

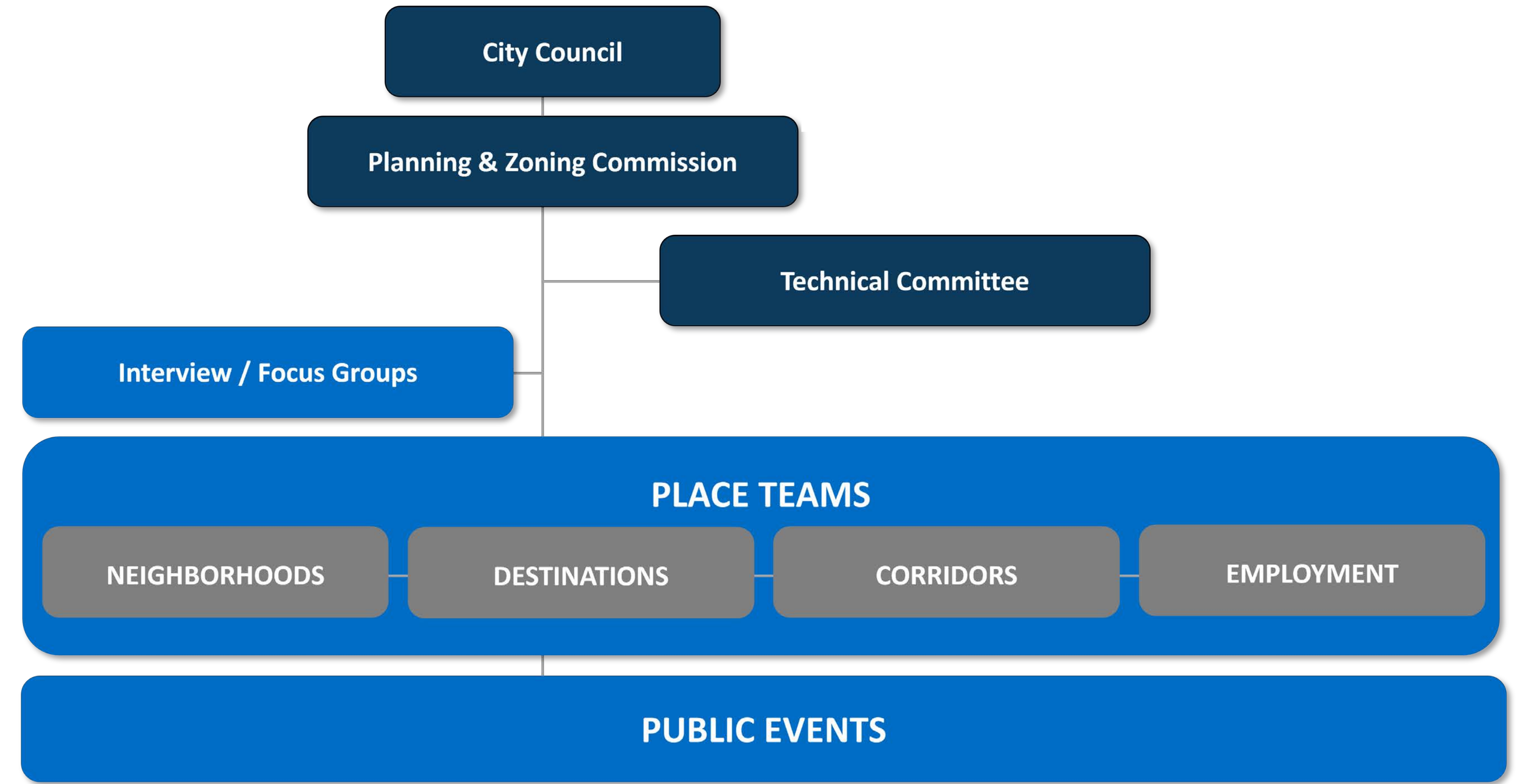
PROJECT OVERVIEW

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The City of Springfield is updating the Community Development Code following the adoption of Forward SGF. This update will align the Subdivision Regulations and Zoning Regulations with the intent of the community's planning efforts and adopted policies. The Community Development Code update process is driven by Forward SGF's overarching theme: **Quality of Place**.

ENGAGEMENT PROCESS

To facilitate meaningful, effective, and efficient engagement for discussions regarding changes to the Community Development Code, the engagement groups outlined on the flowchart to the right have been organized. The groups will gather throughout the process to discuss development issues: standards and procedures, as well as approaches to implement the policies of Forward SGF the modifications to the Community Development Code. We encourage participation in the process, and more information about opportunities to engage can be found on the city's website at www.forwardsgf.com/initiative3.



PROJECT PROCESS & SCHEDULE

Forward SGF



Quality of Place

Development Pattern Analysis



Fiscal Impact Analysis



Code Review Summaries

Place Teams Discussion Topics

Multimodal Transportation



Housing & Neighborhoods



Mixed Use Places



Environment & Natural Features

Community Development Code

Jul. 2023 - Nov. 2023

Analysis Phase

Oct. 2023 - Jun. 2024

Discussion Phase

Feb. 2024 - Dec. 2024

Code Drafting Phase



GUIDING PRINCIPLES

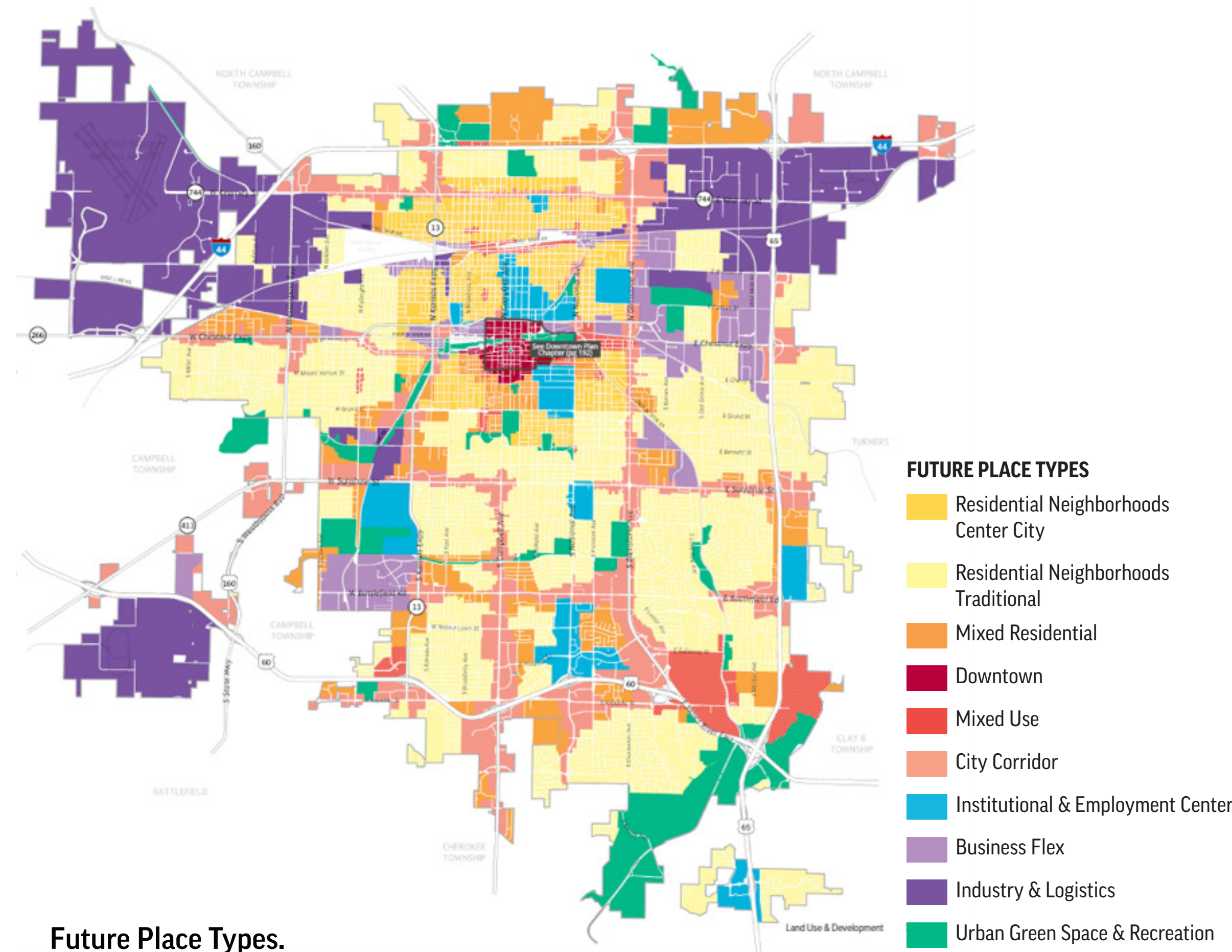
The following principles come from the city's RFP for this project and from the Forward SGF plan. They are the primary objectives for the Development Code Update and are used to guide the direction and evaluation of this project.

1. IMPLEMENT FORWARD SGF AND QUALITY OF PLACE

- Coordinate land use and physical development patterns to the 10 Place Types (see below).
- Emphasize community design (public space, open space, landscape, buildings, and sites)
- Development Standards based on community design typologies:
 - . Street Types
 - . Open Space / Civic Space Types
 - . Frontage Types
 - . Building Types



FORWARD SGF 2040 Comprehensive Plan



Street typology - Mixed Use Street



Street typology - Neighborhood Connector

2. IMPROVE USABILITY - CREATE A USER-FRIENDLY CODE

- Organization - Better and more logical organization of topics
- Plain language - Eliminate legalize / use simple statements and plain language style
- Format - Consistent heading / subheading structure and appearance
- Graphics & Tables - Replace text with tables; support with illustrations

3. RAISE EXPECTATIONS AND STREAMLINE PROCEDURES

- Simplify and focus on the basic, essential standards to raise the bar for development.
- Have clear decision criteria for every development application – applicability (when), criteria (what/why); specific steps (how); effect of decision (what does it mean...)
- Consider the most effective and efficient process state law will allow (don't use process to substitute for having standards or delegating decisions to professionals.)

4. PROVIDE FLEXIBILITY

- Use intent and design objectives (non-regulatory) to guide discretion and inform decisions.
- Develop standards with acceptable ranges (built in flexibility) or administrative modifications (anticipated flexibility with design strategies and criteria).
- Include expedited procedures to review options and consider alternatives (non-variance)
- Clear delegation of authority (passing down) with accountability / appeals (passing up)



DEVELOPMENT CODE OVERVIEW

INTRODUCTION

Springfield's development codes were last comprehensively updated in 1956 (subdivision regulations) and 1995 (zoning ordinance). Since this time many changes have occurred in the community and several amendments and updates have been made to address issues; however, as a result the code has become fragmented and complicated to enforce and interpret. This project presents the unique opportunity to consider development, design, and procedures in a comprehensive manner.

OUR CHARGE

IMPROVING STANDARDS FOR:

- Better conditions for small, neighborhood-serving businesses to open, expand or adapt.
- The availability of a wider range of small-scale and / or multi-unit housing types in more locations (i.e. low-scale "missing middle" housing in mixed-density walkable neighborhoods)
- Street design that is more pedestrian- and cyclist friendly.
- Basic neighborhood and community design and performance standards that allow more things to mix, integrate, or transition in a compatible way.

AND

ELIMINATING STANDARDS THAT:

- Create artificial or arbitrary barriers to certain types of housing or neighborhood serving businesses.
- Over-burden incremental, infill, or rehabilitative development with standards or procedures more applicable to large-scale or "green field" development.
 - Unintentionally prohibit development at the expense of reinvestment that improves circumstance.
- Mandates for streets that prioritize high-volume, high-speed, and/or dangerous conditions for people outside of vehicles.



WHAT WE DID

Administration & Procedures

- Add flexibility to the site plan process with defined modifications and improved criteria and improve other related administrative approvals.
- Established two tiers rezoning actions and criteria - conditioned on a specific site plan (similar to current COD process) and / or open to all options in the proposed zoning districts.
- Refined Planned Zoning Processes to focus on large scale plans but based plans and any proposed code deviations on base zoning districts development and design standards.

Subdivision Regulations

- Develop four distinct street design typologies for different applications within Place Types and improve connectivity standards for different contexts
- Simplify the required improvement section so it is clear to potential applicants what improvements are required and when.
- Account for the appropriate degree of flexibility for handling improvement requirements and timing differently in specific but anticipated circumstances.

Uses & Zoning Districts

- Generalized land uses based on common characteristics for increased flexibility; distinguished categories based on scale and intensity for consistency with context and Place Types.
- Consolidated all zoning districts and uses into a single table for easy reference and comparison.
- Consolidated zoning districts to simplify the development code and allow better alignment with the Place Types.

Housing

- Created a building types approach with a focus more on building form and scale, and relation of buildings to lot size, and less on density.
- Accounted for a wider variety of housing, including a full range from small houses, to missing middle (small-scale multi-unit buildings), small and medium scale apartment and mixed-use buildings, and large multi-family complexes.
- Allowed a wider variety of compatible scale housing options in most districts (except R-SF) and promote a mix of different types for diversity within mixed-destiny or mixed-use neighborhoods and Place Types.

- Emphasized design and neighborhood character with standards that focus on "human scale" patterns; neighborhood streetscapes, and building / lot frontages.
- Promoted innovative housing patterns and alternatives including the courtyard, cluster and small format housing types.

Nonresidential Development

- Refined the scale of development in small-scale, pedestrian-oriented, or urban districts to enable development appropriate to the context.
- Shifted from use-based regulations to standards focused on scale, format, and design.
- Emphasized Place Types and placemaking through context-appropriate design standards based on frontage design, building design, and open space design.
- Developed a strategy to accommodate past overlay and conservation districts.

Parking

- Optimized parking standards through a variety of methods including shared parking, on-street credits, and administrative reductions within different contexts.
- Improved parking design to reduce visual and environmental impacts and coordination with streetscapes, frontages, and building design.

Landscape & Site Design

- Improved civic image and public space design with a focus on streetscapes, frontages, and active social spaces.
- Elevated incorporation of natural design elements into sites and projects, prioritizing native or regionally appropriate species through a right plant / right place strategy.
- Created flexibility in the application of landscape standards through the creation of a plant budget that allows flexible and performance based design.

Signs

- Simplified, clarified & legalized the sign code while maintaining comparable standards to the existing.



DEVELOPMENT CODE OVERVIEW

CODE FRAMEWORK & ARTICLES | Organization of The Code

Article 1. General Provisions

Legal foundations and technical elements of the code, including purposes, interpretation, jurisdiction, and authority under the code. This article is useful for those who use the code daily, or when questions on general applicability of the standards arise.

- 1.01 Title
- 1.02 Purpose
- 1.03 Applicability
- 1.04 Administration
- 1.05 Interpretation
- 1.06 Nonconformities
- 1.07 Enforcement

Article 2. General Provisions

Applicability, process, criteria, and effects of all decisions made under the development code. This article is useful for anyone who may become involved in a development application, including applicants, city staff, public officials, or interested stakeholders.

- 2.01 General - All Applications
- 2.02 Plats
- 2.03 Site Plan
- 2.04 Conditional Use Permit
- 2.05 Rezoning
- 2.06 Planned Zoning
- 2.07 Variance
- 2.08 Appeals of Administrative Decisions
- 2.09 Text Amendment (Code)
- 2.10 Vacation of ROW & Easement

Article 3. Subdivision & Community Design

Coordinates development across different areas; ensures that all lots and blocks fit into the bigger picture development patterns and are served by public services; and promotes civic design of streets and open spaces. This article is useful to anyone considering dividing land, development professionals responsible for design and construction of larger projects that impact the public realm, and city staff and public officials charged with implementing civic design policies.

- 3.01 Streets
- 3.02 Civic Open Spaces
- 3.03 Blocks & Lots
- 3.04 Required Improvements

Article 4. Zone Districts & Uses

Standards for the use of land and buildings in specific districts or locations that correspond to the Place Types in the comprehensive plan and address compatibility through the scale, format, and types of uses. This article is useful to landowners and developers pursuing individual projects, and to city staff and public officials reviewing projects for conformity with long range plans or potential impacts on adjacent areas.

- 4.01 Establishment of Districts
- 4.02 Permitted Uses (Use Table)
- 4.03 Specific Use Standards
- 4.04 Accessory Uses
- 4.05 District Performance Standards

Article 5. Residential Development & Design

Standards for the residential development, including lot and building standards for a range of residential building types and design standards to allow buildings to contribute to common characteristics of neighborhoods, such as streetscape and frontage design, building design, and open space design. This article is useful to anyone considering improvements to residential property, and particularly designers who deal with details of how a project compliments its surroundings.

- 5.01 Intent
- 5.02 Applicability
- 5.03 Development & Dimension Standards
- 5.04 Accessory Uses
- 5.05 District Performance Standards

Article 6. Nonresidential Development & Design

Standards for nonresidential development, including lot and building standards for nonresidential districts and design standards that focus on how projects relate to their specific district, block, and site, such as streetscape and frontage design, building design, and open space design. It is useful to anyone considering improvements to nonresidential property, and specifically designers who deal with details of how a project compliments its surroundings.

- 6.01 Intent
- 6.02 Applicability
- 6.03 Development & Dimension Standards
- 6.04 Community Design
- 6.05 Special Plan

Article 7. Access & Parking

Standards to improve access for various modes of transportation, including pedestrian, bicycle, and vehicles; balance potential competing interests associated with streetscape design, access, parking, and internal circulation; and reduce negative impacts of these areas. This article is most useful to designers who deal with details of how a project fits into its surroundings or engineers who are responsible for site layout, function, and mitigating impacts of development and accessory facilities.

- 7.01 Intent
- 7.02 Applicability
- 7.03 Access
- 7.04 Required Parking
- 7.05 Parking Design
- 7.06 Alternative Compliance

Article 8. Landscape & Site Design

Standards for the design of unbuilt portions of sites, addressing living landscape and aesthetic hardscape for distinct components of sites including streetscapes, frontages, parking areas, buffers, open space, and other unbuilt portions of the site. It is most useful to designers who deal with details of how a project fits into its context or landscape architects who are responsible for site design, installation specifications, and the performance and survival of landscape areas.

- 8.01 Intent
- 8.02 Applicability
- 8.03 Required Landscape
- 8.04 Buffers & Screens
- 8.05 Plant Specifications
- 8.06 Outdoor Lighting
- 8.07 Modifications

Article 9. Signs

Standards for any sign on property that is potentially visible from the right-of-way, public areas, or adjacent sites, and categorizing signs into general sign types with basic standards for each type (size, quantity, location) and design standards for some specific sign types. It is most useful for business owners considering how to manage their property and identity, or to anyone considering posting a message on their property.

- 9.01 Intent
- 9.02 Applicability
- 9.03 Exempt Signs
- 9.04 Permitted Sign Allowance
- 9.05 Standards for General Sign Types
- 9.06 Standards for Specific Sign Types
- 9.07 General Standards - All Signs
- 9.08 Design Guidelines
- 9.09 Alternative Sign Plans

Article 10. Supplemental Standards

Topic-specific standards that apply city-wide regardless of the zone district or which have more complex, issue-specific regulations and do not integrate well with the other generally applicable districts, standards, or procedures. This article is used only when a project addresses one of these specific topics. [Note: as of adoption in 2024, this article only includes the Airport Overlay, Landmarks Designation, Marijuana Uses, Telecommunication Facilities, and Short-term Rentals.]

- 10.01 Airport Overlay
- 10.02 Landmark Designations
- 10.03 Wireless Telecommunications Facilities
- 10.04 Child Day Care
- 10.05 Marijuana Facilities
- 10.06 Short Term Rentals

Article 11. Definitions

An aid to interpret all articles in this code, organized under defined terms (terms of art with a specific given meaning); description of uses (descriptions of the type, scale, and nature of general land uses); and a glossary of architecture and design terms (used to interpret and apply the discretionary or design-oriented standards). It is useful for anyone considering how to interpret a specific provision in the development code.

- 11.01 Description of Uses
- 11.02 Defined Terms
- 11.03 Design & Architecture Terms

The SGF Development Code is located in Chapter 36 of the Municipal Code.



