
Frt		0.885			0.992	
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	5045	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	5045	0
Link Speed (mph)	25			30	45	
Link Distance (ft)	803			477	862	
Travel Time (s)	21.9			10.8	13.1	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	16	0	0	815	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	0	862	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 25.4%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
9: Access P1 & Sunset Drive

PM Peak
03/06/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↰	↰	
Traffic Volume (vph)	28	12	308	30	3	77
Future Volume (vph)	28	12	308	30	3	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957				0.870	
Flt Protected				0.956	0.998	
Satd. Flow (prot)	1783	0	0	1781	1817	0
Flt Permitted				0.956	0.998	
Satd. Flow (perm)	1783	0	0	1781	1817	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	346			1000	208	
Travel Time (s)	7.9			22.7	4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	13	335	33	3	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	368	87	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

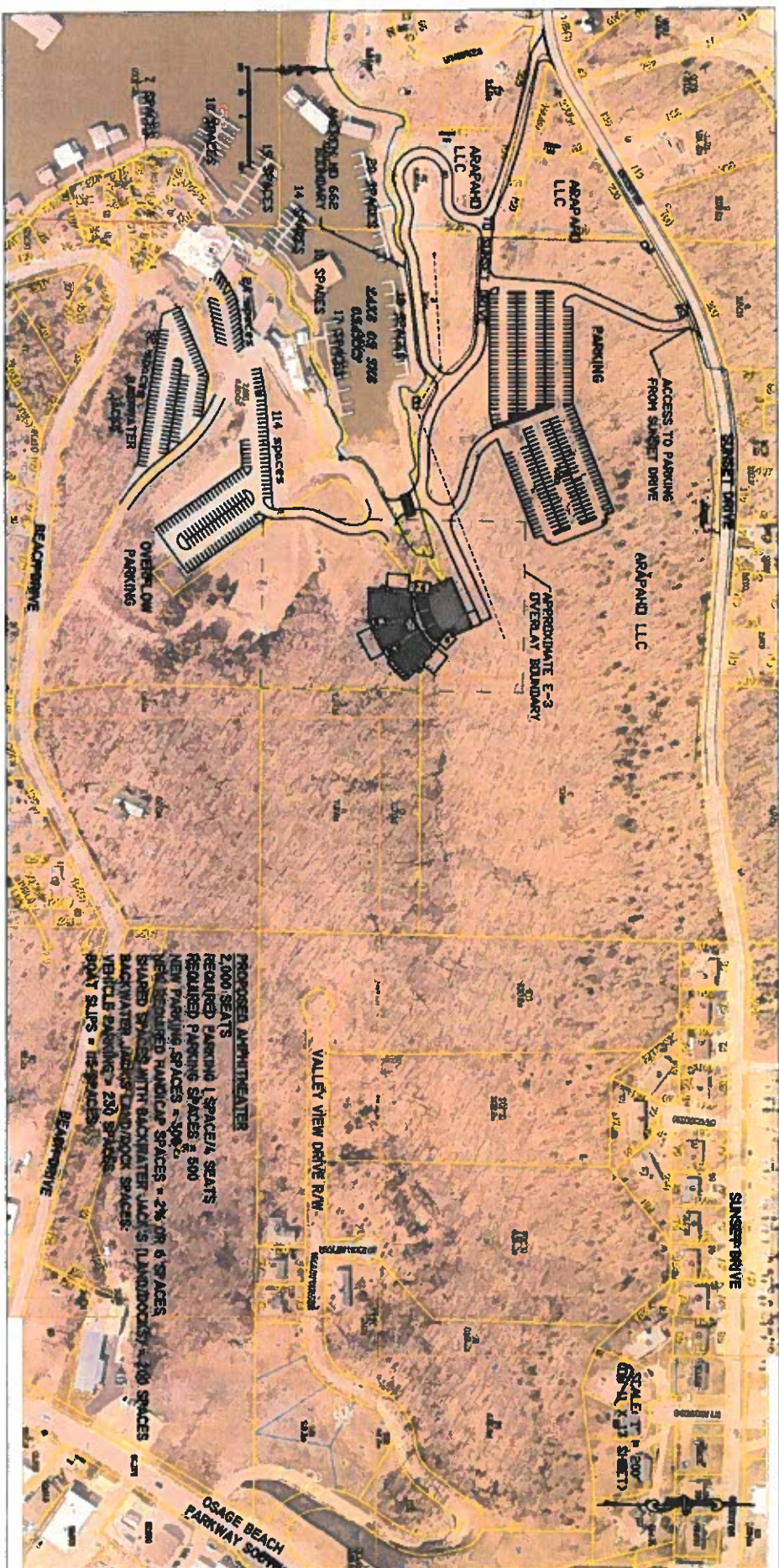
Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.9%

