

CITY OF SPRINGFIELD
DEPARTMENT OF PLANNING AND DEVELOPMENT
MEMORANDUM

TO: Planning & Zoning Commission

FROM: Mike MacPherson, Principal Planner

DATE: September 17, 2009

SUBJECT: To approve design standards for parking stall layout elements, typical commercial driveway & sidewalk standards, and typical residential driveway & sidewalk standards as is required in Section 6-1301-E of the Zoning Ordinance

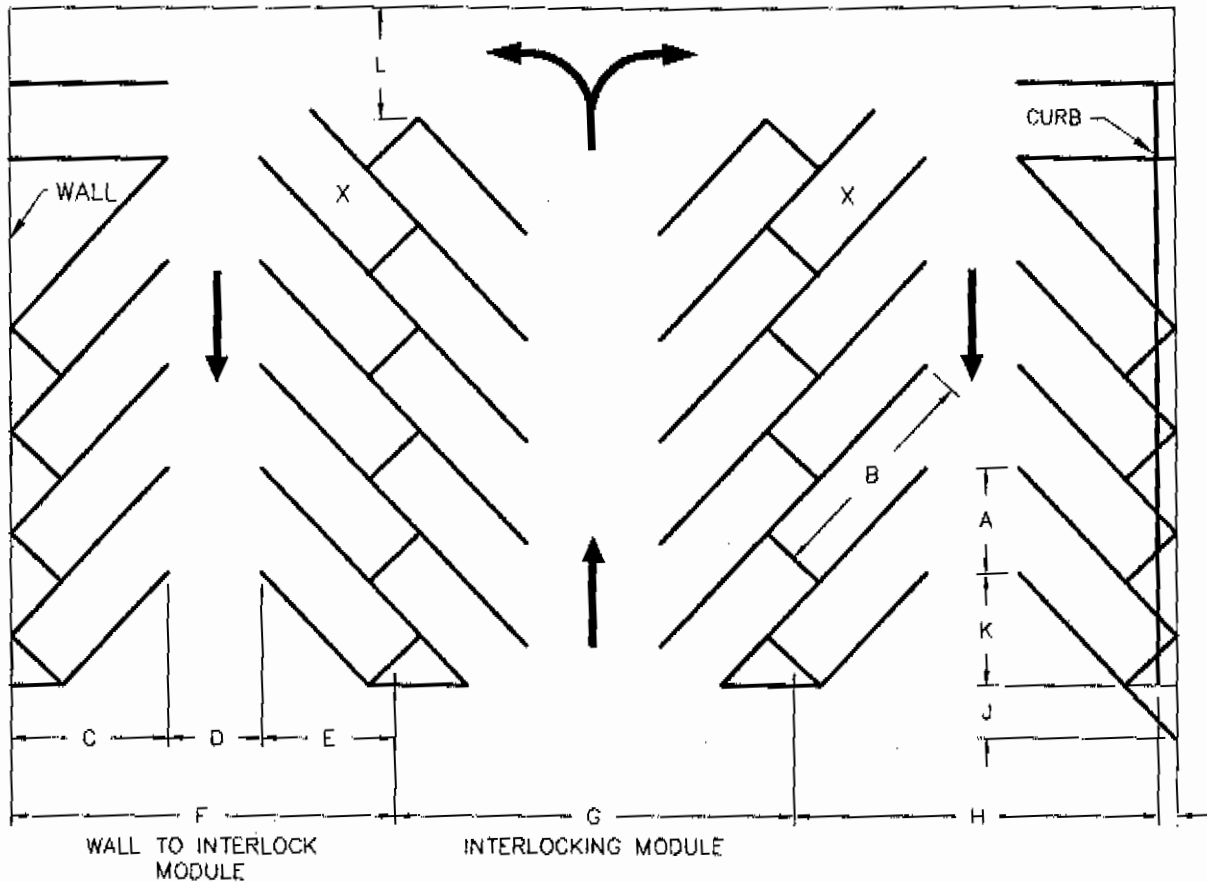
The Director of Public Works establishes design standards from time to time relating to parking stall layout elements, and sidewalk and driveway standard for both residential and commercial development. The standards follow recommendations as adapted by the International Traffic Engineering Institute. Section 6-1301-E of the Zoning Ordinance requires approval of the standards by the Planning and Zoning Commission.

distribution of standard and compact spaces shall comply with standards as established by the Director of the Public Works.