DEVELOPMENT CODE OVERVIEW

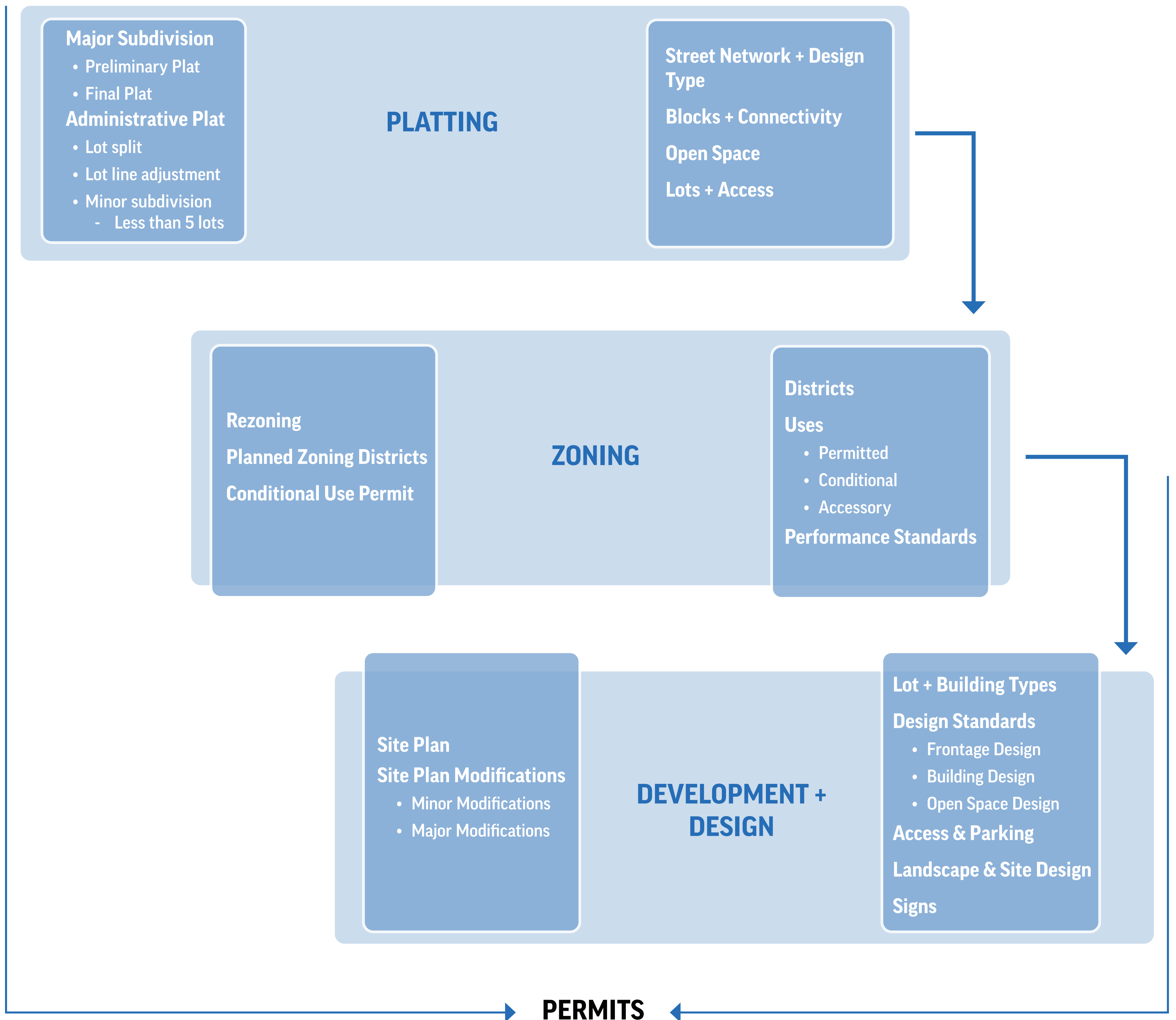
APPLICATION OF CODE

The application of development codes ensures orderly and efficient land use, guiding projects from initial planning to construction. This process typically involves three major steps: **platting**, **zoning**, and **development and design**. Each step ensures compliance with local regulations, aligning projects with community goals and standards. Permits can be obtained upon successful completion of these steps.

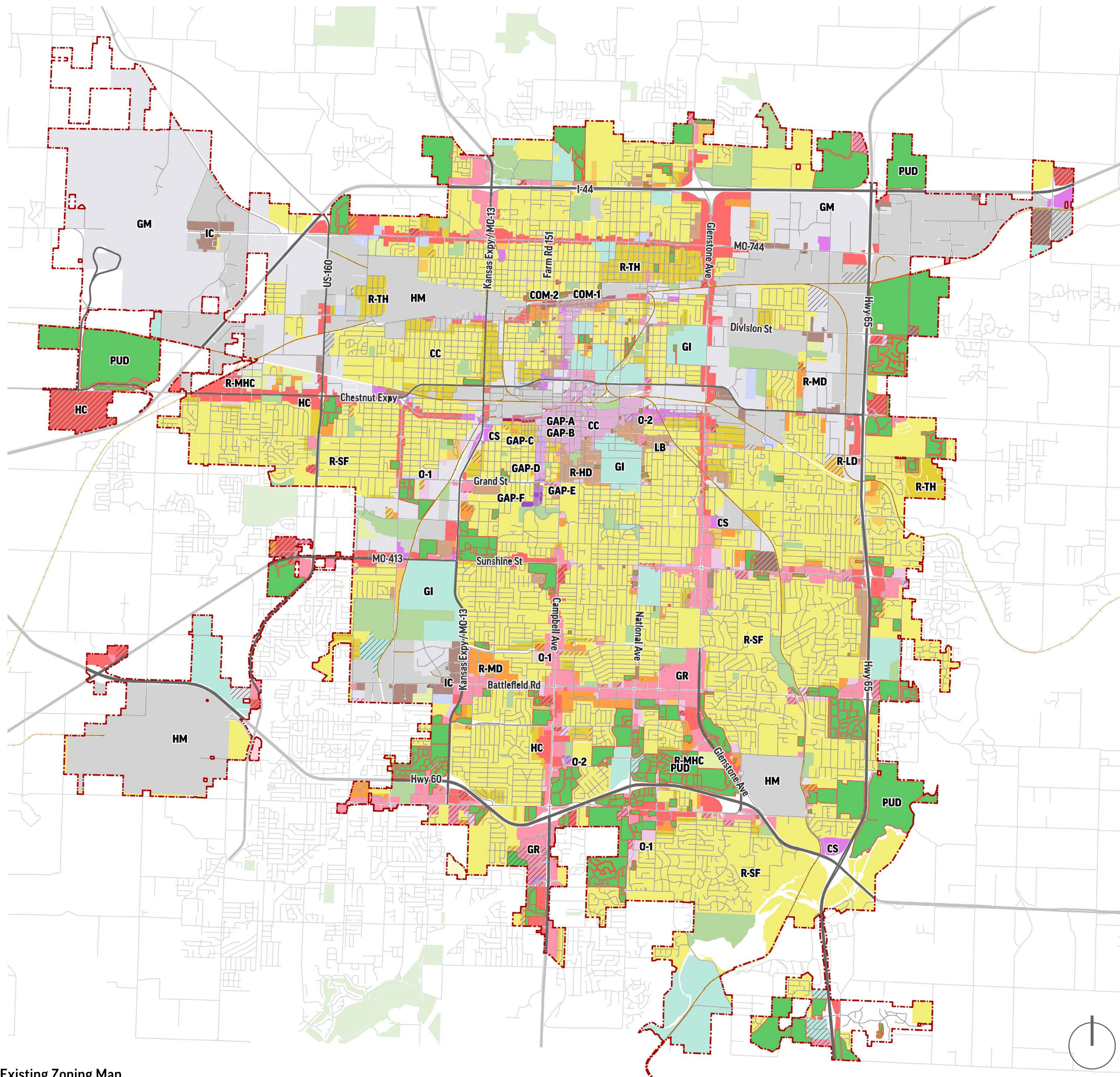
Table 2-1: Summary of Procedures

| Application | Eligible Applicant | | | | Notice | | | Pre-development | | Review & Decision | | | | Protest |
|---|--------------------|-------|-----|----|--------|------|------|-----------------|----------------|-------------------|------|--------|-----|---------|
| | Owner | Staff | P&Z | CC | Pub | Mail | Post | Staff Meeting | N'hood Meeting | Staff | P&Z | CC | BZA | |
| Administrative Subdivision (2.02.B) | ✓ | | | | | | | ○ | | D | A | | | |
| Major Subdivision - Preliminary Plat (2.02.C) | ✓ | | | | ■ | | ■ | ■ | □ | R | R/PH | Ac / A | | |
| Major Subdivision - Final Plat (2.02.D) | ✓ | | | | | | | ○ | | D | A | | | |
| Site Plan - Administrative (2.03) | ✓ | | | | | | | ○ | | D | A | | | |
| Conditional Use Permit (2.04) | ✓ | | | | ■ | ■ | ■ | ■ | ■ | R | D/PH | A | | |
| Rezoning (Map Amendment) (2.05) | ✓ | | ✓ | ✓ | ■ | ■ | ■ | ■ | ■ | R | R/PH | D/PH | | x |
| Planned Zoning + Regulating Plan (2.06) | ✓ | | ✓ | ✓ | ■ | ■ | ■ | ■ | ■ | R | R/PH | D/PH | | x |
| Variance (2.07) | ✓ | | | | | ■ | ■ | ○ | | | | | | PH/D |
| Appeal of Administrative Decision (2.08) | ✓ | ✓ | ✓ | ✓ | | ■ | ■ | | | | | | | PH/D |
| Text Amendment (2.09) | | ✓ | ✓ | ✓ | ■ | | | | | R | R/PH | D/PH | | |

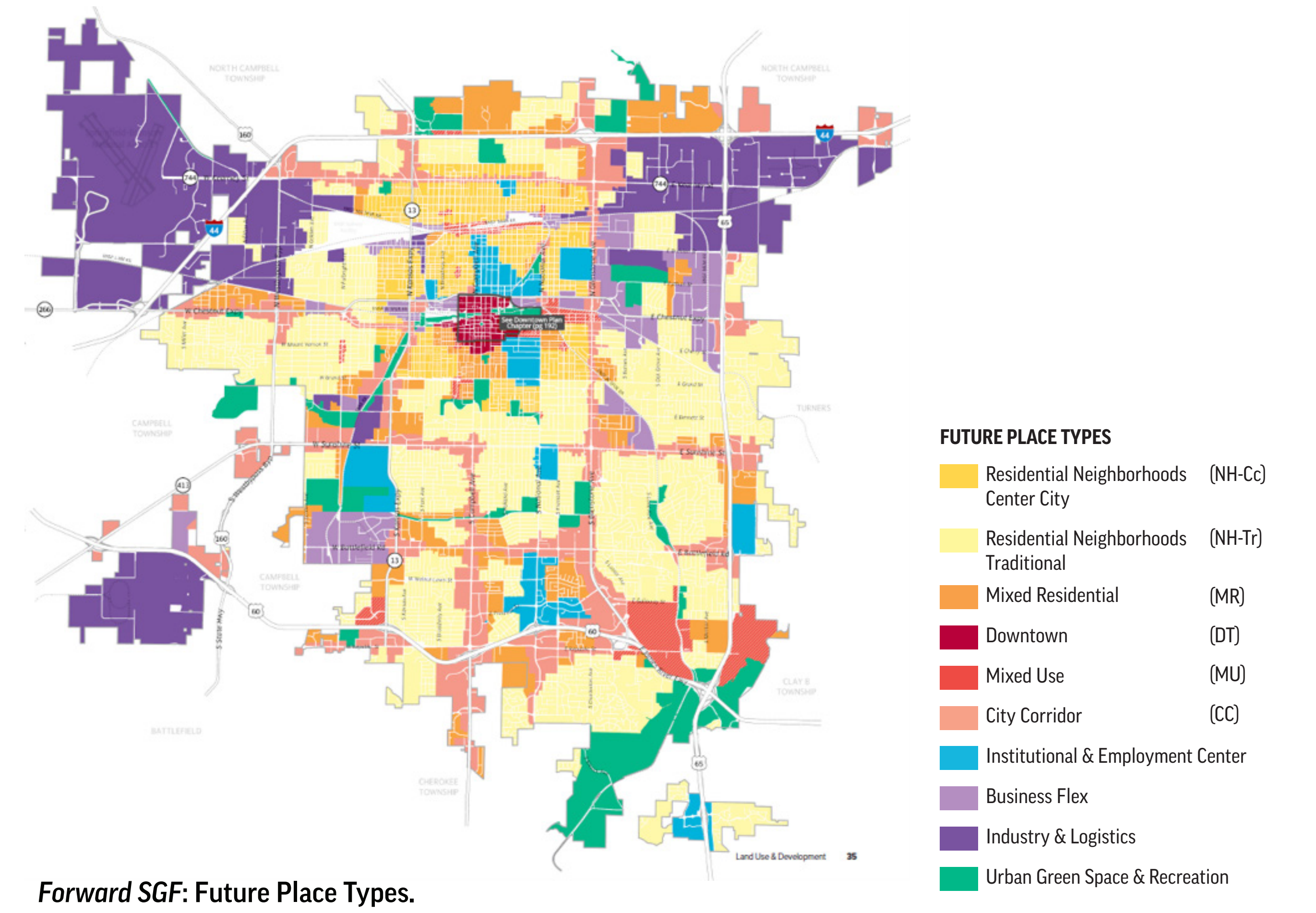
✓ = Eligible to initiate application
 ■ = Required
 ○ = Applicant's option
 □ = Optional at PD Director's Discretion
 R = Review and recommendation
 D = Decision
 A = Appeal of Prior Decision
 Ac = Acceptance of Improvements / Dedications
 PH = Public Hearing



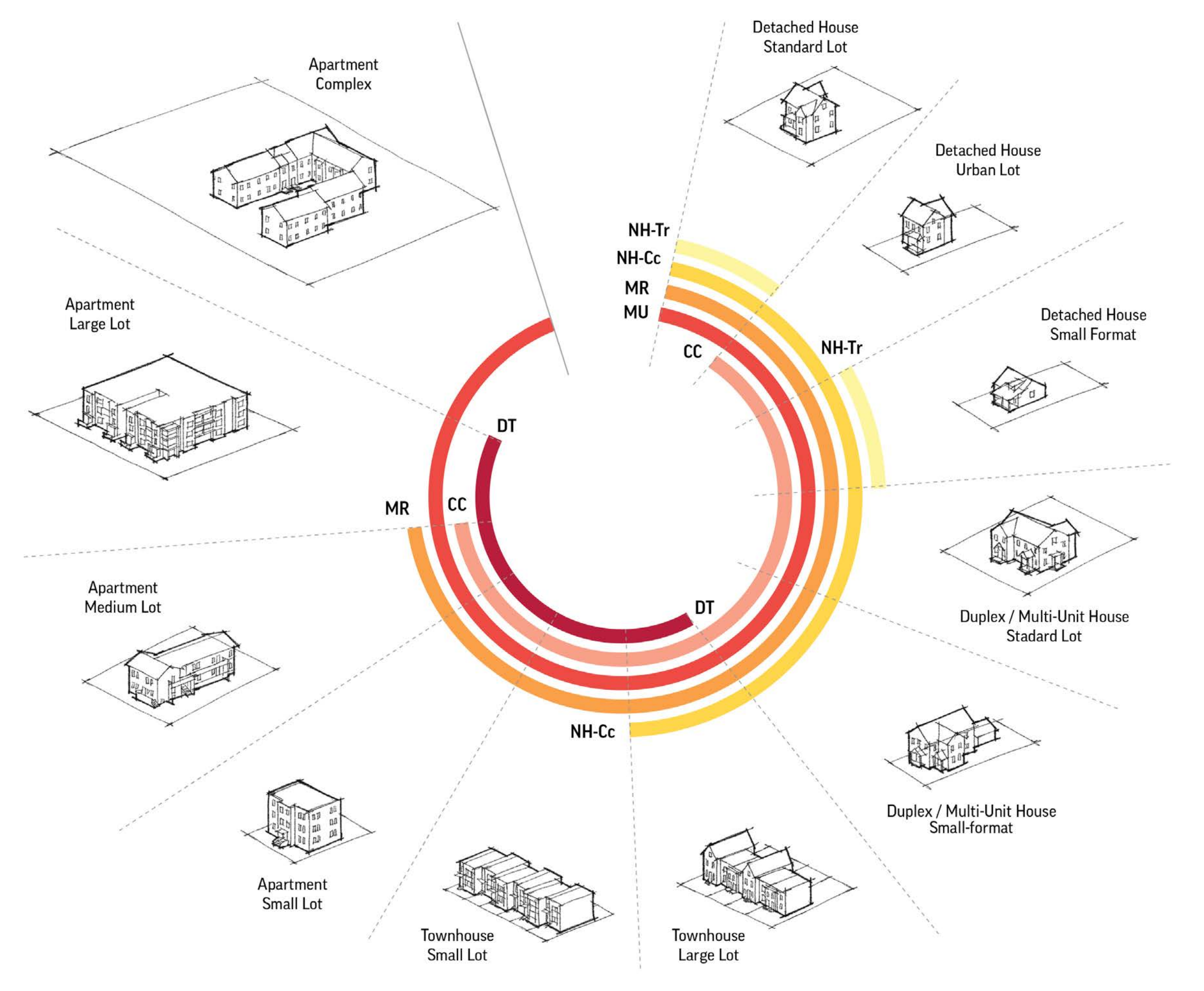
ZONING MAP



Existing Zoning Map



Forward SGF: Future Place Types.



The diagram illustrates the applicability of various residential building types within different Place Types.



STREETSCAPE / PUBLIC REALM DESIGN

Public realm design is integral to a well-functioning built environment, and comes in the form of streets, sidewalks, pedestrian paths, parks, natural areas, and public open spaces of all scales. Specifically, street and streetscape design plays a major role in shaping community identity and aesthetic appeal as well as

impacting the safety, efficiency, and functionality of a large portion of the public realm. Setting up design standards for streets enables more consistency across the city and ensures all modes of travel are taken into account when designing and constructing new streets and street improvements.

IMPROVE CONNECTIVITY

Connectivity determines how well compatible parts of the community can relate and how people move through and experience a community. The connection between streets (represented by frequency of intersections or block sizes)

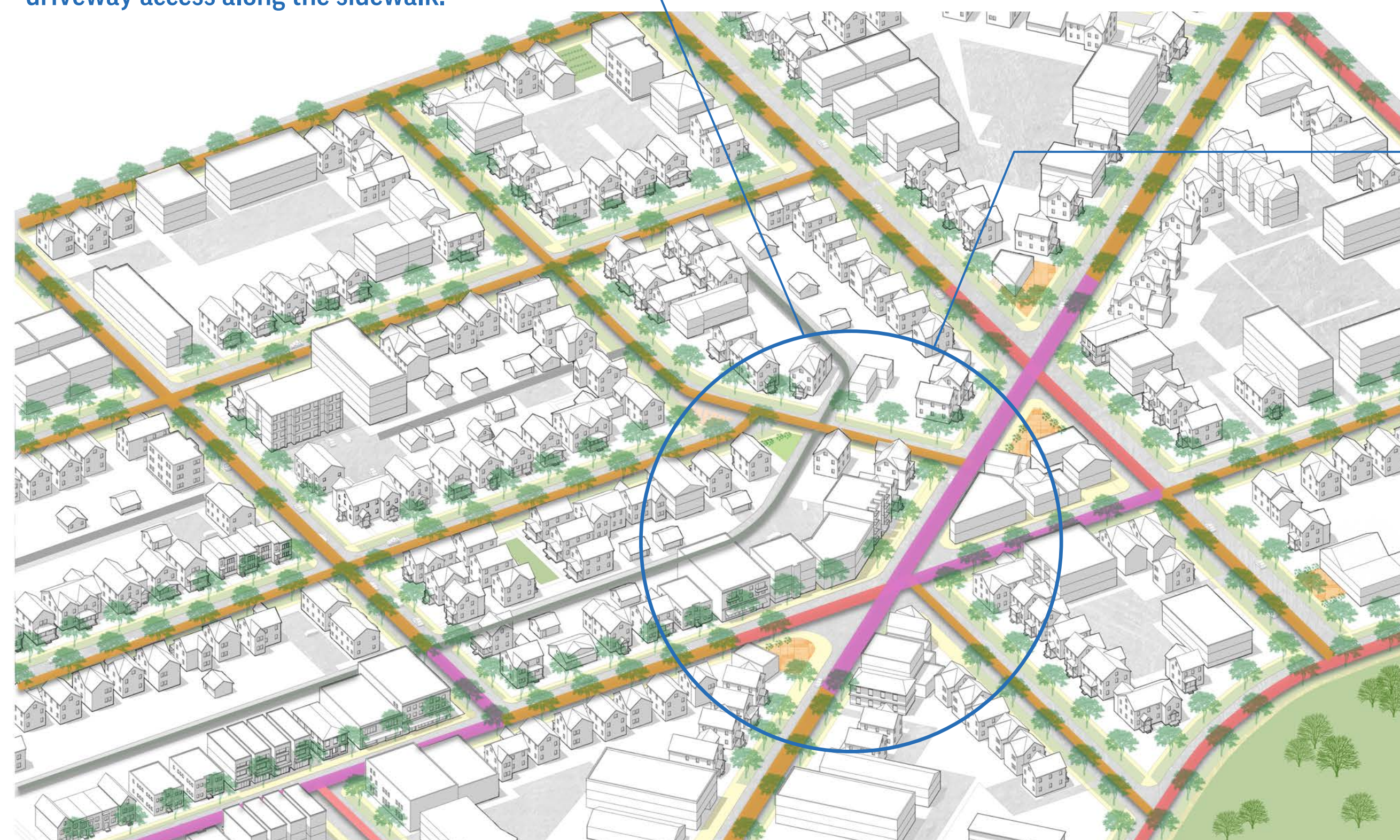
and open spaces (where open spaces interface with streets) establishes a framework (or development pattern) that has lasting implications for future development – even as a community changes and places transition over time.

| Current Code | Draft Code |
|---|---|
| <ul style="list-style-type: none"> One generic connectivity standard and it does not provide enough connectivity to reflect many existing contexts or the recommendations for several Place Types. | <ul style="list-style-type: none"> Set increased connectivity standards for distinct planning contexts based on development pattern analysis (using existing block structure and Place Type guidance). Permit flexibility in connectivity through built in exceptions or deviations. Coordinate street design types with the connectivity of street networks. Promote internal access and circulation, particularly on streets where access controls will be greater. |

Three Planning Contexts:

- Compact, Walkable - High Connectivity
- General Neighborhoods & Corridors - Moderate Connectivity
- Campus, Rural, or Remote Areas - Low Connectivity

The alley offers efficient internal access and circulation while minimizing car disruptions caused by driveway access along the sidewalk.