ICU Level of Service A

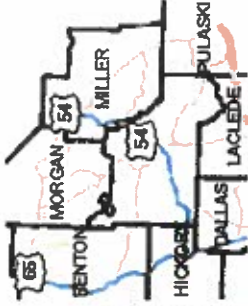
Analysis Period (min) 15



AMPHITHEATER PRELIMINARY SITE PLAN

RVSD. 03/12/2020

Camden County, MO



Legend

- Highway
 - Interstate Highway
 - US Highway
 - Numbered State Highway
 - Lettered State Highway
- Road
- Section
- County Boundary

Notes



1 in. = 200ft.



This Cadastral Map is for informational purposes only. It does not purport to represent a property boundary survey of the parcels shown and shall not be used for conveyances or the establishment of property boundaries.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

PLANNING DEPARTMENT REPORT
TO THE
PLANNING COMMISSION

Date: **June 9, 2020**

Subdivision Name: Arrowhead Centre Final Plats

Location: Corner of St. Moritz and Highway KK

Section/Township/Range: 16/39/16

Applicant: Arrowhead Development Group, LLC.
Dogwood Hills Land Holdings, Inc.

Surveyor: HDR

Tract Size: 14.1 acres

Zoning: C-1 w/ PUD-1 Overlay for a Skilled Nursing and Assisted Living Facility

Surrounding Land Use:

North: Residential Development

South: Vacant Unincorporated

East: Arrowhead Centre PUD

West: Residential Development/Vacant Unincorporated

Department Comments

Final plats:

- 1) The plats were reviewed for code compliance and was found to be consistent with the final plat requirements.
- 2) All public improvements, (i.e., roadways, parking areas, streetlights, etc.) have been completed except for the sidewalks. The applicant will be required to submit a performance bond or letter of credit for construction of those sidewalks.



Final Plat
Arrowhead Centre

[illegible]

Dr. _____
Managing Member of Degreed with Golf Courses, Inc.

MISSOURI
State of Missouri
County of Camden

It is announced that on this day of the Country and State, wherever, where we appeared Henry Public in and for the Country and State, wherever, where we appeared

Our Country, to be known to be the same and identified persons who were the foregoing instrument of writing and the day acknowledged the execution of the same to be that time and on the basis of said Certificate.

At WASHINGTON, I have personally and my hand and official my Official Seal on this day and year here written.

My Comments appear: _____

ACCEPTANCE BY THE CITY OF OSAGE BEACH, MISSOURI

I, Cynthia Lambert, City Clerk of the City of Orange Beach, affirm and hereby certify that the accompanying list was approved for recording by said City in accordance with Orange Beach Ordination Regulations.

At WILMINGTON, Delaware, this _____ day of _____, 20____.

John Conway
Member

Quinta Lane

Victor Saut

Abstract

On the _____ day of _____, 20____, before me, a Notary Public in and for the County and State aforesaid, having me appeared John Daniel Jenson of the County and State aforesaid, personally known to me, and being at that time of legal age and sound mind, and being duly qualified to execute the foregoing instrument, he acknowledged to me that he was the owner and holder of the above described property, and that he executed the foregoing instrument of writing and the said acknowledged the execution of the same to be in behalf of said City.

At WICHITA, I, _____, Notary Public in and for the County and State aforesaid, do hereby certify that the foregoing instrument was duly acknowledged to me by the said John Daniel Jenson, and that he is the owner and holder of the above described property, and that he executed the foregoing instrument of writing and the said acknowledged the execution of the same to be in behalf of said City.