- C. **Access.** Each required off-street parking space shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking space. All driveways shall comply with *Chapter 31, Article III, Division 3, Springfield City Code*.
- D. **Open and Enclosed Parking.** Off-street parking facilities may be open to the sky or enclosed in a building or structure. Off-street parking facilities open to the sky may be located in any yard except that in residential districts no such parking facilities, including circulation lanes, shall be permitted in a required front yard or a required side yard adjacent to a street only if meeting the provisions of *Subsection 6-1302*. Enclosed or semi-enclosed buildings and structures, and carports containing off-street parking facilities shall be subject to the setback and yard requirements applicable in the district in which they are located. (G.O. 5355, 3/15/04)
- ~~E.~~ **Design.** Off-street parking facilities shall comply with such design standards relating to curb length, stall depth, aisle width, island width, barriers, and ingress and egress as may be established from time to time by the Director of Public Works, and adopted by the Planning and Zoning Commission. Turn-arounds shall be provided in multi-family (three (3) or more units) and nonresidential parking lots to allow vehicles to enter and exit the parking lot without backing from or onto a public street.
- 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. (G.O. 5165, 3/25/02)
- 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. The porous pavers are used only for off-street parking spaces within an off-street parking area, open to the sky.
 2. 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.
- G. **Screening.** Off-street parking areas, open to the sky, shall be screened in accordance with the requirements of *Section 6-1000*. Parking areas shall be arranged and designed so as to prevent damage to, or intrusion into any wall, fence, or hedge built or planted as screening.
- H. **Landscaping.** Off-street parking areas, open to the sky, shall be landscaped in accordance with *Section 6-1200*.