Coordinate street design types with the connectivity of street networks.

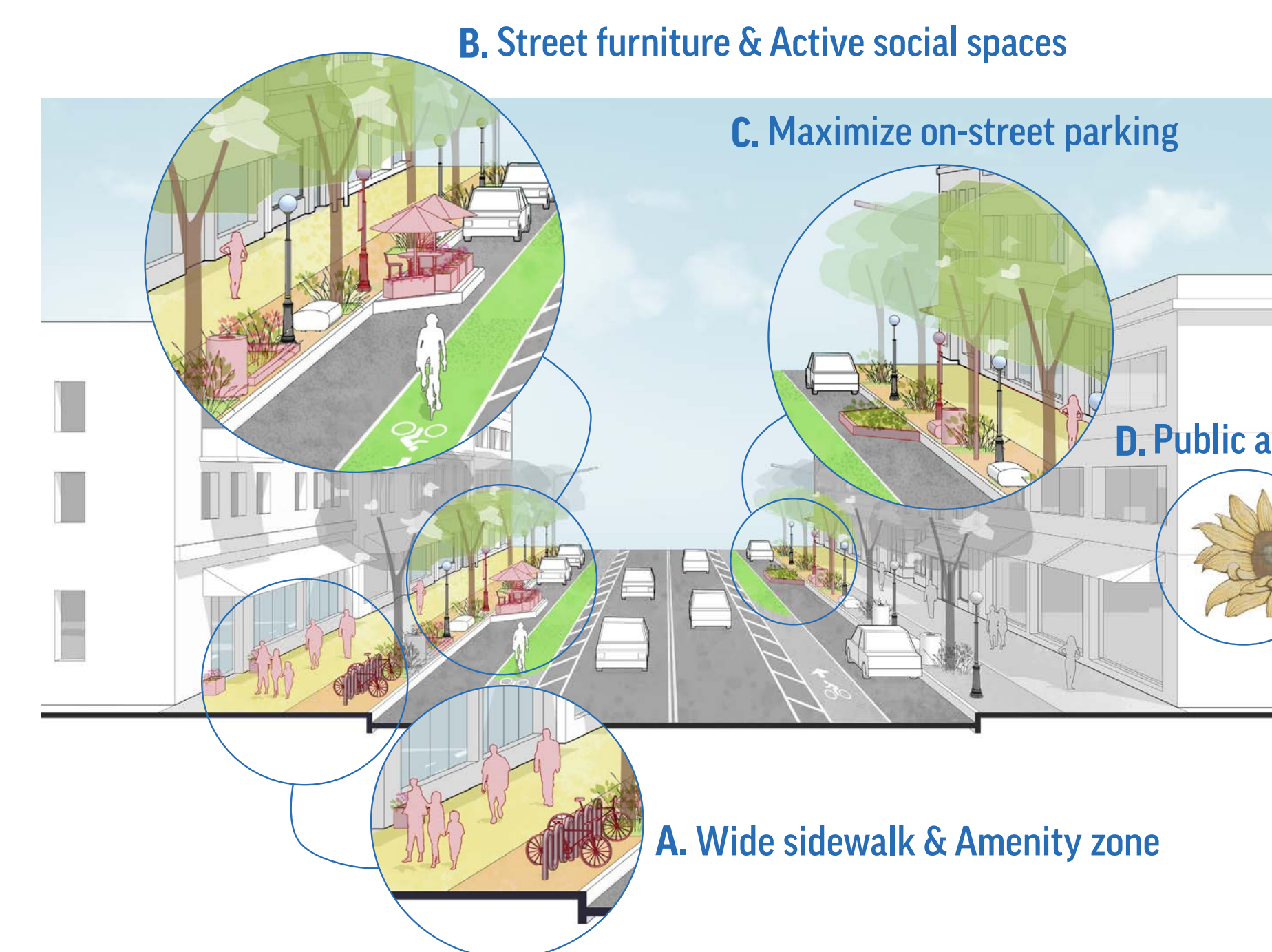
- Mixed Use Street
- Commercial Street
- Neighborhood Street
- Alley

Conceptual illustration of street connectivity.

STREET DESIGN

Complete Streets is a design concept that emphasizes that streets are not just for moving vehicular traffic. Instead, streets should allow for multiple modes of transportation to use the street's right-of-way concurrently (multimodal transportation), and that

streets are social and civic spaces that impact a city's public image. Springfield adopted a Complete Streets policy in 2014, and Forward SGF reinforces the policy with several goals related to Complete Streets, including several specific street design types.

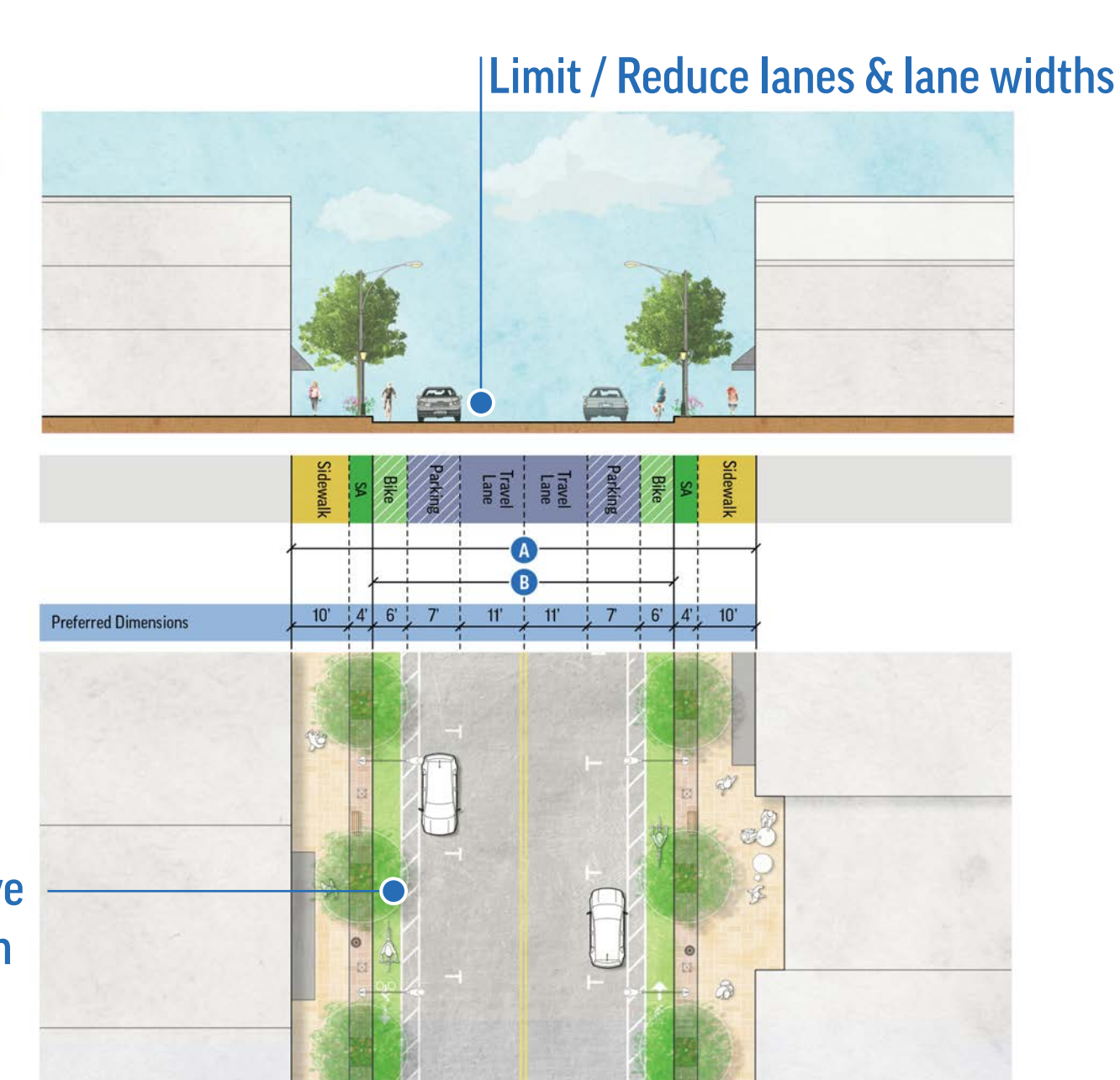


Conceptual illustration of a variety of streetscape elements.

| Current Code | Draft Code |
|---|--|
| <ul style="list-style-type: none"> Defines streets by their functional class (vehicle speed and capacity) and the width of their right-of-way (wider for higher-order streets), and lack any street design and streetscape standards. Limited guidance for the incorporation of sidewalks, bicycles, parking, amenities, and landscape. | <ul style="list-style-type: none"> Introduce a city-wide concept for street design types with four distinct design types to be used in different contexts. Allow functional classifications (arterial, collector, local) to be used in coordination with street design types. Promote certain design types in specific situations based on the Place Type and connectivity of the street network. Coordinate private site design and development standards with street design types. |

Multimodal Street

| Summary | |
|----------------------------|---|
| A Right-of-Way Width | 80' |
| B Street Width | 52' |
| Number of Travel Lanes | 2 |
| Travel Lane Width | 11' |
| On-Street Parking | Parallel |
| On-Street Parking Width | 7' |
| Bicycle Facility & Type | 8' Protected Lane |
| Sidewalk | 10' Detached |
| Amenity Zone: Type & Width | 4' Amenity Zone |
| Target Speed (Range) | 20 - 25 MPH |
| Preferred Context | Residential, Mixed-Use, Non-Residential |

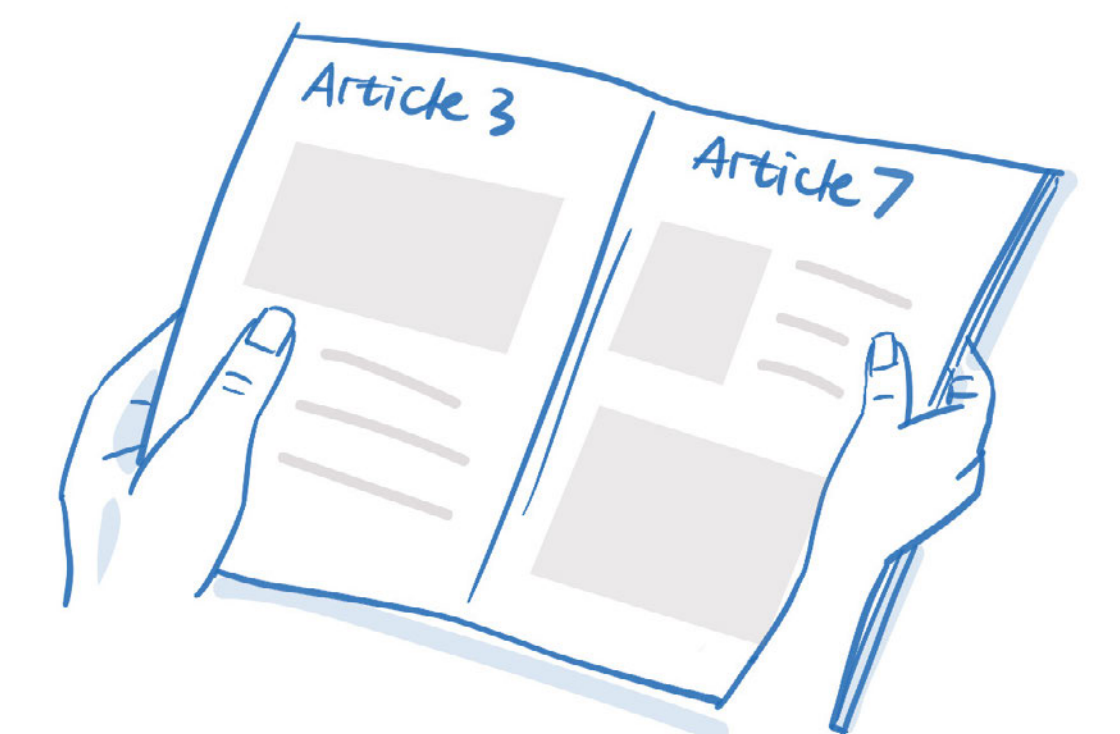


Promote active transportation

Limit / Reduce lanes & lane widths

User-friendly quick reference sheet highlighting street design elements and context-specific space allocation priorities.

Example of street typology approach.



STREETScape / PUBLIC REALM DESIGN

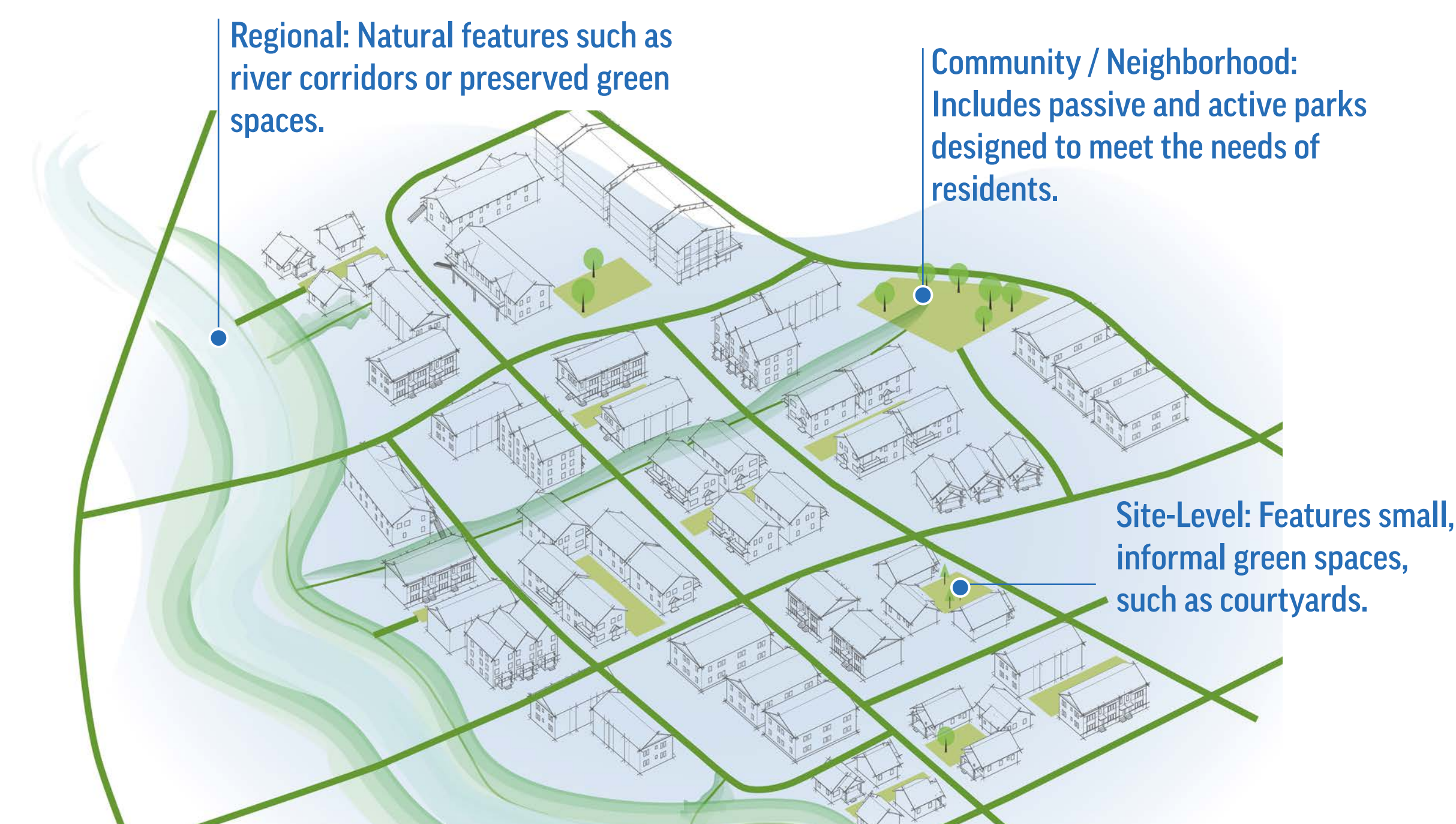
OPEN SPACE

Open space is a critical component of any community, supporting connectivity, creating a framework for development, and providing community gathering space. Open space typologies refer to a defined set of open spaces allowing a community to create standards that promote open spaces designed to:

- 1). Fit into and strengthen their surrounding context,
- 2). Contribute to a network of usable and high-quality public spaces, and
- 3). Increase the city's resilience and provide important ecosystem services. The new development code provides the opportunity to tailor a system of open space typologies appropriate to the Place Types established by Forward SGF and that consider the context and function of open spaces throughout the city to promote "Quality of Place" in open spaces city-wide.

