

One-rdg. _____
P. Hrngs. _____
Pgs. 13
Filed: 08-30-16

Sponsored by: Hosmer

First Reading: _____

Second Reading: _____

AMENDED

COUNCIL BILL NO. 2016-197

GENERAL ORDINANCE NO. _____

AN ORDINANCE

1 AMENDING Chapter 36 of the Springfield, Missouri City Code, known as the Land
2 Development Code, Article III, Division VI, Section 36-483 related to off-
3 street parking area design standards to allow alternative residential off-
4 street parking surfaces.
5 _____
6

7 WHEREAS, certain amendments to the current Springfield City Code Chapter 36
8 are needed.
9

10 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
11 SPRINGFIELD, MISSOURI, as follows, that:
12

13 Section 1 – Chapter 36 of the Springfield, Missouri City Code, known as the Land
14 Development Code, Article III - Zoning Regulations, Division VI - Design and
15 Development Standards, Section 36-483 - Off-street parking and loading area design
16 standards, is hereby amended as follows (Note: Underlined language is to be added.
17 ~~Stricken~~ language is to be removed):
18

19 Sec. 36-483. - Off-street parking and loading area design standards.
20

21 (1) Off-street parking area design standards:
22

23 (f) Surfacing. All off-street parking areas, shall be graded for proper drainage, provided
24 with an all-weather, hard surface; and maintained in a condition to retain the
25 original surface and to prevent the release of dust, mud or silt; and to be free of
26 dust, mud, silt, standing water, trash and debris. The following materials
27 ~~Concrete, asphalt, and pavers~~ constitute an acceptable all-weather hard surface
28 material. ~~Porous pavers also constitute an all-weather hard surface material~~
29 subject to the following restrictions:
30

31 1. Asphalt ~~The porous pavers are used only for off-street parking spaces within~~
32 ~~an offstreet parking area, open to the sky.~~
33

34 2. Concrete ~~The off-street parking area open to the sky does not serve the~~
35 ~~following uses: single-family detached, single-family semi-detached, duplex~~

36 ~~or townhouse dwelling unit or mobile home.~~

37
38 3. Pervious or permeable pavement such as pervious concrete, permeable
39 interlocking concrete and brick pavers, and other pervious or permeable
40 paving systems capable of withstanding the normal wear and tear
41 associated with the parking and maneuvering of vehicles and which is
42 appropriate for traffic loads and frequency of use. All materials shall be
43 designed, installed, and maintained per current industry standards.
44 Appropriate soils and site conditions shall exist for the pervious or
45 permeable pavement to function. When designed to meet stormwater
46 requirements for flood control detention or water quality, pervious or
47 permeable pavement systems must be designed in accordance with City
48 Code, including Chapter 96.

49
50 4. Ribbon driveways that consist of two wheel tracks with a median are allowed
51 for each drive lane for single-family detached, single-family semi-detached,
52 duplex or townhouse dwelling units or mobile homes. Each wheel track shall
53 meet the surfacing requirements of this Section and shall be at least three
54 (3) feet in width. The median shall not exceed three (3) feet in width with a
55 surface of grass, gravel, or other approved pervious materials.

56
57 Section 2 – Savings Clause. Nothing in this ordinance shall be construed to affect
58 any suit or proceeding now pending in any court or any rights acquired or liability incurred
59 nor any cause or causes of action accrued or existing, under any act or ordinance repealed
60 hereby, or shall any right or remedy of any character be lost, impaired, or affected by this
61 ordinance.

62
63 Section 3 - Severability Clause. If any section, subsection, sentence, clause, or
64 phrase of this ordinance is for any reason held to be invalid, such decision shall not affect
65 the validity of the remaining portions of this ordinance. The Council hereby declares that it
66 would have adopted the ordinance and each section, subsection, sentence, clause, or
67 phrase thereof, irrespective of the fact that any one or more sections, subsections,
68 sentences, clauses, or phrases be declared invalid.

69
70 Section 4 - This ordinance shall be in full force and effect from and after passage.

71
72 Passed at meeting: _____

73
74
75 _____
76 Mayor

77 Attest: _____, City Clerk

78
79 Filed as Ordinance: _____

80
81 Approved as to form: *Richard T. Wiedner*, Assistant City Attorney

82
83 Approved for Council action: *Jay B. Smith*, City Manager

One-rdg. _____
P.Hrngs. _____
Pgs. _____
Filed: 08-30-16

SUPPLEMENTAL EXPLANATION TO COUNCIL BILL NO. 2016-197

ORIGINATING DEPARTMENT: Planning and Development

REMARKS: It has come to the attention of City Staff that there is an error in an attachment to Council Bill No. 2016-197. The text on Attachment 3 of Exhibit B which states, "At least 3 feet wide" should instead say "not to exceed 3 feet wide."