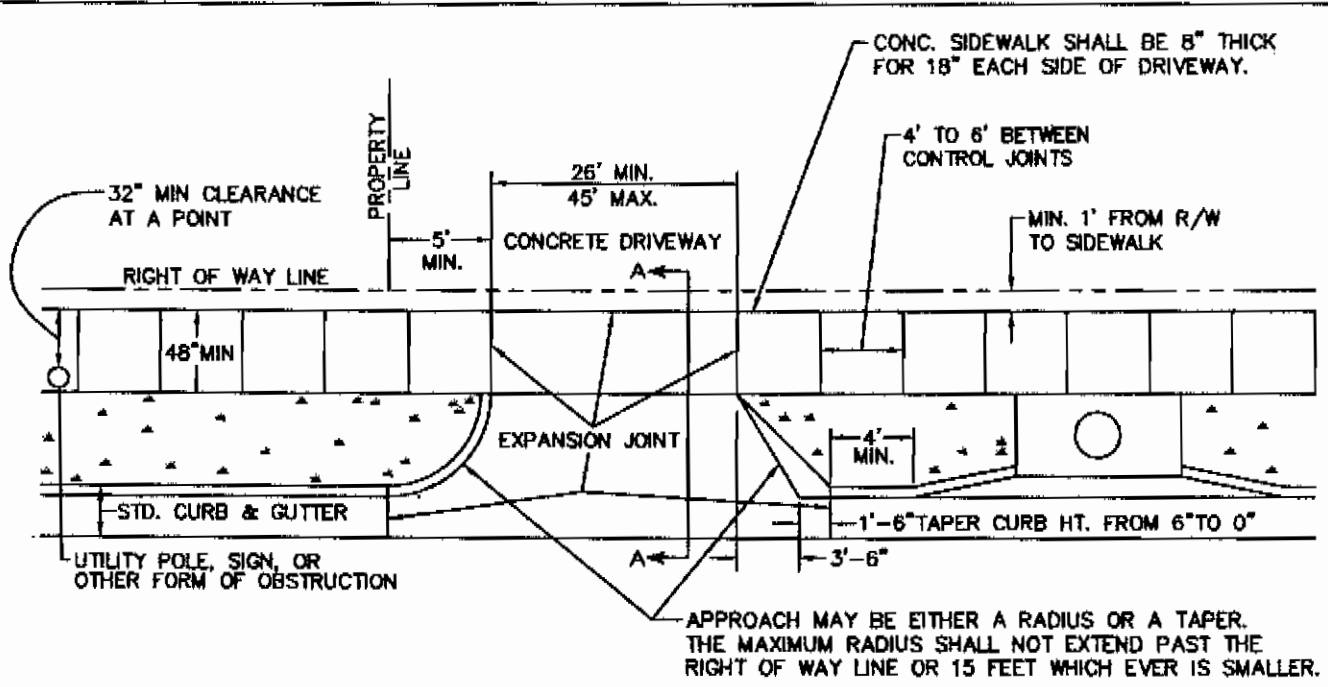
MINIMUM REQUIREMENTS FOR LAYOUT ELEMENTS

X DENOTES THAT STALL NOT ACCESSIBLE IN CERTAIN LAYOUTS



PARKING LAYOUT DIMENSIONS (IN FEET) FOR 9 FT. STALLS AT VARIOUS ANGLES

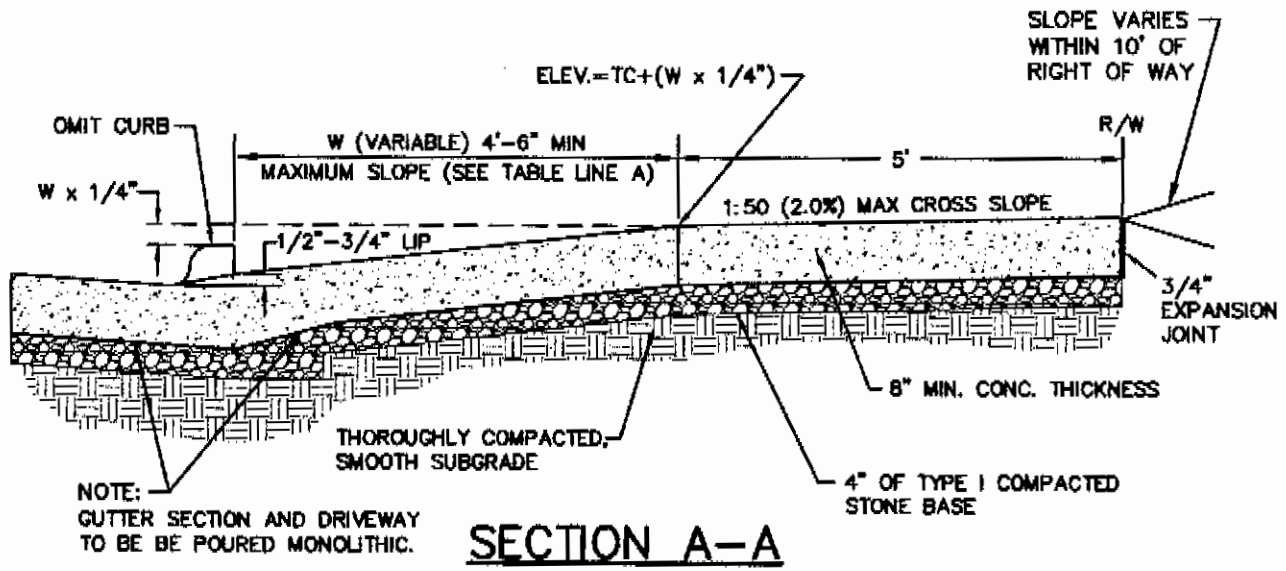
DIMENSION	SYMBOL	90°	75°	60°	45°	30°
STALL WIDTH, PARALLEL TO AISLE	A	9.0	9.3	10.4	12.7	18.0
STALL LENGTH OF LINE	B	18.5	20.0	22.0	25.0	34.1
STALL DEPTH TO WALL	C	18.5	19.5	19.0	17.5	17.1
AISLE WIDTH BETWEEN STALL LINES	D	26.0	23.0	16.0	12.0	10.0
STALL DEPTH, INTERLOCK	E	18.5	18.8	17.5	15.3	13.2
MODULE, WALL TO INTERLOCK	F	63.0	61.3	52.5	44.8	40.3
MODULE, INTERLOCKING	G	63.0	61.0	51.0	42.6	36.4
MODULE, INTERLOCK TO CURB FACE	H	60.5	58.8	50.2	42.8	38.8
BUMPER OVERHANG (TYPICAL)	I	2.5	2.5	2.3	2.0	1.5
OFFSET	J	0.0	0.5	2.7	6.3	13.5
SETBACK	K	0.0	5.0	8.3	11.0	16.0
CROSS AISLE, ONE-WAY	L	14.0	14.0	14.0	14.0	14.0
CROSS AISLE, TWO-WAY	-	24.0	24.0	24.0	24.0	24.0