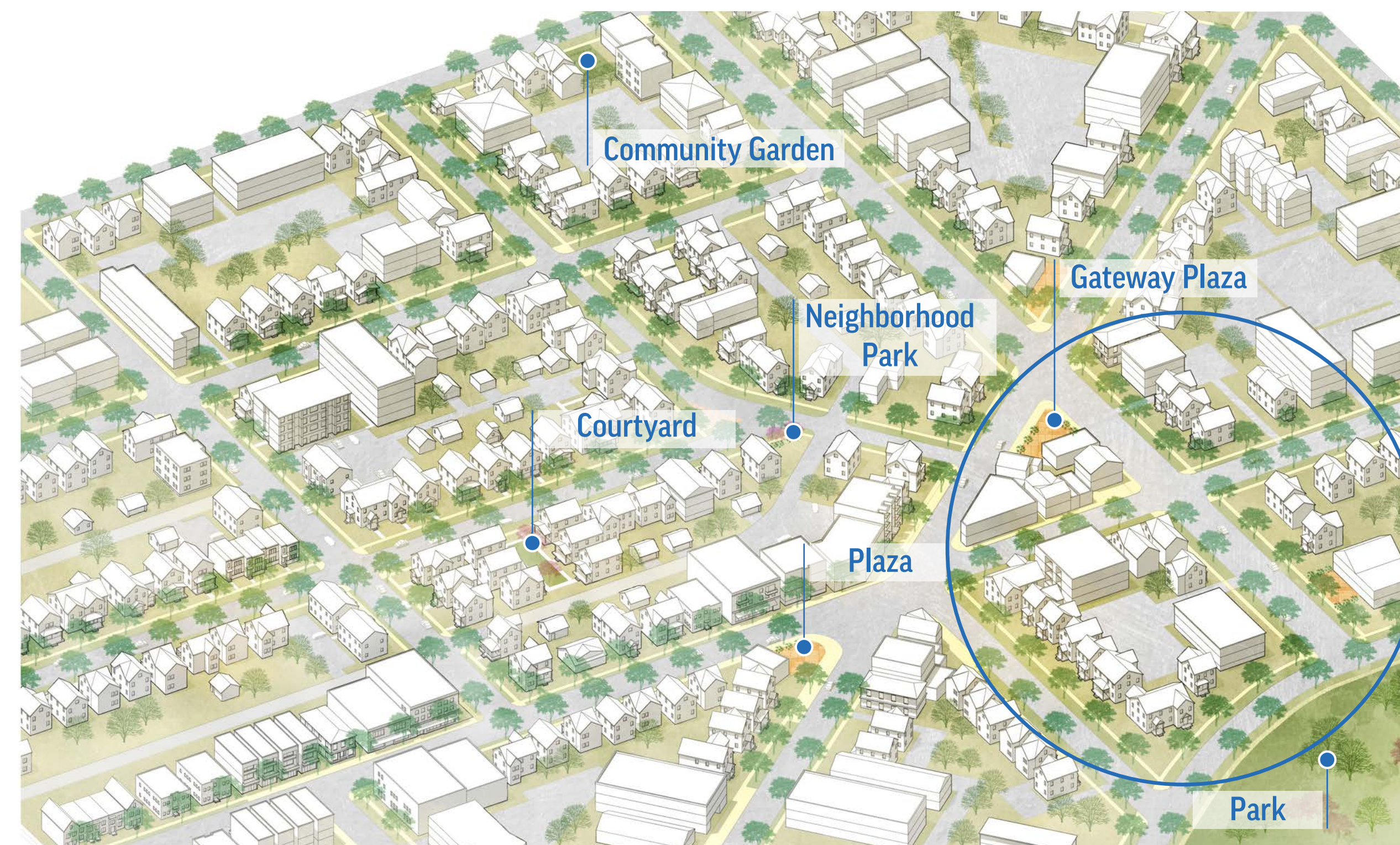
| Current Code | Draft Code |
|---|---|
| <ul style="list-style-type: none"> • Limited requirement for public open space dedication based on relation to trail plans. • Addresses common open space only in regards to management and maintenance responsibilities. | <ul style="list-style-type: none"> • Open space typologies - a defined set of different categories of open spaces, and helps a community determine where different types of open spaces are most appropriate. • Retains the current public open space dedication provisions. • Allows common or private open space systems to supplement public open spaces, at applicants option. • Coordinates site- or lot- specific open space design credits with areas where common or private open-space systems were developed. |

Open Space At Different Scales



A conceptual diagram illustrating open spaces across various scales.

Open Space Types

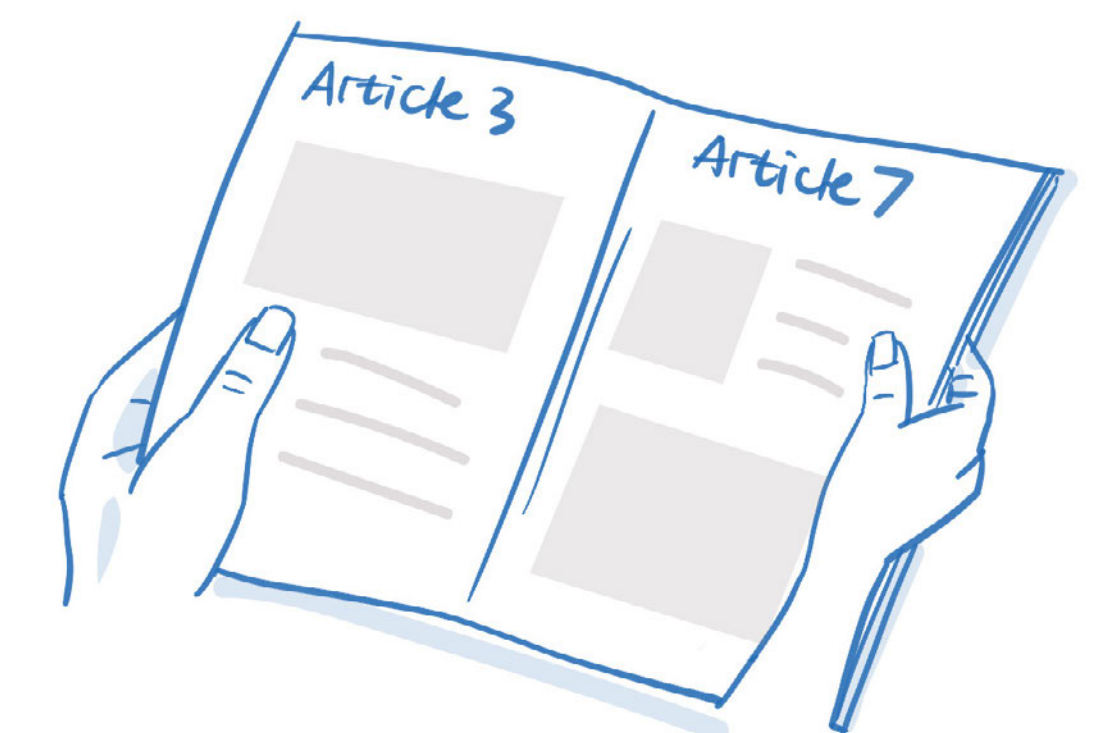


A conceptual illustration shows diverse types of open spaces.



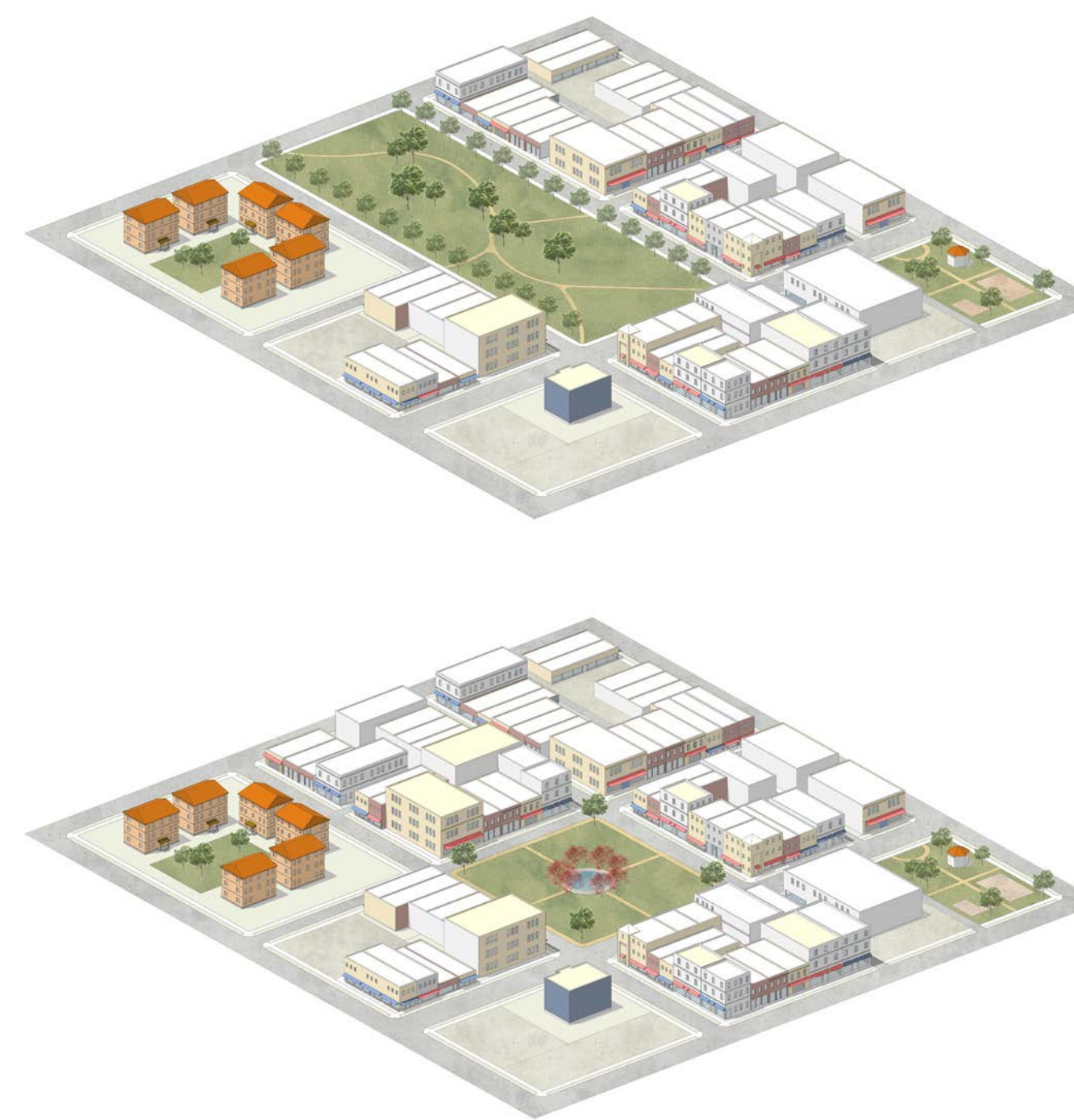
Green streets help reduce stormwater runoff by incorporating sustainable drainage solutions.

Open spaces offer valuable ecosystem services, such as flood control and effective stormwater management.



Urban

Civic Spaces:
Such as greens and squares, provide essential open areas within an urban context.



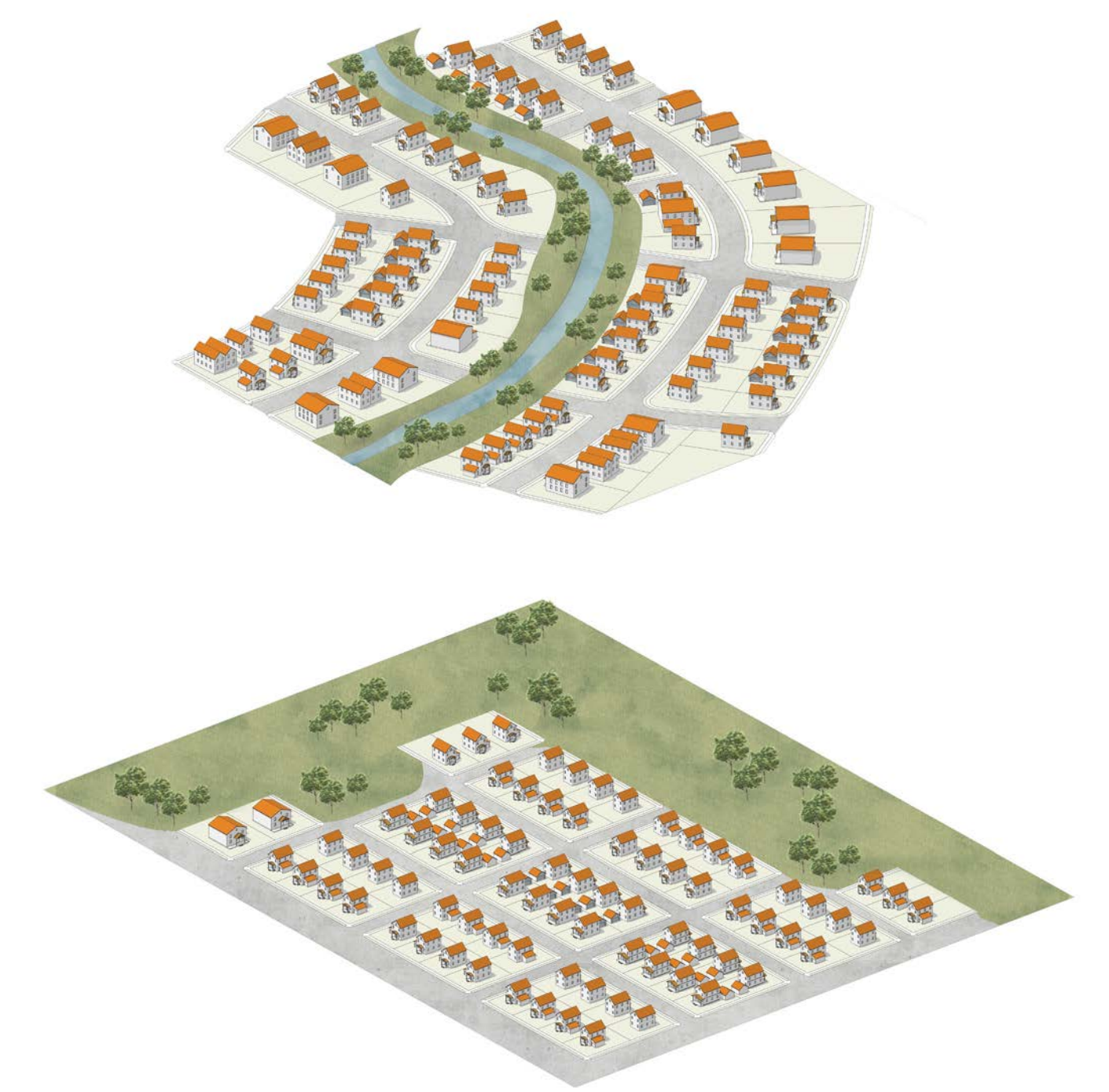
Neighborhood

Park & Community Garden:
Varying in size, serve as vital social spaces for residents.



Natural

Trail & Natural Open Space / Stream Buffer:
Feature valuable natural amenities and ecological resources that require protection.



NEIGHBORHOODS & HOUSING

A significant portion of all cities are dedicated to residential land use, and the housing market is a dynamic system intended to serve the varying desires and needs of residents over time. Housing needs are constantly changing with the condition and supply of the existing housing stock and shifting demographics. Measuring housing based on density (number of units per acre) is a conventional approach, and the current development code approach, to regulating housing. However, this approach does not effectively address the more important design characteristics residents care most about, and

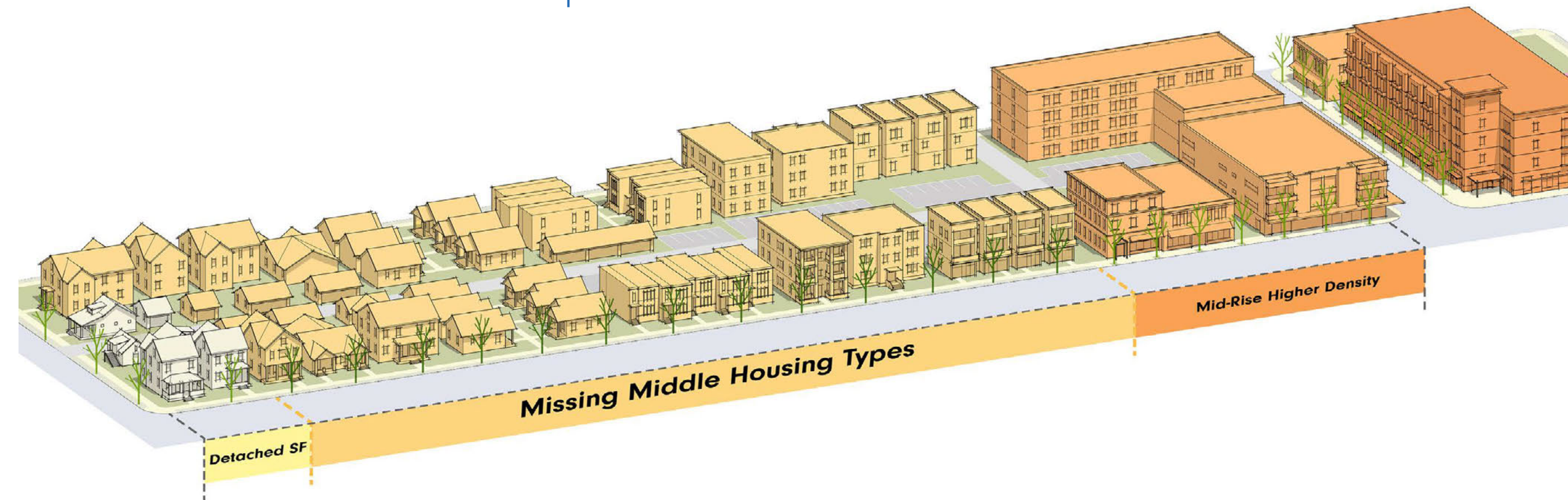
even the same building type and scale can produce many different densities based on the configuration of dwelling units within. Similarly, the way neighborhoods are designed plays a significant role in establishing the quality, function, and character of residential settings. Following a few basic neighborhood design patterns can allow a broader range of compatible building types to fit in and even create compatible designs and transitions between different building types.

BUILDING TYPES OVER DENSITY

Density (or dwelling units per acre) is a conventional way to measure the intensity of residential development. However, this measure is abstract and incomplete. Variables like the size of housing units, the format and footprint of the building, the lot

pattern and configuration, and the scale, massing and design of buildings all have far more significant impacts on whether projects are compatible with their surroundings than how many units per acre of land they equate to.

| Current Code | Draft Code |
|---|---|
| <ul style="list-style-type: none"> Establishes some standards based on building types, but then others are based on density or insignificant distinctions for each type between districts. | <ul style="list-style-type: none"> Proposes a complete range of building types based on lot size, building scale, and unit configurations; established defined standards for each type; then allocates a compatible range of types within each district. Lower-scale districts will have virtually no changes from the current standards, while upper scale districts will have more compatible options for housing. |