Given under my hand and official seal on this _____ day of _____, 20____.

History Article

by continuing exposure

MDR ENGINEERING, INC.
187 E. DAVID, P.O. BOX 888, FORESTHILL, MD 20633
Phone: 417-646-3218, Fax: 417-646-6324
NO. CERTIFICATE OF AUTHORITY NO. 0002655
JOS NO. 257865

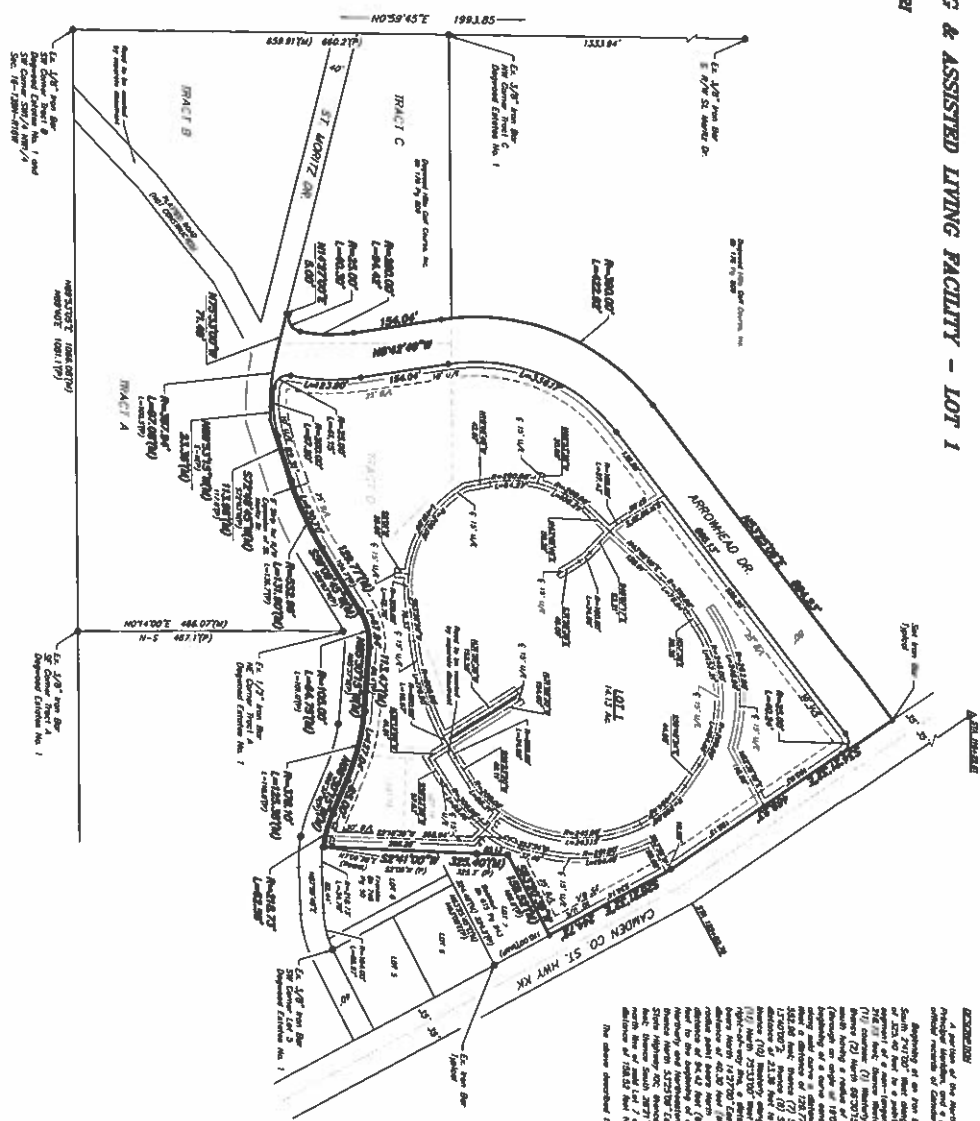
122

PREPARED FOR:
Aeromedical Development Group, LLC
Diagnostik ritten land Holdings, INC
12321 Every Way
Orange Beach, MD 20688
Developer: Every Way