Accordingly, at staff's request, a motion was presented by Councilman Mike Schilling to amend Council Bill No 2016-197 as follows:

"I hereby move to amend Council Bill No. 2016-197 by replacing Attachment 3 to Exhibit B with an amended Attachment 3.

Submitted by:



Nick Woodman,
Assistant City Attorney

Approved by:



Greg Burris,
City Manager

EXPLANATION TO COUNCIL BILL NO: 2016- 197

FILED: 08-16-16

ORIGINATING DEPARTMENT: Planning and Development

PURPOSE: To amend Subsection 36-483(1)(f), Off-street parking area design standards, in the Zoning Ordinance to allow alternative residential off-street parking surfaces. (Planning and Zoning Commission and staff recommend approval)

BACKGROUND INFORMATION: ZONING ORDINANCE TEXT AMENDMENT – RESIDENTIAL OFF-STREET PARKING SURFACE AMENDMENTS

Planning and Zoning Commission initiated amendments regarding residential off-street parking surfaces at their meeting on July 7, 2016.

Staff is requesting amendments to the design standards of surfacing material of off-street parking areas for single-family detached, single-family semi-detached, duplex, townhouse and mobile homes. The current requirements do not allow these residential uses to utilize pervious pavers, permeable pavement or other alternative methods to reduce impervious surfaces. The current requirements, however, do allow multi-family, commercial and industrial uses to utilize pervious or porous pavers.

Staff is proposing to modify the Off-street parking and loading area design standards section (36-483) of the Zoning Ordinance to allow all types of uses to utilize this alternative to constructing off-street parking surfaces. This alternative will aid in the reduction of impervious surface areas and improve stormwater runoff.

The proposed amendments will allow residential uses to construct a driveway or off-street parking with pervious or permeable pavement such as pervious concrete, permeable interlocking concrete or brick pavers, and other pervious or permeable paving systems capable of withstanding the normal wear and tear associated with the parking of vehicles. All materials shall be designed, installed, and maintained per industry standards. Appropriate soils and site conditions shall exist for the pervious or permeable pavement to function. When designed to meet stormwater requirements for flood control detention or water quality, pervious or permeable pavement systems must be designed in accordance with City Code Chapter 96.

Ribbon driveways that consist of two wheel tracks with a median are allowed for each drive lane for single-family detached, single-family semi-detached, duplex or townhouse dwelling units or mobile homes. Each wheel track shall meet the surfacing requirements of this section and shall be at least three (3) feet in width. The median shall not exceed three (3) feet in width with a surface of grass, gravel, or other approved pervious materials (Exhibit B, Attachment 3).

Ribbon driveways require less material and installation time than fully paved driveways and can be designed to fit most any space. They can typically contain at least 50% less impervious surface than a full width driveway allowing more water to drain into the

ground and reduce runoff. Ribbon driveways are able to respond more dynamically to frost and thaw cycles than fully paved driveways and are less prone to cracking.

The Development Issues Input Group (DIIG), Springfield Downtown Association (DSA), Environmental Advisory Board (EAB) and all registered neighborhood associations were notified of these amendments on July 20th and have made no objections to date.

This ordinance supports the following Field Guide 2030 goal(s): Chapter 6, Growth Management and Land Use; Major Goal 4, Develop the community in a sustainable manner.

FINDINGS FOR STAFF RECOMMENDATION:

1. The *Growth Management and Land Use Element* of the *Comprehensive Plan* encourages innovative development and redevelopment through the use of incentives and appropriate regulations, to achieve desired residential and nonresidential development patterns.
2. Approval of these amendments will promote sustainable practices through the reduction of impervious surface in residential areas.

REMARKS:

The Planning and Zoning Commission held a public hearing on August 4, 2016, and recommended approval, by a vote of 6 to 0, of the proposed changes to the Zoning Ordinance.

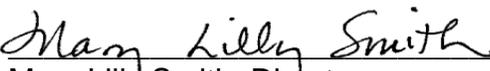
The Planning and Development Staff recommends approval of the proposed amendments.

Submitted by:



Daniel Neal, Senior Planner

Recommended by:



Mary Lilly Smith, Director

Approved by:



Greg Burris, City Manager

EXHIBITS:

Exhibit A, Record of Proceedings

Exhibit B, Revelant portions of the Development Review Staff Report

ATTACHMENTS:

Attachment 1, Proposed Changes to Zoning Ordinance (Redlined Version)

Attachment 2, Ribbon Driveway Image with Pavers

Attachment 3, Ribbon Driveway Image and Dimensions

Exhibit A

RECORD OF PROCEEDINGS RESIDENTIAL OFF-STREET PARKING SURFACE AMENDMENTS

Residential Off-Street Parking Surface Amendments

Citywide

Applicant: City of Springfield

Mr. Hosmer states that this is a request to amend Section 36-483 Off-street parking and loading area design standards for single-family detached, single-family semi-detached, duplex, townhouse and mobile homes.