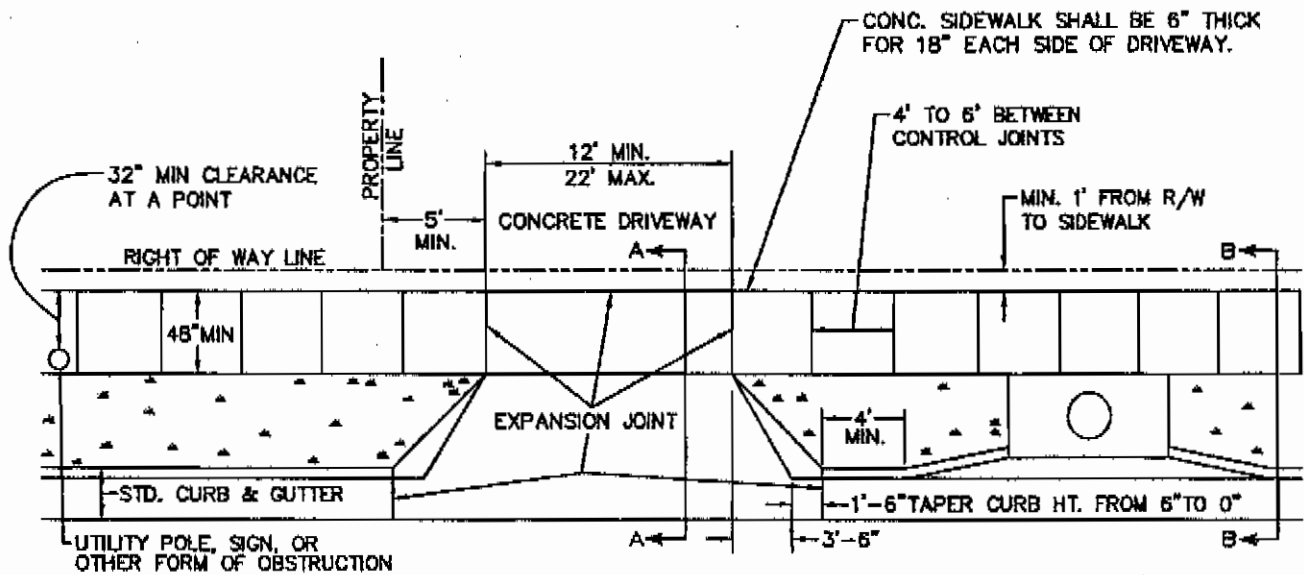
TYPICAL DRIVEWAY PLAN VIEW

NOTE:
 ANY PART OF AN ACCESSIBLE ROUTE WITH A RUNNING SLOPE GREATER THAN 1:20 SHALL BE CONSIDERED A RAMP AND SHALL COMPLY WITH THOSE REGULATIONS.

REQUIRED DRIVEWAY GRADES				
	MAJOR ARTERIAL	SECONDARY ARTERIAL	COLLECTOR	NON-RESIDENTIAL LOCAL
A. DRIVEWAY APPROACH GRADE	1/4in./ft to 1/2in./ft	1/4in./ft to 5/8in./ft	1/4in./ft to 3/4in./ft	1/4in./ft to 1in./ft
B. MAXIMUM CHANGE OF GRADE AT BACK OF SIDEWALK	4%	5%	6%	8%
C. SLOPE WITHIN 10 FEET OF RIGHT-OF-WAY LINE	-2% to 6% 1/4in./ft to 3/4in./ft	-3% to 7% -3/8in./ft to 7/8in./ft	-4% to 8% -1/2in./ft to 1in./ft	-6% to 10% -3/4in./ft to 1-1/4in./ft



REVISED: 10-17-05; REMOVED REINFORCEMENT REQUIREMENTS.