LOCATION:
City of Orange Beach,
Orange Beach, Maryland

ADRIAN HEAD CENTRE 302 LED BUILDING
Being part of Dogwood Building No. 1 and the
Northwest Quarter of Section 16-T20-R1818 &
City of Ojibwa County, Ojibwa County, Minnesota

SEC 16-39-87A
NO SCALE



CONCLUSIONS

From the above data, it is concluded that the following are the most important factors affecting the rate of degradation of the polymer studied:

- (1) **Temperature:** The rate of degradation increases with increase in temperature. The rate of degradation at 120°C is about 10 times that at 60°C. The rate of degradation at 120°C is about 10 times that at 60°C. The rate of degradation at 120°C is about 10 times that at 60°C.
- (2) **Concentration of the reactants:** The rate of degradation increases with increase in the concentration of the reactants. The rate of degradation at 120°C is about 10 times that at 60°C. The rate of degradation at 120°C is about 10 times that at 60°C.
- (3) **Time:** The rate of degradation increases with increase in time. The rate of degradation at 120°C is about 10 times that at 60°C. The rate of degradation at 120°C is about 10 times that at 60°C.

The above data show that the rate of degradation of the polymer studied is a function of temperature, concentration of the reactants, and time. The rate of degradation at 120°C is about 10 times that at 60°C. The rate of degradation at 120°C is about 10 times that at 60°C.

- 1) Properly submitted on Class 17 (Final)
- 2) Answer key will only be sent after original signature and seal of the student
- 3) Students may refer to Investigative or Independent search for information of relevant environmental, scientific community, social, economic, and other information that may be relevant to the case study. Students may use any source.
- 4) Final Discussion due 1/6, Page 203
- 5) Final Report due 1/6, Page 203
- 6) Final Report due 1/6, Page 203
- 7) Final Report due 1/6, Page 203
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- 92) Final Report due

DERIVATION

Hardly cartily shot to the head of my bed and professional knowledge, this plot and survey meets the current "National Standards for Property Boundary Surveys" (2015) 2015-101.

DOGWOOD ESTATES NO. 1

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History Public
by Commission and/or _____[illegible]

Arrears Development Group, LLC

do it unopposed here on this day of _____ 20 _____ before me, _____ Mayor of the County and State, personally before me approved Activity - 100% in line for the County and State, _____ Township Member of Assembly Development - 100% in line for the County and State, _____ Township Member of Assembly who strongly feel the foregoing statement of writing and who fully understand the nature and the execution of the same to be their free act and deed on behalf of said _____ Dependents.

BY TESTIMONY, I have personally met my hand and affixed my Official Seal on this _____ day of _____ 20 _____

History Public _____
by Committee support: _____

H2R
H2R ENGINEERING, INC.
187 E. DAVENPORT, P.O. BOX 888, FARGO, SD 58103
Phone 701/466-3211, Fax 701/466-5324
NO. CERTIFICATE OF AUTHORITY NO. 6000895
JOB NO. 276413

PREPARED FOR:
Applied Development Group, LLC
Department 4444 Lane Industrial, Inc.
6240 St. Martin Drive
Casper, Idaho, ID 83400
Developer: Gary Mitchell

LOCATION:
City of Casper, Idaho
Casper County, Idaho

**ARROWHEAD DRIVE RIGHT-OF-WAY
& STORM DRAINAGE EASEMENTS**
Part of the SW1/4 and the NW1/4 of Section 16, T38N-R15E
City of Oaage Beach, Carbon County, Missouri