Planning and Zoning Commission initiated amendments to residential off-street parking surfaces section on July 7, 2016. The Growth Management and Land Use Element of the Comprehensive Plan recommends making land use and development decisions in a reasonable, responsible, predictable manner based on approved plans and ordinances. Staff is recommending amendments to the design standards of surfacing material for off-street parking areas for single-family detached, single-family semi-detached, duplex, townhouse and mobile homes. The current requirements do not allow these residential uses to utilize pervious pavers, permeable pavement or other alternative methods to reduce impervious surfaces. The current requirements, however, do allow multi-family, commercial and industrial uses to utilize pervious or porous pavers. Staff is proposing to modify the Off-street parking and loading area design standards section (36-483.) of the Zoning Ordinance to allow all uses to utilize this alternative to constructing off-street parking surfaces. This will provide an alternative to reducing impervious surface areas and stormwater runoff.

- Residential driveway or off-street parking will be able to use pervious or permeable pavement such as pervious concrete, permeable interlocking concrete and brick pavers, and other pervious or permeable paving systems for vehicle parking.
- All materials shall be designed, installed, and maintained per industry standards.
- The proposed amendments will allow for ribbon driveways.
- Each wheel track shall meet the surfacing requirements of this section and shall be at least three (3) feet in width. The median shall not exceed three (3) feet in width with a surface of grass, gravel, or other approved pervious materials.

Note: Language to be deleted is ~~stricken~~. Language to be added is underlined.

Sec. 36-453. – Off-street parking and loading area design standards.

(1) Off-street parking area design standards:

(f) Surfacing. All off-street parking areas, shall be graded for proper drainage, provided with an all-weather, hard surface; and maintained in a condition to retain the original surface and to prevent the release of dust, mud or silt; and to be free of dust, mud, silt, standing water, trash and debris. The following materials Concrete, asphalt, and pavers constitute an acceptable all-weather hard surface material. ~~Porous pavers also constitute an all-weather hard surface material subject to the following restrictions:~~

1. Asphalt ~~The porous pavers are used only for off-street parking spaces within an off-street parking area, open to the sky.~~

2. Concrete The off street parking area open to the sky does not serve the following uses: single family detached, single family semi-detached, duplex or townhouse dwelling unit or mobile home.
3. Pervious or permeable pavement such as pervious concrete, permeable interlocking concrete and brick pavers, and other pervious or permeable paving systems capable of withstanding the normal wear and tear associated with the parking and maneuvering of vehicles and appropriate for the traffic loads and frequency of use. All materials shall be designed, installed, and maintained per industry standards. Appropriate soils and site conditions shall exist for the pervious or permeable pavement to function. When designed to meet stormwater requirements for flood control detention or water quality, pervious or permeable pavement systems must be designed in accordance with City Code Chapter 96.
4. Ribbon driveways that consist of two wheel tracks with a median are allowed for each drive lane for single-family detached, single-family semi-detached, duplex or townhouse dwelling units or mobile homes. Each wheel track shall meet the surfacing requirements of this section and shall be at least three (3) feet in width. The median shall not exceed three (3) feet in width with a surface of grass, gravel, or other approved pervious materials.

Mr. Ray opened the public hearing.

No Speakers.

Mr. Ray closed the public hearing and noted as well as Ms. Cox that these are good ideas.

COMMISSION ACTION:

Ms. Cox motions that we approve Residential Off-Street Parking Surface Amendments (Citywide). Mr. Cline seconded the motion. The motion **carried** as follows: Ayes: Ray, Doennig, Shuler, Cline, Cox, and Coltrin. Nays: None. Abstain: None. Absent: Ogilvy, Edwards, and Rose.

Bob Hosmer, AICP
Principal Planner

PURPOSE: To amend Subsection 36-483.(1)(f), Off-street parking area design standards., in the Zoning Ordinance to allow alternative residential off-street parking surfaces.

REPORT DATE: July 27, 2016

APPLICANT: City of Springfield

FINDINGS FOR STAFF RECOMMENDATION:

1. The *Growth Management and Land Use Element* of the *Comprehensive Plan* encourages innovative development and redevelopment through the use of incentives and appropriate regulations, to achieve desired residential and nonresidential development patterns.
2. Approval of these amendments will promote sustainable practices through the reduction of impervious surface in residential areas.