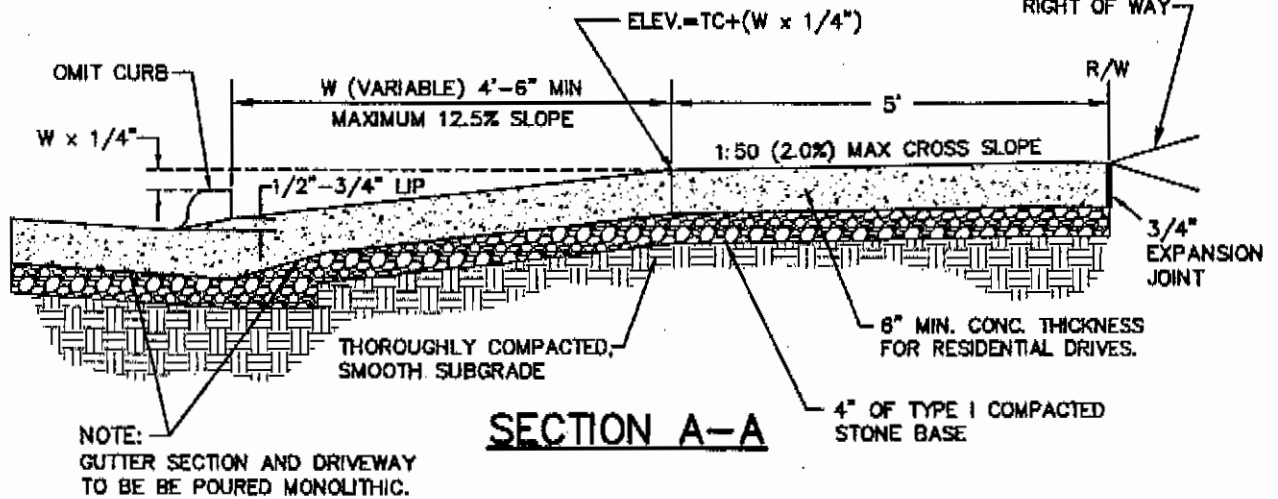


TYPICAL DRIVEWAY PLAN VIEW

NOTE:

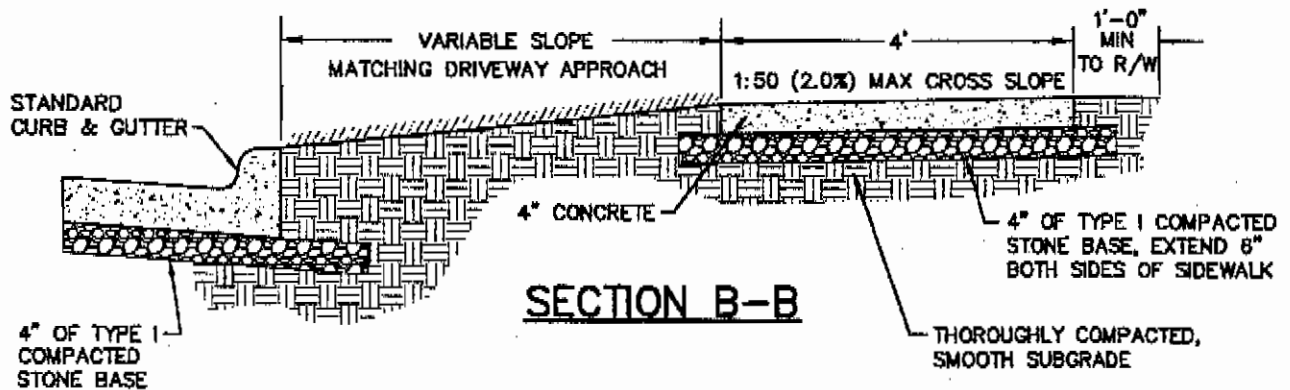
ANY PART OF AN ACCESSIBLE ROUTE WITH A RUNNING SLOPE GREATER THAN 1:20 SHALL BE CONSIDERED A RAMP AND SHALL COMPLY WITH THOSE REGULATIONS.

SLOPE VARIES -3% TO 12% WITHIN 10' OF RIGHT OF WAY



NOTE:
GUTTER SECTION AND DRIVEWAY TO BE POURED MONOLITHIC.

SECTION A-A



SECTION B-B