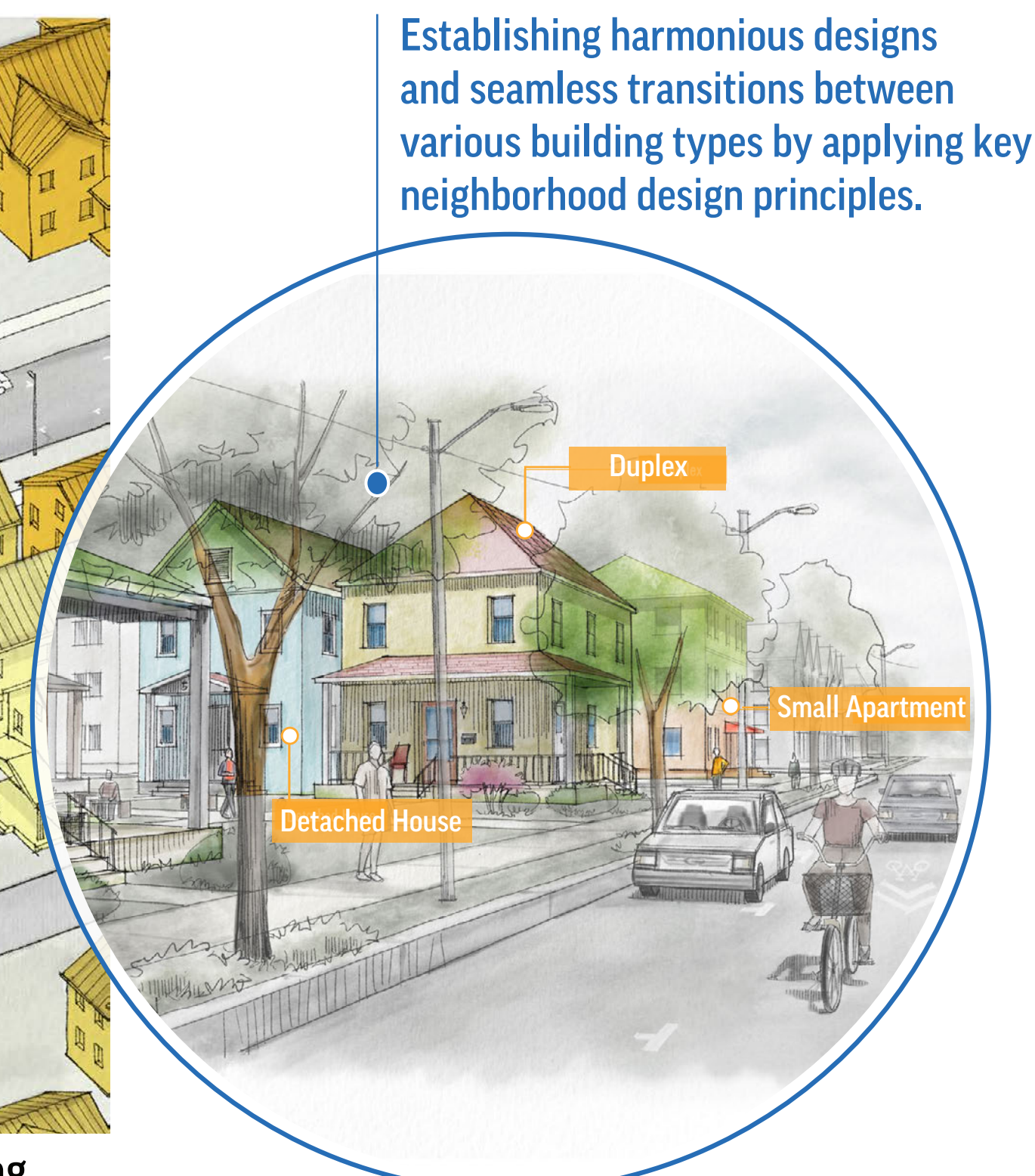
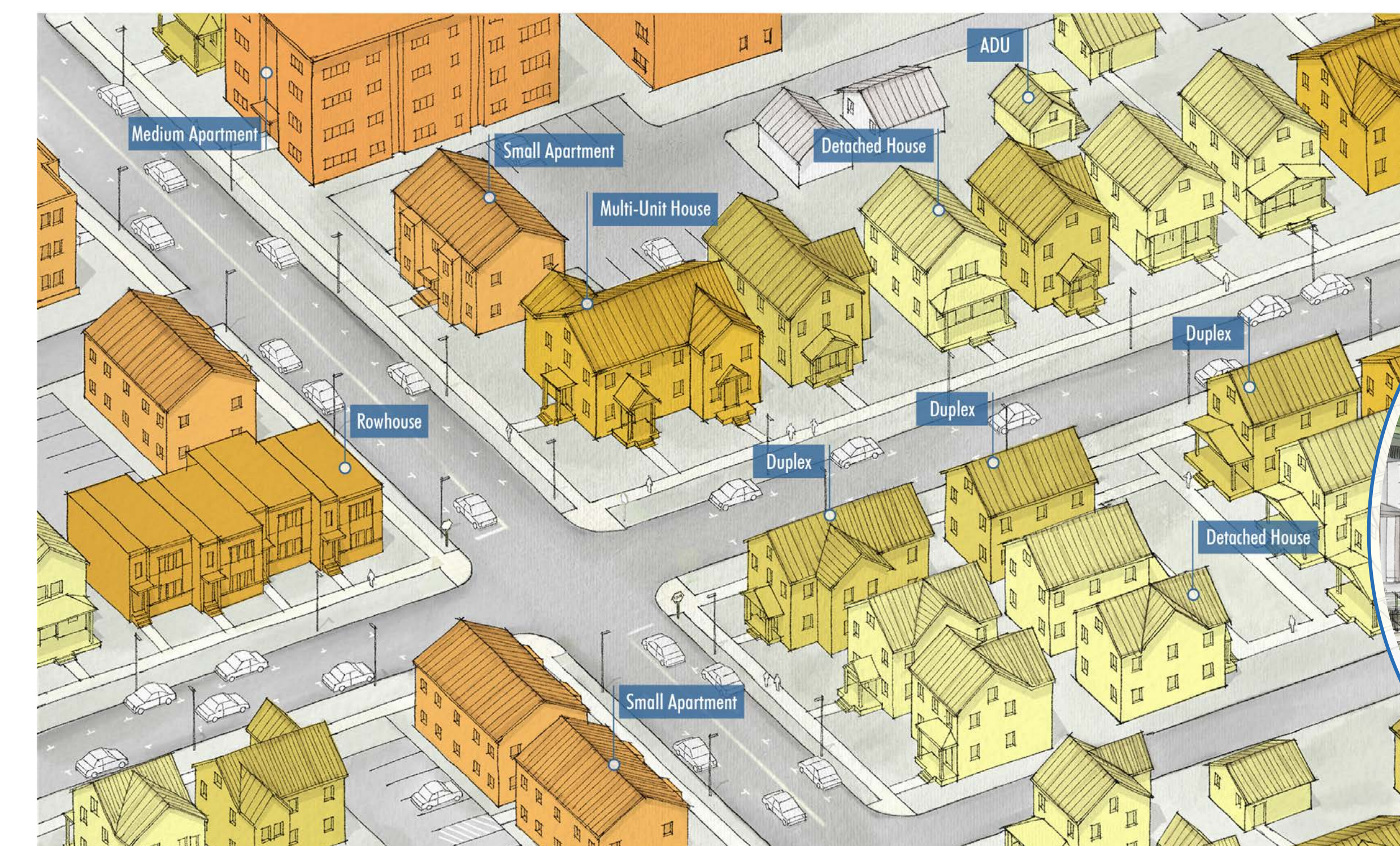
Conceptual illustration showcasing diverse housing types: small-lot detached homes, missing middle housing options (e.g., duplexes, townhomes, and triplexes), and mid-rise, higher-density developments.



MIX THE TYPES

The building type approach enables a mix of housing options to be more easily integrated into neighborhoods. This results from both a range of similar scale buildings allowing different unit configurations, and from more effective transitions between

different building types on a block- or neighborhood-scale. These patterns often enable more strategic locations of smaller-scale, higher intensity projects all within a compatible neighborhood design and pattern.



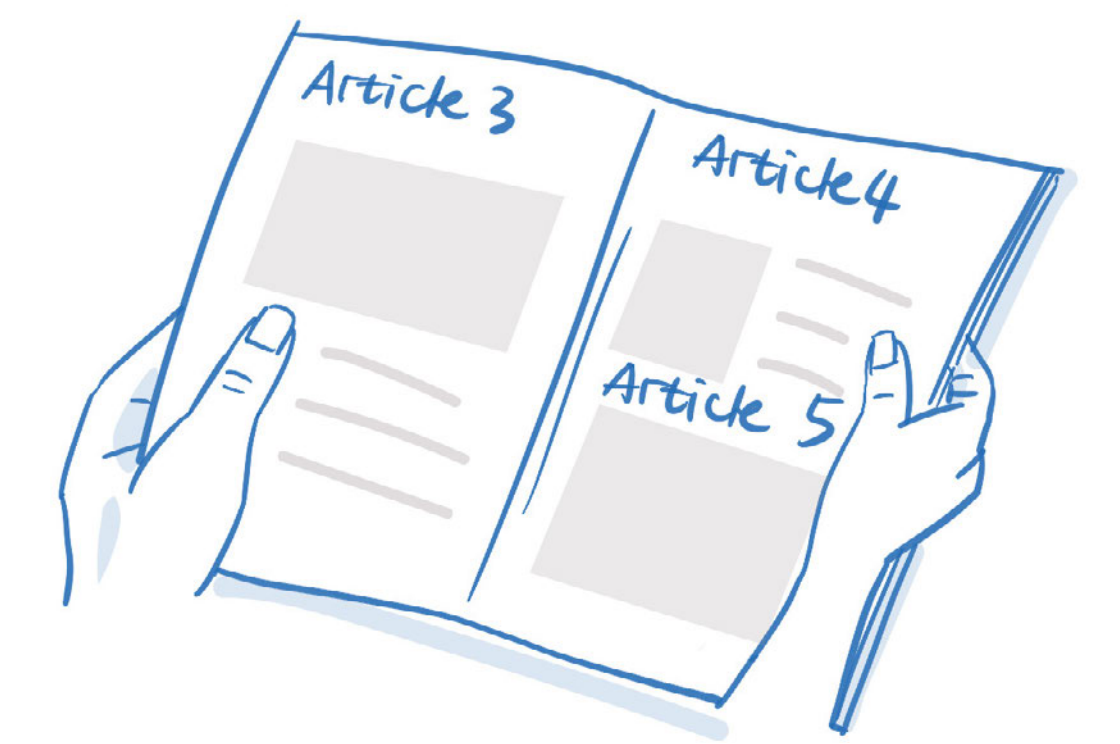
Establishing harmonious designs and seamless transitions between various building types by applying key neighborhood design principles.

A conceptual illustration of a neighborhood showcasing a harmonious integration of diverse housing types.

| Building Type | # of Principal Dwelling Units | Minimum Lot Standards | | | Building Standards | | | Zone Districts | | | | | P = Permitted C = CUP | | | | |
|---|-------------------------------|----------------------------------|----------------------------------|------------|-----------------------|----------|------|----------------|-------|-------|-------|-------|--------------------------|--|--|--|--|
| | | Area | Width | Open Space | Height ⁽¹⁾ | Setbacks | Rear | R-SF | R-MX1 | R-MX2 | R-MX3 | R-MHC | | | | | |
| Detached House - Standard Lot | 1 | 6K | 50' + | 40% | 32' | 25' | 5' | 30' | | | | | | | | | |
| Detached House - Urban Lot | 1 | 4K | 35' - 50' (1) | 30% | 32' | 25' | 3' | 30' | | | | | | | | | |
| Detached House - Small Formal | 1 | 2K | 25' - 35' (1) | 20% | 25' | 25' | 3' | 20' | | | | | | | | | |
| Duplex / Multi-unit House | 2-4 | 6K 3K / unit min | 50' + (1) | 40% | 32' | 25' | 5' | 20' | | | | | | | | | |
| Townhouse - Large Lot | 3-6 | 2.4K / unit min 20K total max | 20' / unit min 150' total max | 30% | 40' | 15' | 25' | 5' | 20' | | | | | | | | |
| Townhouse - Small Lot | 3-8 | 1.5K / unit min 16K total max | 14' / unit min 125' total max | 20% | 40' | 15' | 25' | 5' | 20' | | | | | | | | |
| Apartment - Small Lot | 3-12 | 1.5K / unit min 20K total max | 50' - 150' | 20% | 52' | 15' | 25' | 5' | 20' | | | | | | | | |
| Apartment - Medium Lot | 13-40 | 1.5K / unit min 1/4 block max | 100' - 200' | 20% | 65' | 15' | 25' | 5' | 20' | | | | | | | | |
| Apartment - Large Lot | 13 + | 1.1K / unit min 1/2 block max | 100' - 300' | 20% | n/a | 15' | 25' | 5' | 20' | | | | | | | | |
| Apartment - Complex | 17.7 du/acre | 8.5K min/ 2.45 K / unit min | 100' + | 30% | 40' | 25' | 5' | 20' | | | | | | | | | |
| Civic / Institutional Buildings (permitted nonresidential uses) | n/a | 20K | 200' | 40% | 40' | 25' | 25' | 30' | | | | | | | | | |

(1) Smaller or narrower lots may require between 5' and 10' additional width on corner lots to allow proper building placement and orientation according to Section 5.03 C.2.
(2) Front setbacks may be modified on a block-by-block basis, subject to the frontage design standards in Section 5.04 B, Frontage Design.
(3) Any portion of a multi-unit building taller than 32' shall be setback at least 15' when property adjoins an R-SF district, and any apartment building taller than 32' shall comply with the 45-degree bulk plane when property adjoins an R-SF district.

A simple and clear approach to building types promotes the development of neighborhoods with diverse housing options.



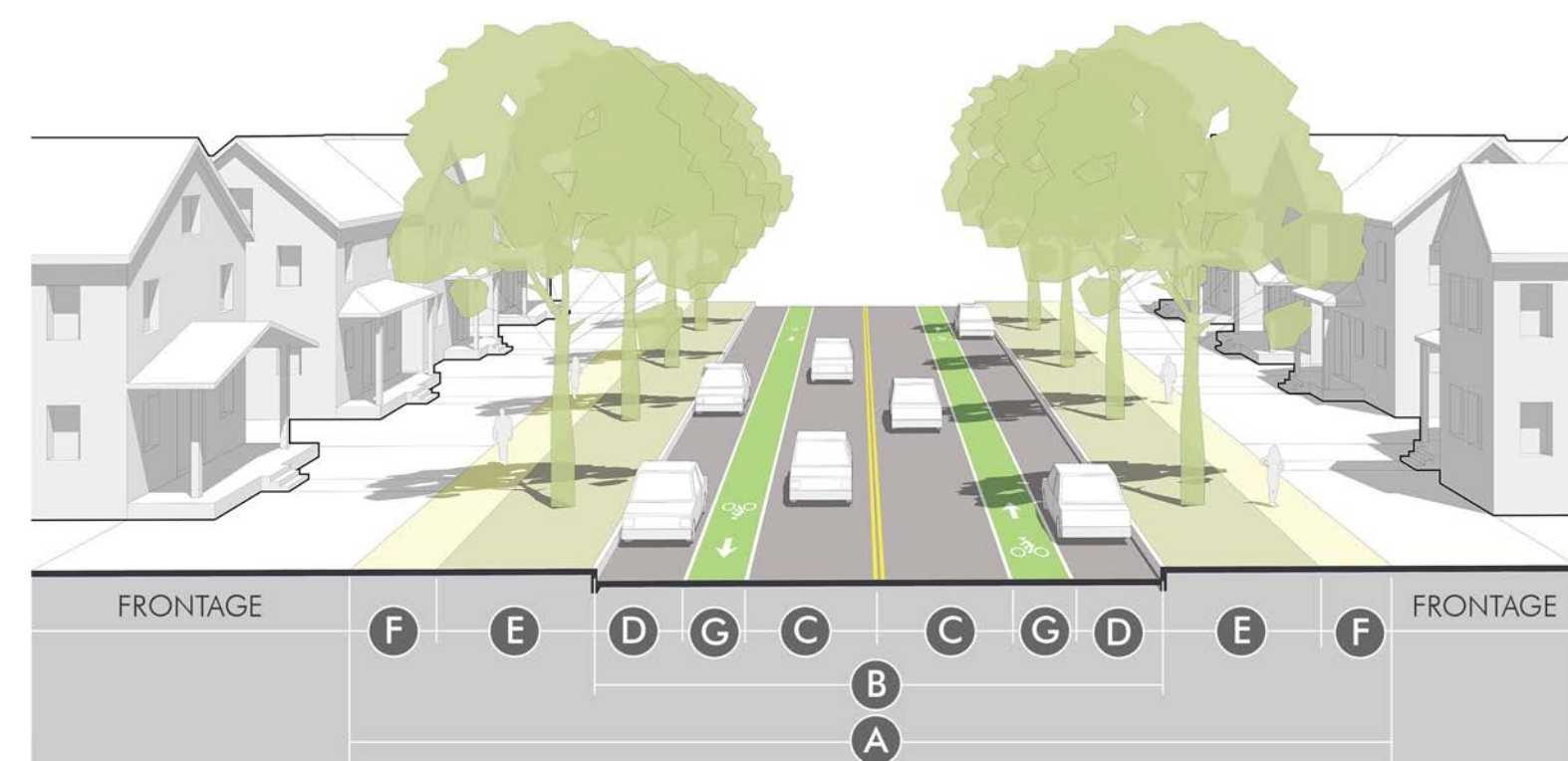
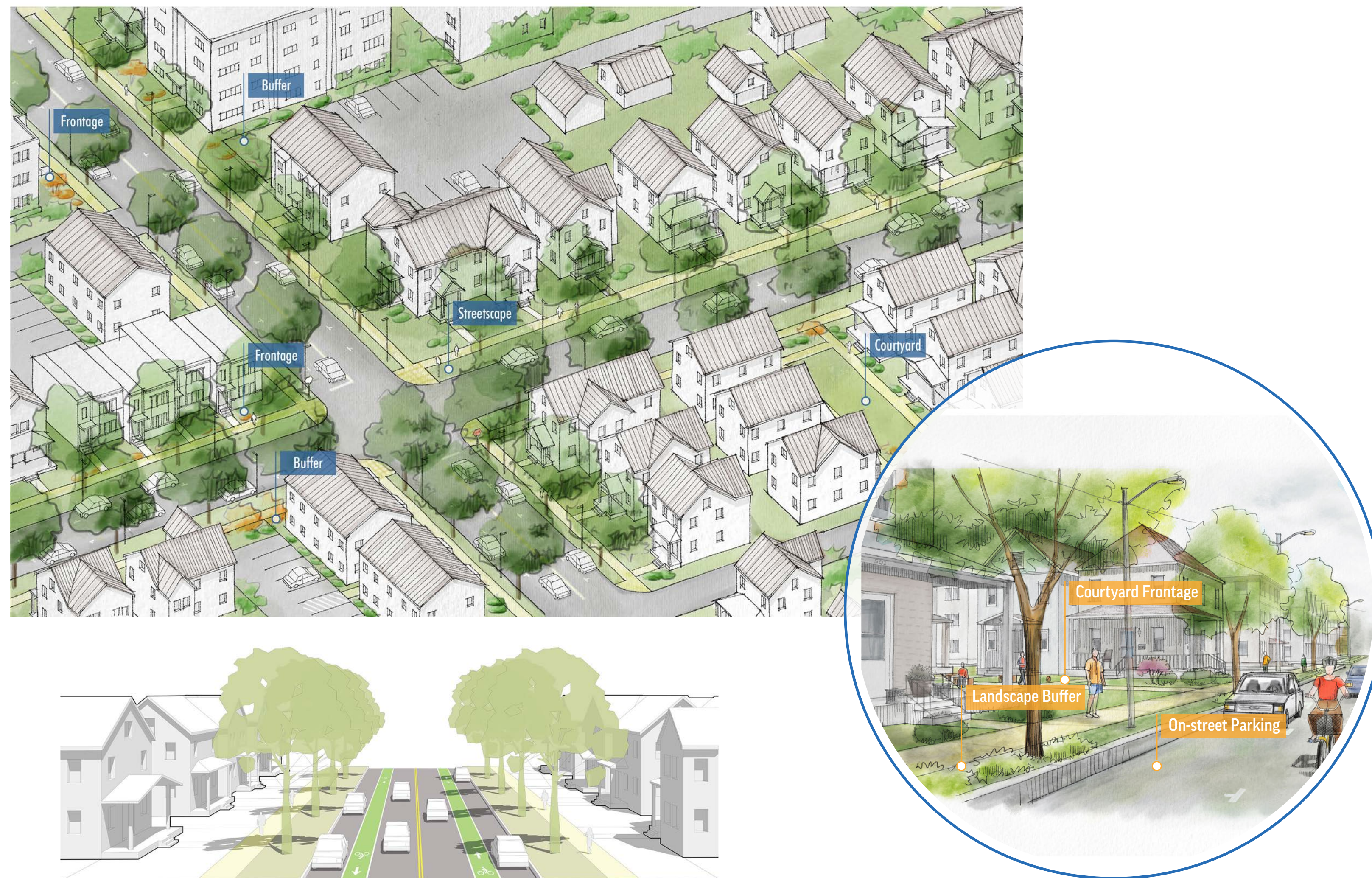
NEIGHBORHOODS & HOUSING

NEIGHBORHOOD DESIGN

Forward SGF recommends more housing options and a greater mix of housing types within some neighborhoods and Place Types. To address this, the new development code proposes a building type approach to ensure compatible scales of buildings and appropriate transitions between building types and an increase emphasis on neighborhood design. Neighborhood design includes design of all elements that contribute to neighborhood character:

- Streetscapes and open spaces;
- Building types and formats; and
- Frontage design.