RECOMMENDATION:

Staff recommends **approval** of this request.

COMPREHENSIVE PLAN:

1. The *Growth Management and Land Use Element* of the *Comprehensive Plan* encourages innovative development and redevelopment through the use of incentives and appropriate regulations, to achieve desired residential and nonresidential development patterns.

STAFF COMMENTS:

1. Planning and Zoning Commission initiated amendments regarding residential off-street parking surfaces at their meeting on July 7, 2016.
2. Staff is requesting amendments to the design standards of surfacing material of off-street parking areas for single-family detached, single-family semi-detached, duplex, townhouse and mobile homes. The current requirements do not allow these residential uses to utilize pervious pavers, permeable pavement or other alternative methods to reduce impervious surfaces. The current requirements, however, do allow multi-family, commercial and industrial uses to utilize pervious or porous pavers.
3. Staff is proposing to modify the Off-street parking and loading area design standards section (36-483.) of the Zoning Ordinance to allow all uses to utilize

this alternative to constructing off-street parking surfaces. This will provide an alternative to reducing impervious surface areas and stormwater runoff.

4. With the proposed amendments, the aforementioned residential uses will be able to use a driveway or off-street parking of pervious or permeable pavement such as pervious concrete, permeable interlocking concrete and brick pavers, and other pervious or permeable paving systems capable of withstanding the normal wear and tear associated with the parking and maneuvering of vehicles and appropriate for the traffic loads and frequency of use. All materials shall be designed, installed, and maintained per industry standards. Appropriate soils and site conditions shall exist for the pervious or permeable pavement to function. When designed to meet stormwater requirements for flood control detention or water quality, pervious or permeable pavement systems must be designed in accordance with City Code Chapter 96.
5. The proposed amendments will also allow for ribbon driveways that consist of two wheel tracks with a median for each drive lane for single-family detached, single-family semi-detached, duplex or townhouse dwelling units or mobile homes. Each wheel track shall meet the surfacing requirements of this section and shall be at least three (3) feet in width. The median shall not exceed three (3) feet in width with a surface of grass, gravel, or other approved pervious materials (Exhibit B, Attachment 42). The width of residential driveway approaches shall not exceed 22 feet without permission from City Traffic Engineer and shall not be less than 12 feet for new construction. The width of a driveway is measured at the Right-of-Way line.
6. The Development Issues Input Group (DIIG), Springfield Downtown Association (DSA), Environmental Advisory Board (EAB) and all registered neighborhood associations were notified of these amendments on July 20th and have made no objections to date.

CITY COUNCIL MEETING:

August 22, 2016

STAFF CONTACT PERSON:

Daniel Neal
Senior Planner
864-1036

ATTACHMENT 1
PROPOSED CHANGES TO ZONING ORDINANCE
RESIDENTIAL OFF-STREET PARKING SURFACE AMENDMENTS

Note: Language to be deleted is ~~stricken~~. Language to be added is underlined.

Sec. 36-453. – Off-street parking and loading area design standards.

(1) Off-street parking area design standards:

(f) Surfacing. All off-street parking areas, shall be graded for proper drainage, provided with an all-weather, hard surface; and maintained in a condition to retain the original surface and to prevent the release of dust, mud or silt; and to be free of dust, mud, silt, standing water, trash and debris. ~~The following materials~~Concrete, asphalt, and pavers constitute an acceptable all-weather hard surface material. ~~Porous pavers also constitute an all-weather hard surface material subject to the following restrictions:~~

1. ~~Asphalt~~The porous pavers are used only for off-street parking spaces within an off-street parking area, open to the sky.
2. ~~Concrete~~The off-street parking area open to the sky does not serve the following uses: single-family detached, single-family semi-detached, duplex or townhouse dwelling unit or mobile home.
3. Pervious or permeable pavement such as pervious concrete, permeable interlocking concrete and brick pavers, and other pervious or permeable paving systems capable of withstanding the normal wear and tear associated with the parking and maneuvering of vehicles and appropriate for the traffic loads and frequency of use. All materials shall be designed, installed, and maintained per industry standards. Appropriate soils and site conditions shall exist for the pervious or permeable pavement to function. When designed to meet stormwater requirements for flood control detention or water quality, pervious or permeable pavement systems must be designed in accordance with City Code Chapter 96.
4. Ribbon driveways that consist of two wheel tracks with a median are allowed for each drive lane for single-family detached, single-family semi-detached, duplex or townhouse dwelling units or mobile homes. Each wheel track shall meet the surfacing requirements of this section and shall be at least three (3) feet in width. The median shall not exceed three (3) feet in width with a surface of grass, gravel, or other approved pervious materials.





3 feet wide

3 feet wide

Not to exceed 3 feet wide