NOT TO SCALE



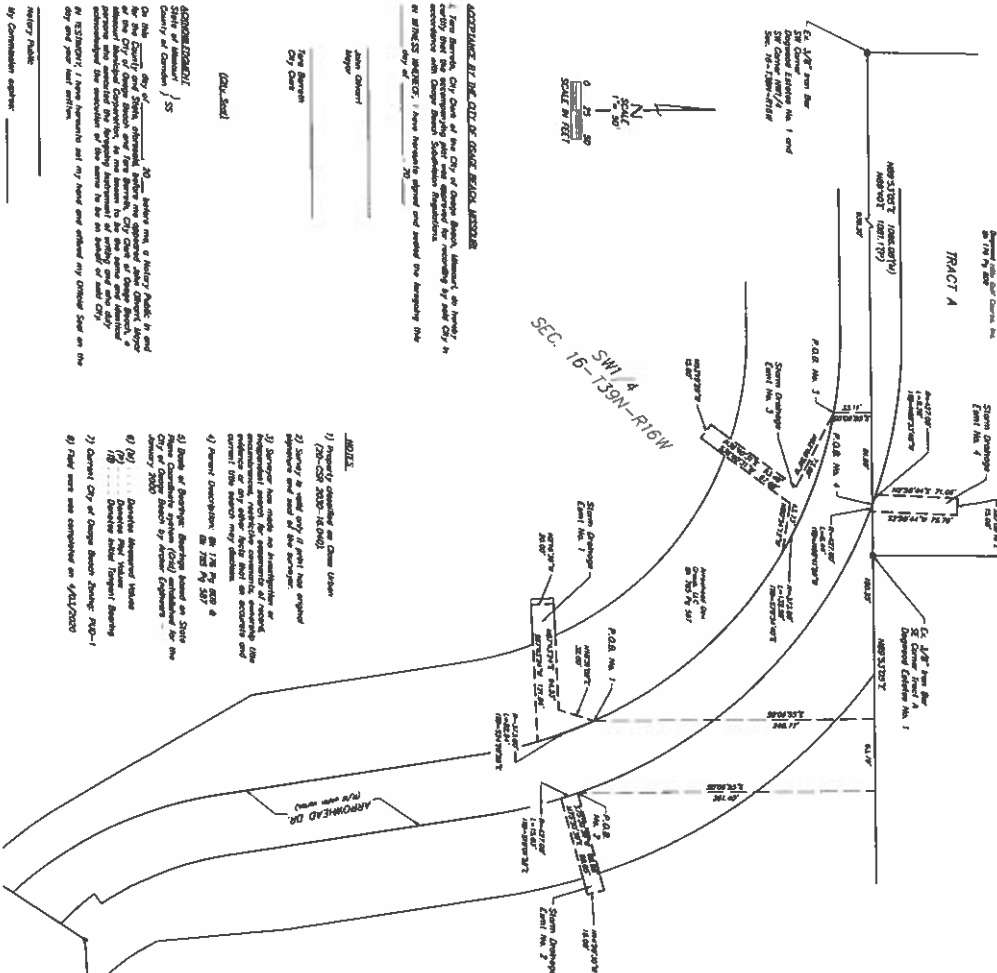
WJS



James J. Amper, P.E. 4/20/2010
 Revised Date: 4-28-2020

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SEC. 15-139N-R16W SW 1/4



DESIGNER:
STORM DRAINAGE LABORATORY

[illegible]

STANDARD ORGANIC CASINOGRAPHY FOR

[illegible]

STORM DRAINAGE EASTERN? A

A table of data for a number of *U. stans* from the 5th National Antigenic Characterization Conference is shown in Table 1. The data are arranged in order of increasing antigenic distance, as determined by the 5th National Antigenic Characterization Conference.

Concomitantly with the antigenic distance, the antigenic distance of the *U. stans* from the 5th National Antigenic Characterization Conference is shown in Table 1. The data are arranged in order of increasing antigenic distance, as determined by the 5th National Antigenic Characterization Conference.

Concomitantly with the antigenic distance, the antigenic distance of the *U. stans* from the 5th National Antigenic Characterization Conference is shown in Table 1. The data are arranged in order of increasing antigenic distance, as determined by the 5th National Antigenic Characterization Conference.

STORM DAMAGE ESTIMATE \$

[illegible]

Page 2 of 2

MO. ST. HWT KK

Case Study

¹ I humbly certify that to the best of my belief and professional knowledge, the plot and survey made the current "Adopted Standards for Property Boundary Surveys" (20 C.S.R. 2008-18).