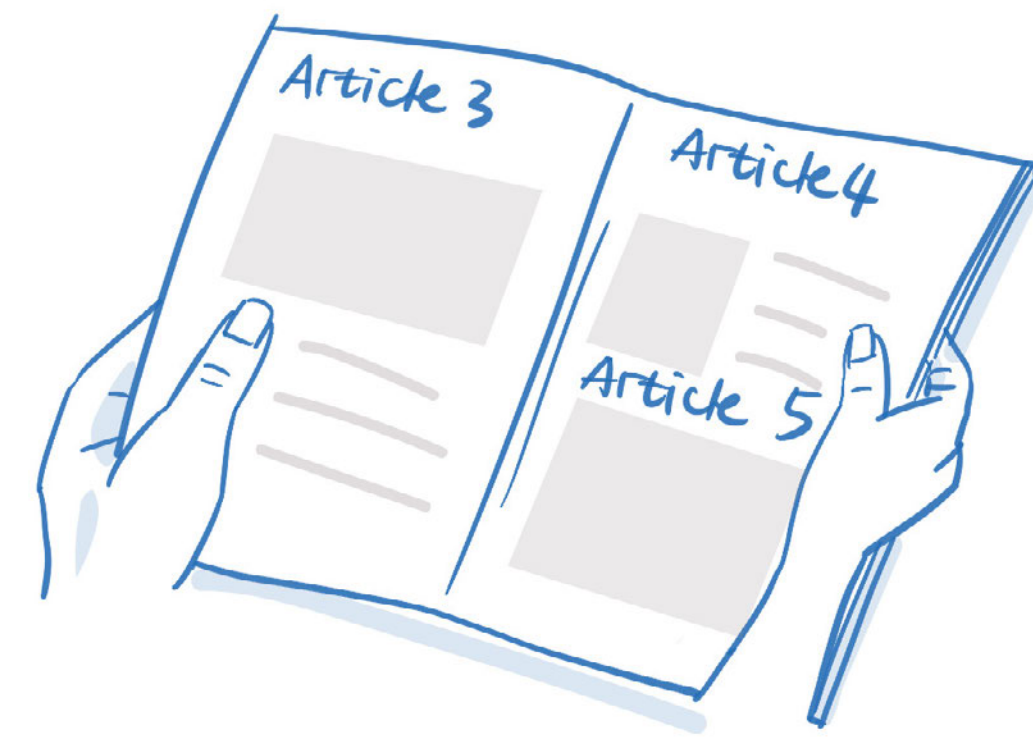
Public Realm Design - Streetscape & Open Spaces



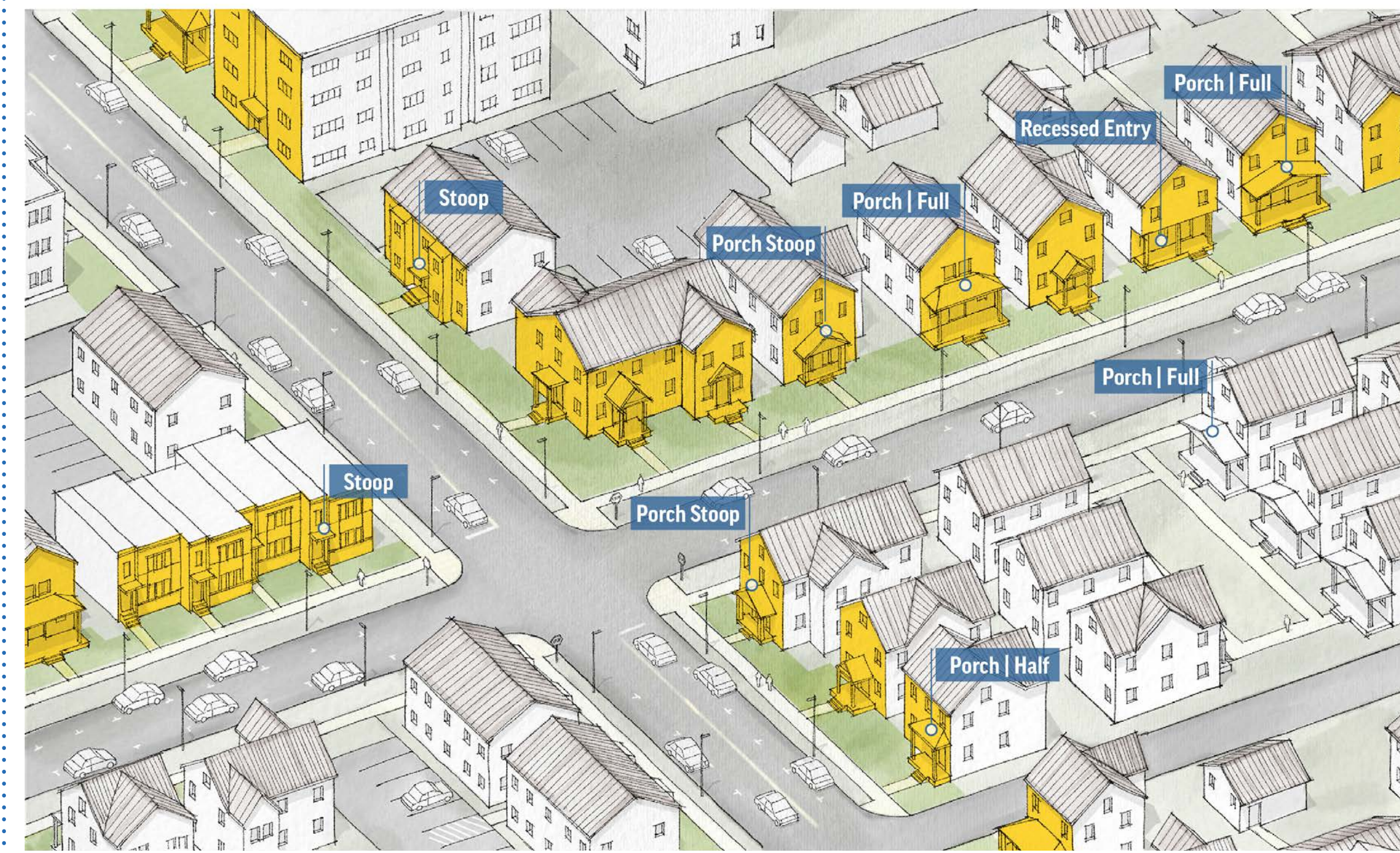
Parkway / Bikeway



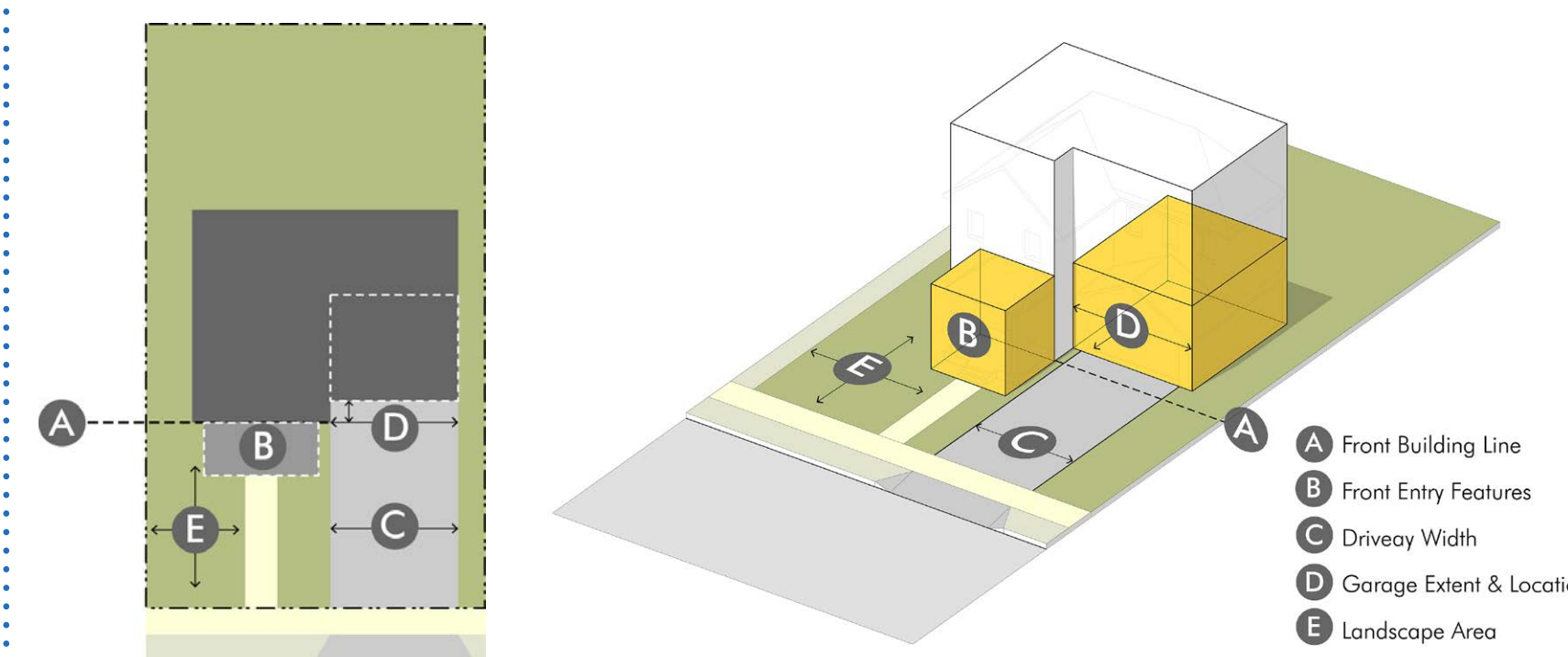
Pedestrian Mixed-use



Private Development - Frontage Design & Building Form / Format



Conceptual illustration of a neighborhood emphasizing thoughtful frontage design.



| Frontage Element | Terrace Frontage | Neighborhood Frontage | Suburban Frontage |
|--------------------------|--|--|--|
| Front Building Line (A) | 10' - 25' | 25' - 50' | 25' + |
| Front Entry Feature (B) | Required. See Section 5.04.B.2 | Required. See Section 5.04.B.2 | Optional |
| Driveway Width (max) (C) | 15% of lot width, up to 20' | 20% of lot width, up to 24' | 40% of lot width, up to 27' |
| Garage Limitations (D) | 20% of facade; 35% if 12' + behind FBL | 30% of facade; 45% if 12' + behind FBL | 50% of facade; No limit if 50' + setback |
| Frontage Landscape (E) | 75% minimum | 60% minimum | 45% minimum |
| Application | | | |
| R-SF | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| R-M1 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| R-M2 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| R-M3 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| R-MHC | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Example of frontage design standards.

The new development code proposes 3 distinct frontage types for various contexts, based on analysis of precedents, development patterns, and the Place Types:

- Terrace - for more urban and mixed-use conditions.
- Neighborhood - for compact, walkable neighborhoods.
- Suburban - for more convention subdivisions.

Current Code

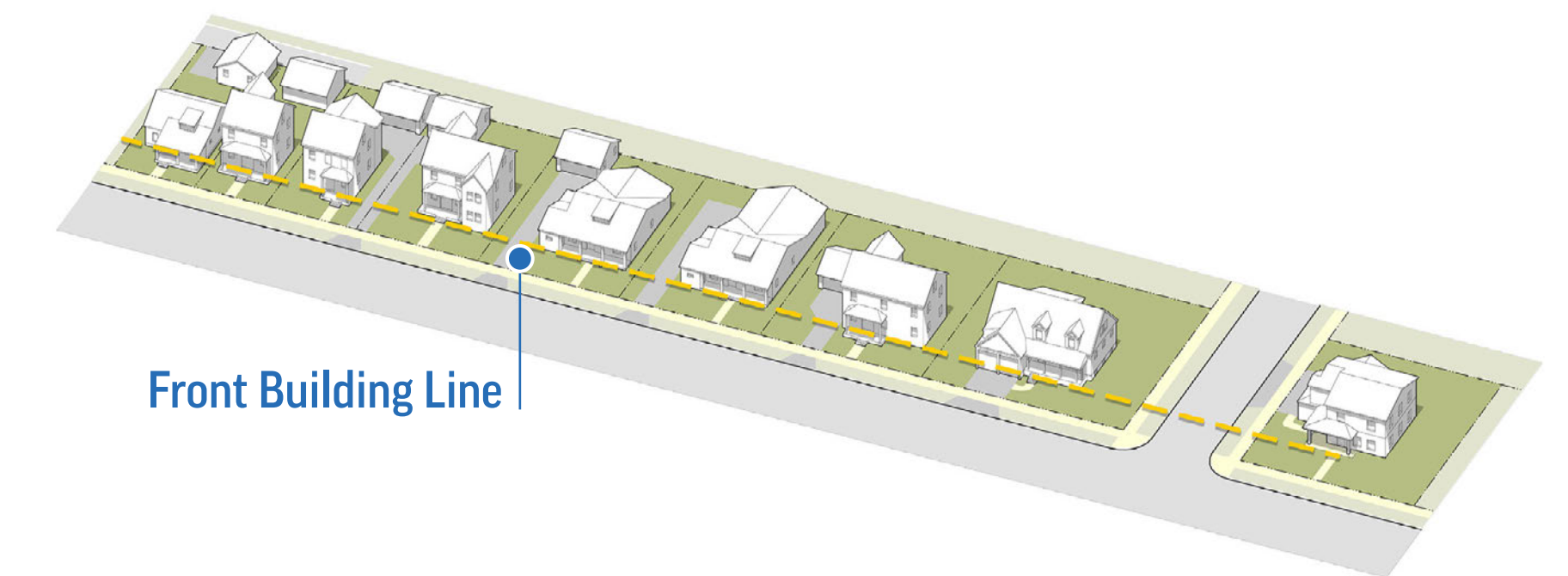
- Design standards in the current code are based on either building types (i.e. massing standards for town houses) or land uses (i.e. multi-family design standards)
- Some districts use planned zoning to have context-specific standards. Many of these reflect concepts and principles similar to what is in the proposed new code.
- Otherwise neighborhood design is focused on mitigating impacts and buffering / separating individual projects.

Draft Code

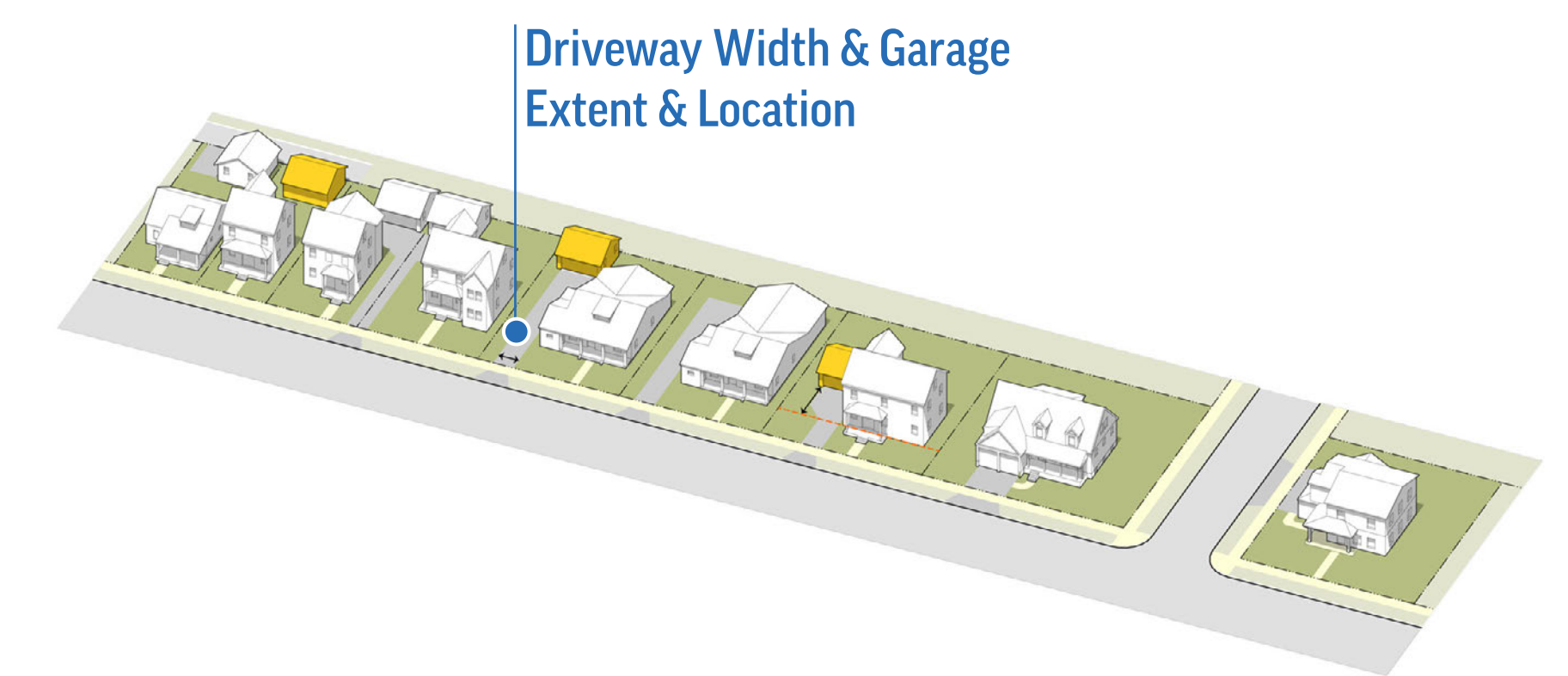
- Subdivision regulations shape the context and patterns of different neighborhoods.
- A city-wide approach to neighborhood design focuses on a few basic elements (streetscapes, frontages, and building types).
- Context-based approaches adjust standards by neighborhood type or building type - or both.
- Alternative patterns based on open space design add options for courtyard housing, cluster housing, or other master planned housing projects.

Frontage design addresses three key aspects of how sites and buildings relate to the streetscape:

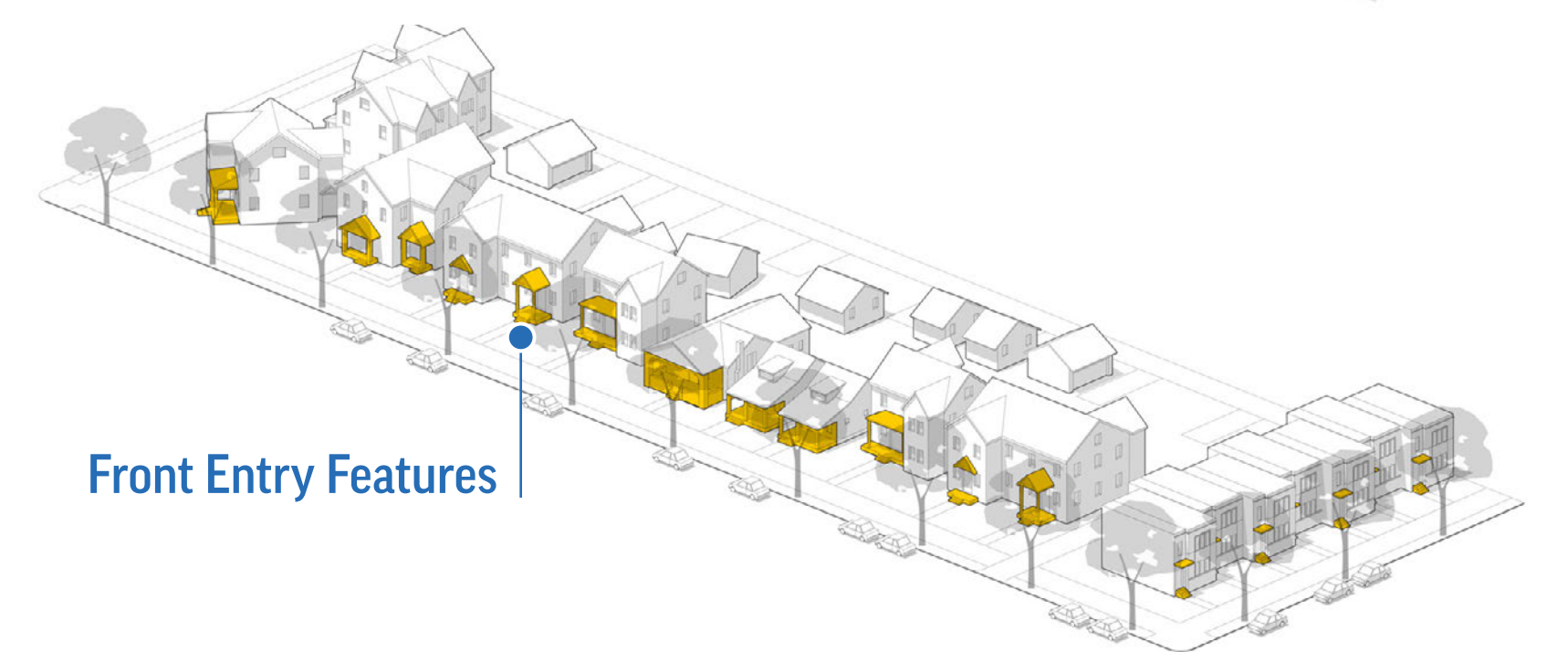
- 1). The placement and orientation of the buildings
- 2). The extent and location of parking (driveway widths, garage extent / location, or surface parking); and
- 3). Facade design including building entrances and social space related to entries.



Front Building Line



Driveway Width & Garage Extent & Location



Front Entry Features

Conceptual diagrams showcase frontage design.



CONTEXT BASED PLACES

Forward SGF recommends shifting the planning focus from use to design; emphasizing Quality of Place; implementing a context-based approach to distinct places; and investing in and beautifying the city's corridors. Springfield's centers and corridors include both legacy walkable destinations (Downtown, Commercial Street, Pickwick) as well as major thoroughfares (Gladstone Avenue and Sunshine).

Additionally, emerging mixed use development projects may occur in these contexts or in new corridors and centers with similarly distinct attributes and development patterns. A context-based approach to Place Types and zoning districts focuses on two key elements - the scale and intensity of uses permitted within districts and the form and format of buildings enabled by the development standards.

SCALE & INTENSITY OF USE

Scale and intensity of use is impacted by several things beyond just the land use activity. The size of lots, the arrangement and footprint of buildings, and the extent that the use or building will require large amounts of vehicular access and parking, or whether it is reliant on surrounding land uses and other access strategies all affect the scale and intensity of uses.

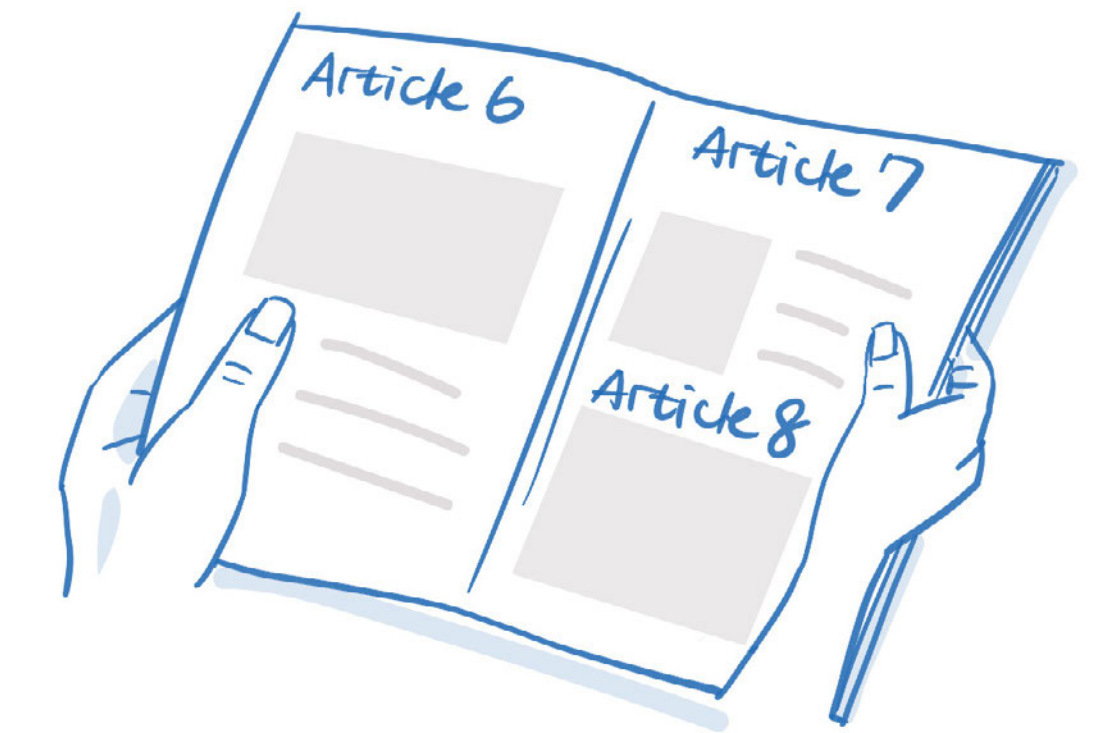
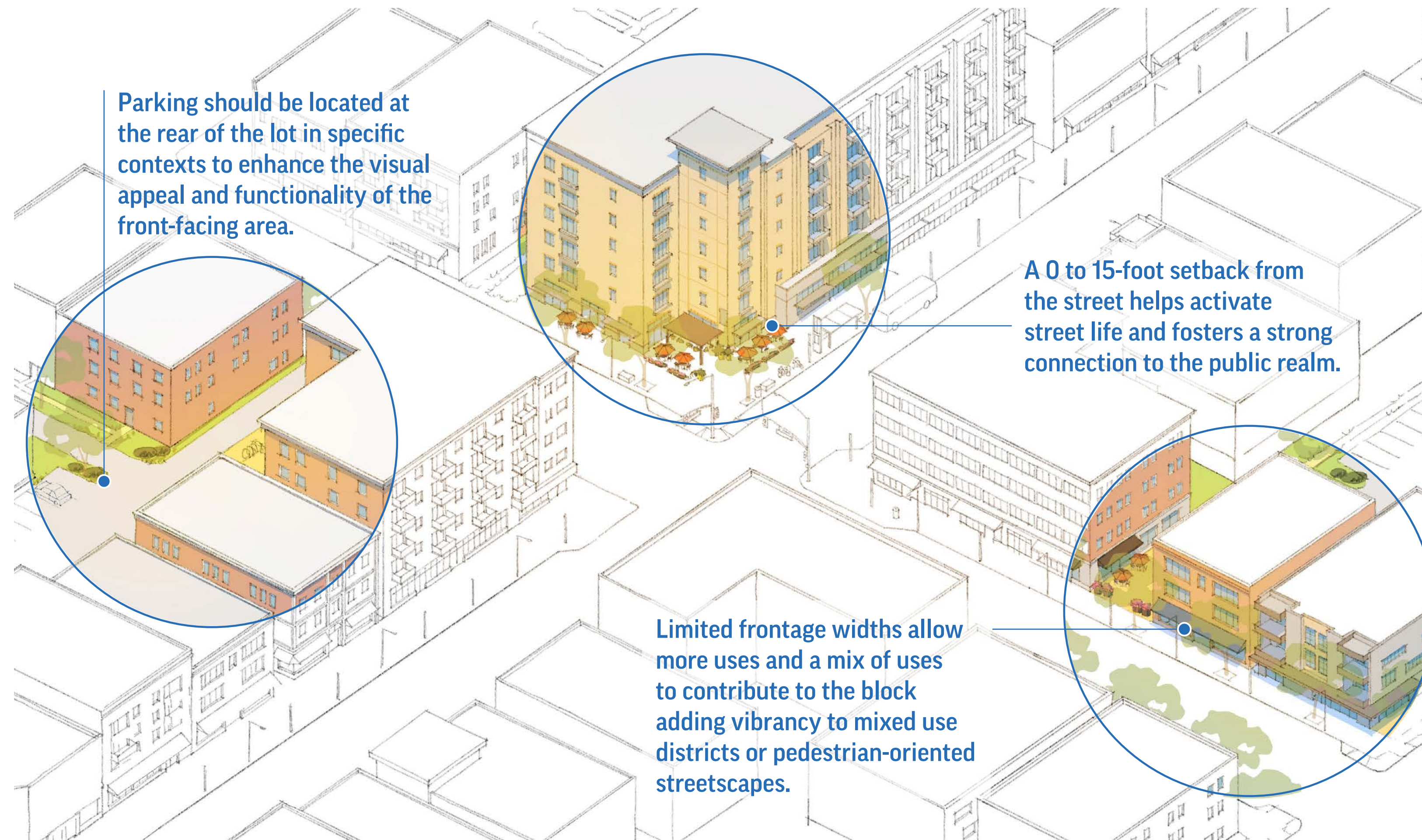
Table 6-1: Nonresidential District Lot & Building Standards

| Zoning District | Minimum Lot Standards | | | Minimum Setbacks | | | | Building Height [3] |
|---|-----------------------|----------------|------------|------------------|-------------------|-----------------|----------|---------------------|
| | Size | Frontage Width | Open Space | Front [1] | Interior Side [2] | Street Side [1] | Rear [2] | |
| C-MX1 – Commercial Mixed-use Neighborhood | 30K s.f. max | 25' – 150' | 20% | 25' | n/a | 15' | 20' | 40' / 3 stories |
| C-MX2 – Commercial Mixed-use Community | 60K or ½ block max. | 25' – 150' | 10% | 0' - 15' | n/a | 0' - 15' | n/a | 65' / 5 stories |
| CC – City Center | 60K or ½ block max | 25' – 300' | n/a | 0' - 15' | n/a | 0' - 15' | n/a | n/a |
| GC – General Commercial | n/a | 50' + | 20% | 25' | n/a | 25' | n/a | n/a |
| GI – Government & Institution | n/a | 50' + | 20% | 25' | n/a | 25' | n/a | n/a |
| LIC – Light Industrial Commercial | n/a | 50' + | 15% | 25' | 10' | 25' | 10' | 40' |
| HM – Heavy Manufacturing | n/a | 50' + | 15% | 25' | n/a | 25' | n/a | n/a |

[1] Front and street side setbacks may be modified on a block-by-block basis, subject to the frontage design standards in Section 6.04.B.
 [2] Non-street setbacks indicated as "n/a" shall be as specified by the building code for each class of building. However, greater setbacks may be necessary to meet the building design standards or landscape standards applicable to a particular district, use, or building.
 [3] In any district other than CC, lots abutting an R-SF lot shall comply with a 30-degree bulk plane at the abutting lot line.

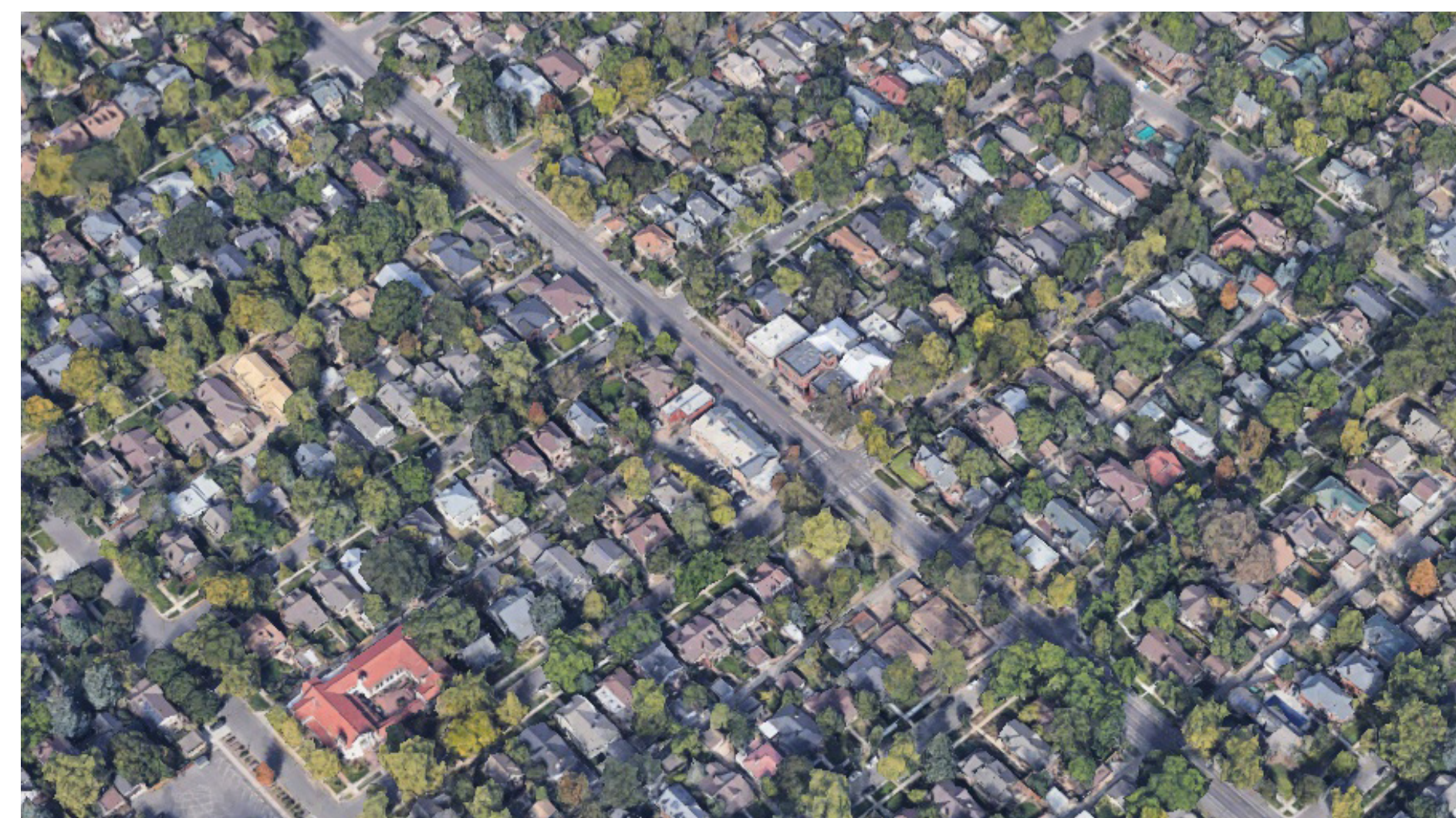
BUILDING FORM & FORMAT

Building form and format deal with how a building and lot are specifically situated on the lot including relation to the streetscape, setbacks, heights, frontage width, and the location parking or other accessory site elements.



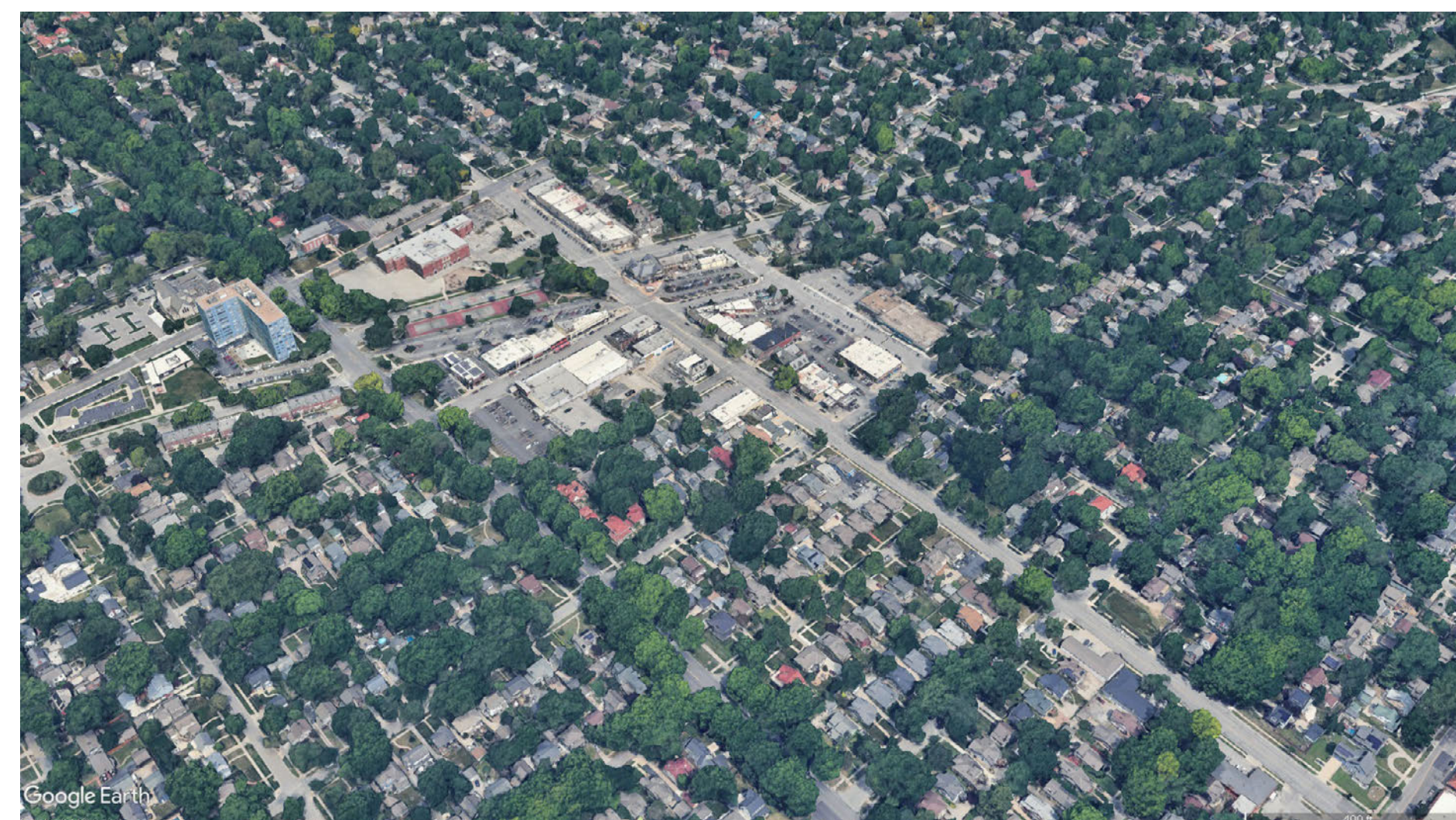
| Current Code | Draft Code |
|---|--|
| <ul style="list-style-type: none"> Several districts have no minimum or maximum lot standards, reflecting an absence of scale or intensity standards. Setback standard geared to separating individual sites and buildings. Lesser intensity districts begin to introduce scale and intensity (maximum lot sizes or uses limited by square-footage - LB, MXD, or COM | <ul style="list-style-type: none"> Retains many of the base development standards for nonresidential districts but increases emphasis on scale and intensity, particularly for lesser-intense or mixed-use districts. Form and format primarily addressed by distinct frontage types for different contexts or street types. |

Neighborhood



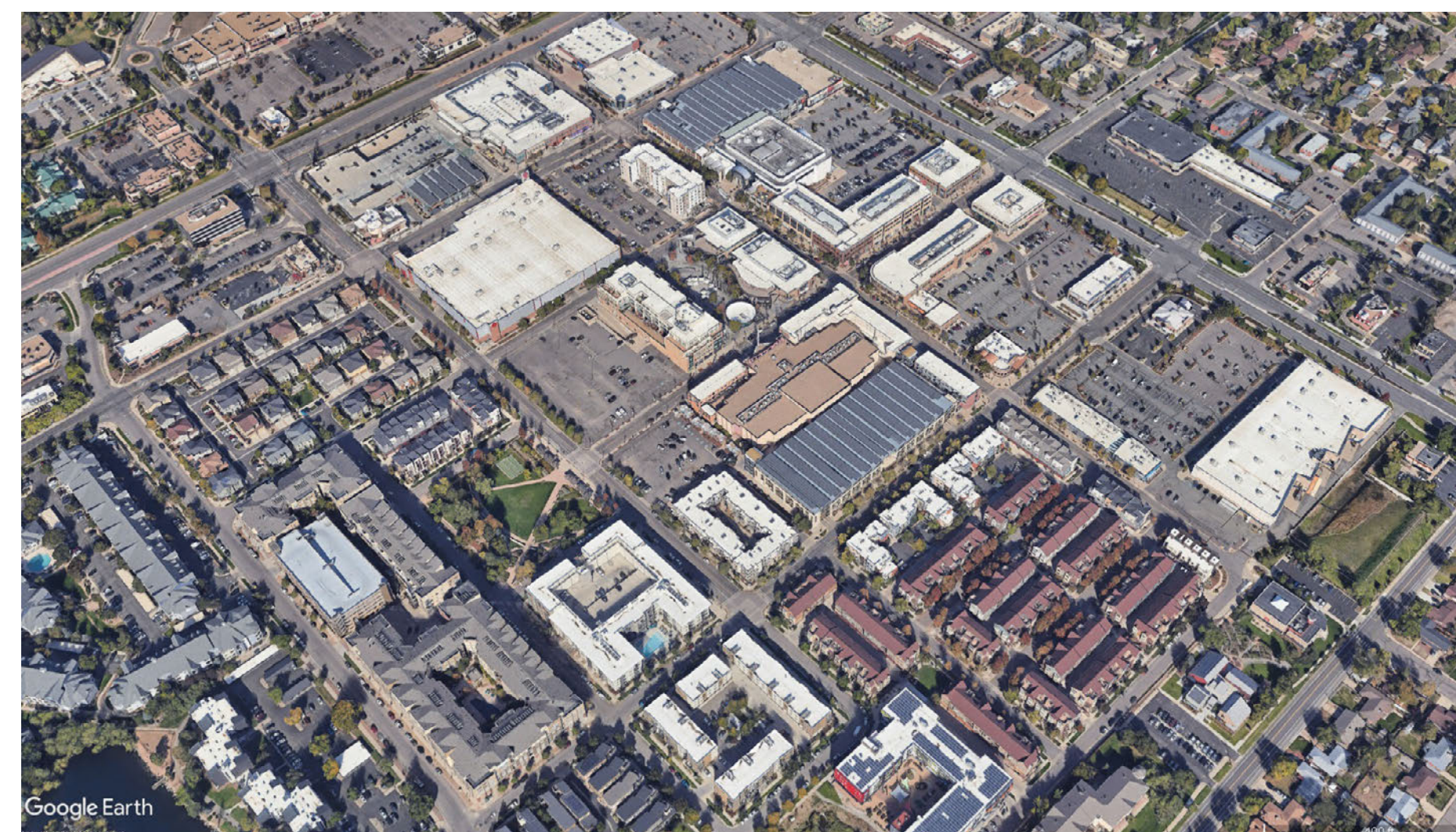
Park Hill, Denver, CO

Community



Brookside, Kansas City, MO

Regional



Belmar, Lakewood, CO

Corridor



Metcalf Ave., Overland Park, KS



CONTEXT BASED PLACES

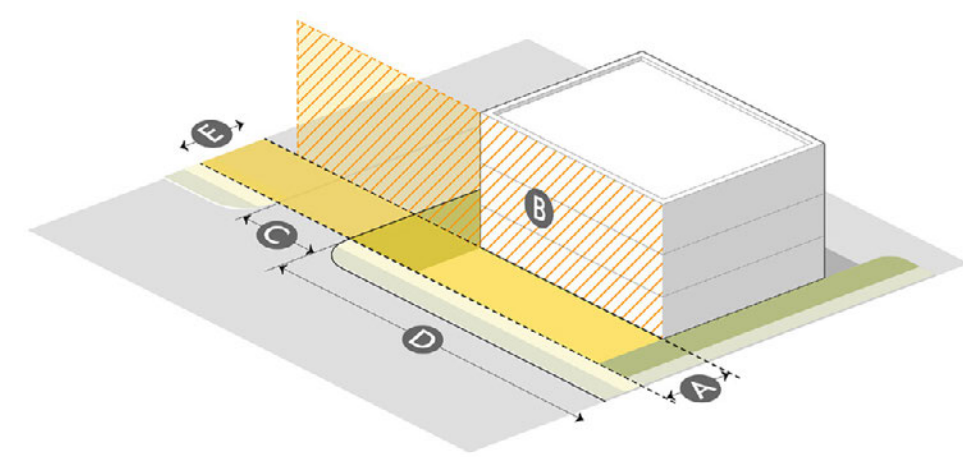
BUILDING & SITE DESIGN

Building and site design standards for mixed-use and non-residential places is based on a simplified and uniform approach to things the current code is already addressing - frontage designs, building design, and site/landscape design. However, to account for the wide variety of contexts noted above - four distinct design packages are included based on the frontage types:

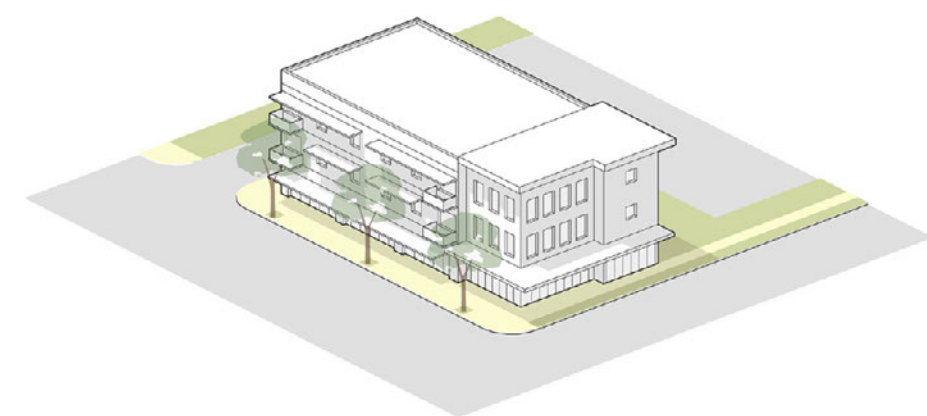
Frontage Design

| Table 6-2: Nonresidential Frontage Design | | | | |
|---|--|----------------------------|-------------------------------|--------------------------------|
| | Frontage A | Frontage B | Frontage C | Frontage D |
| Front Building Line (build-to range) | 0' - 15' | 0' - 30' | 30' - 90' | 90' + |
| Required Front Building Line | 80% + | 60% + | 40% + | n/a |
| Access Width (max.) | 20' | 24' | 32' | 40' |
| Access Spacing | 200' + 1 per block max; Frontage designs and access shall be coordinated with requirements of Section 7.03 | 150' + | 100' + | 75' + |
| Parking Setback (min.) | Behind rear of building | Behind front building line | 6' min. See Section 7.05.B | 20' min. |
| Extent of Parking Frontage (max.) | 0% | 35% | n/a | n/a |
| Extent of Garage Bays | Prohibited | 10% of facade | 25% of facade | Limited only by screening 8.04 |
| Landscape | See Sections 3.01 and 3.02 | | See Section 8.03 | |
| Applicability | CC, C-MX2 | C-MX1 | GC, GI, LIC | HM |

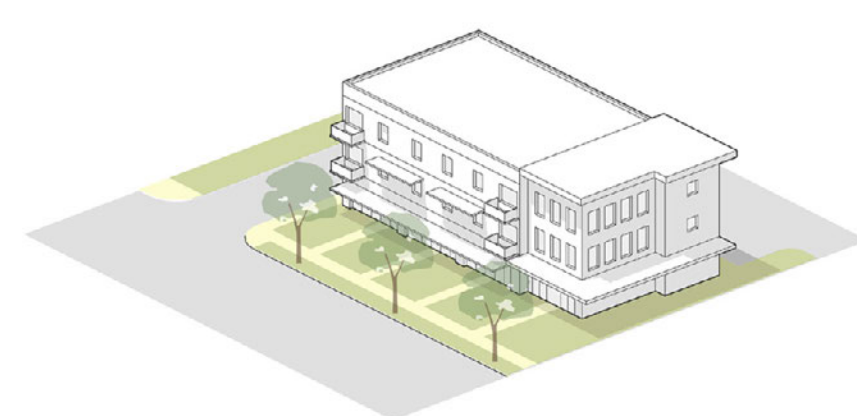
■ Permitted default standard.
□ Alternative standard to be applied based on context through Minor Modification.
Blank is only allowed through Major Modification.



- A Front Building Line
- B Required Extent of FBL
- C Access Width
- D Access Spacing
- E Parking Setback



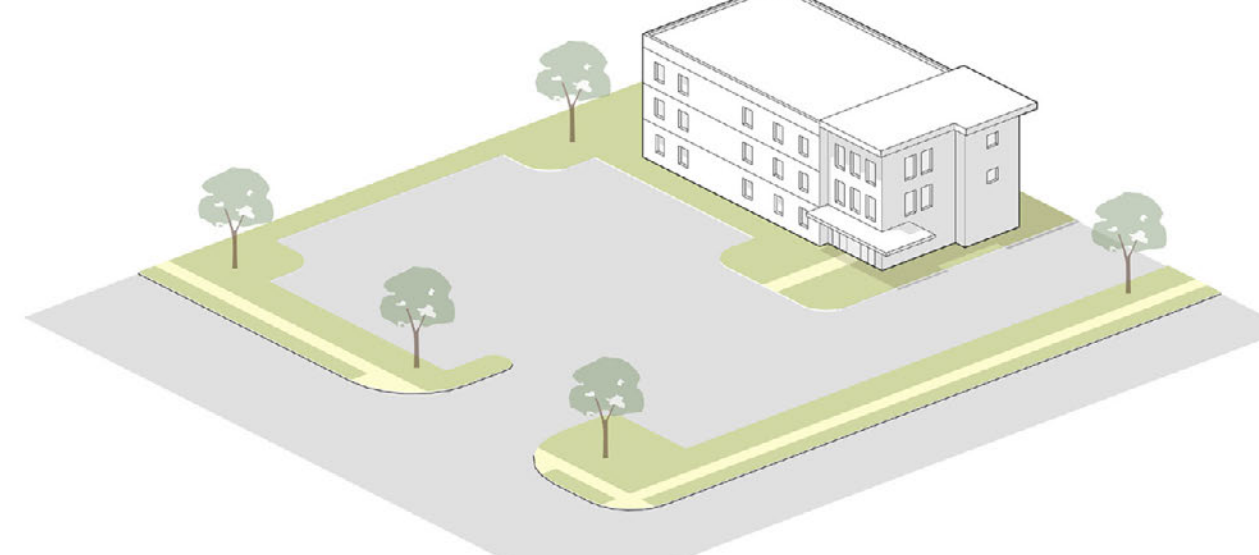
Frontage A



Frontage B



Frontage C



Frontage D

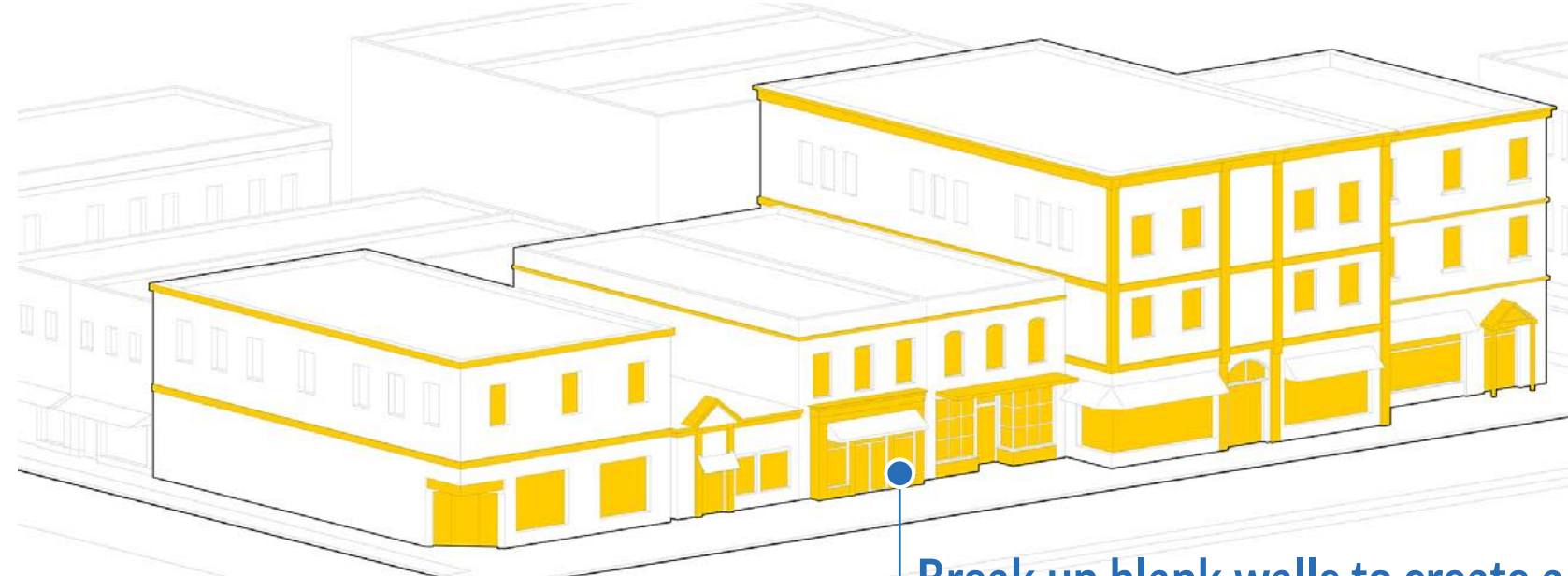
Frontages in urban conditions (Frontage A) prioritize building facades with human-scale details and streetscape amenities. Frontages in suburban or automobile oriented corridors prioritize landscape buffers, internal circulation, and screens and buffers to mitigate impacts.

Building Design

Refines the scale and form of buildings beyond the basic setback, height and lot coverage standards by breaking down the volume into smaller scale masses and relating to spaces around the building with façade composition and architectural details.

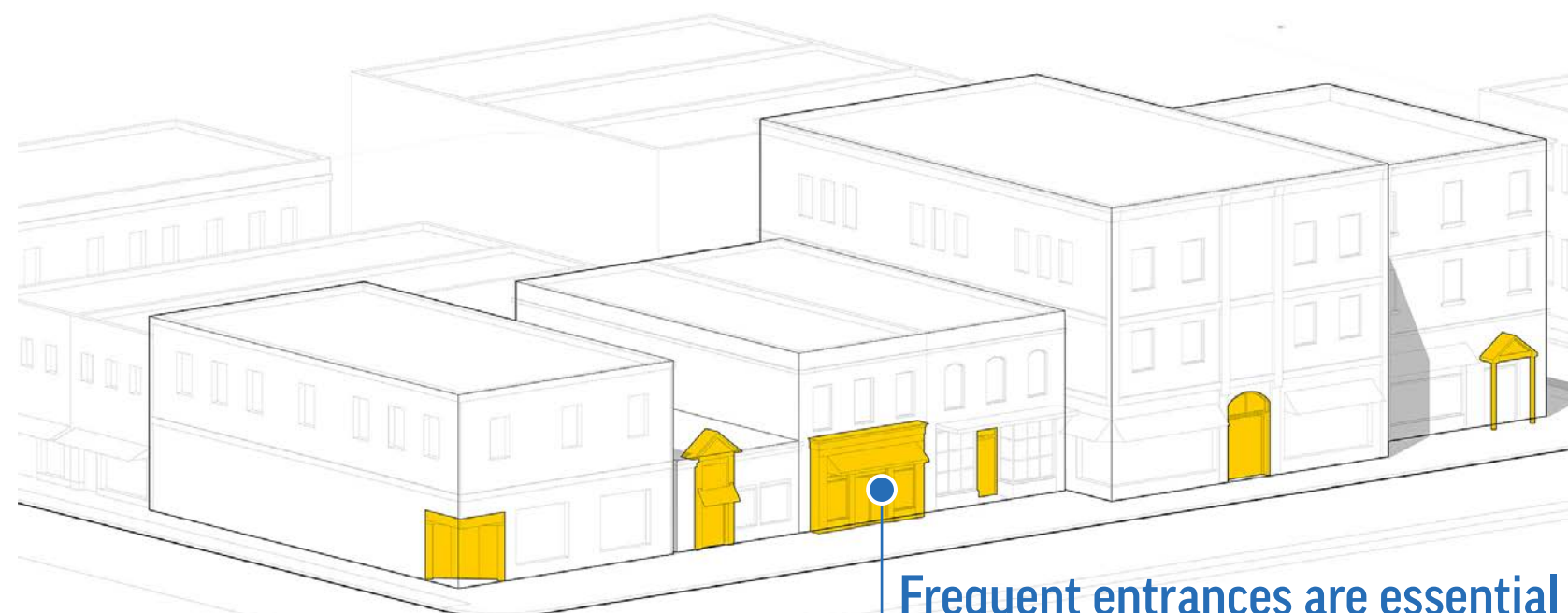
| Table 6-3: Nonresidential Building Design | | | | |
|---|----------------|-------------------|--|--|
| | Frontage A | Frontage B | Frontage C | Frontage D |
| Massing & Modulation | 50' / 500 s.f. | 100' / 1,000 s.f. | 150' / 2,000 s.f. | 200' / 4,000 s.f. |
| Entry Feature Spacing | 50' max. | 75' max | 150' max 1 per 100' avg | 1 per building |
| First Story Transparency | 60% - 90% | 40% - 90% | 40% - 90% w/in 50' of entry | 40% - 90% w/in 25' of entry |
| Upper Story Transparency | 15% - 40% | 15% - 40% | 15% - 40% n/a for industrial buildings in LIC, HM | 15% - 40% n/a for industrial buildings in LIC, HM |
| Applicability | CC, C-MX2 | C-MX1 | GC, GI, LIC | HM |

■ Permitted default standard
□ Alternative standard to be applied based on context through Minor Modifications
Blank is only allowed through Major Modification



Massing & Modulation

Break up blank walls to create a more pedestrian-friendly environment and improve visual appeal.



Entry Feature Spacing

Frequent entrances are essential in an urban context to enhance accessibility and foster a dynamic streetscape.

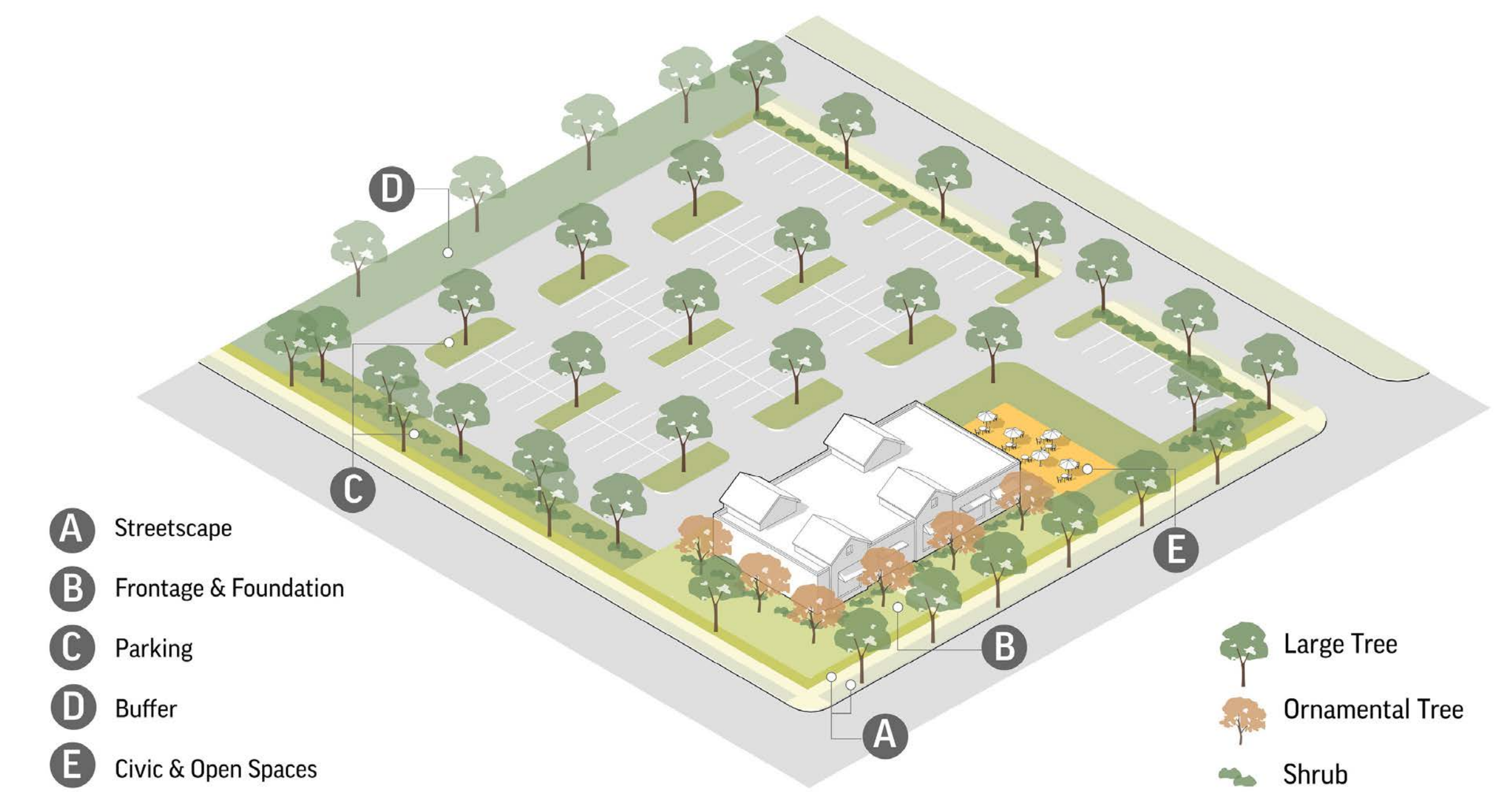


Upper Story Transparency

Windows and doors create connections to active outdoor spaces while adding visual rhythm and architectural detail to the façade.

Site Design

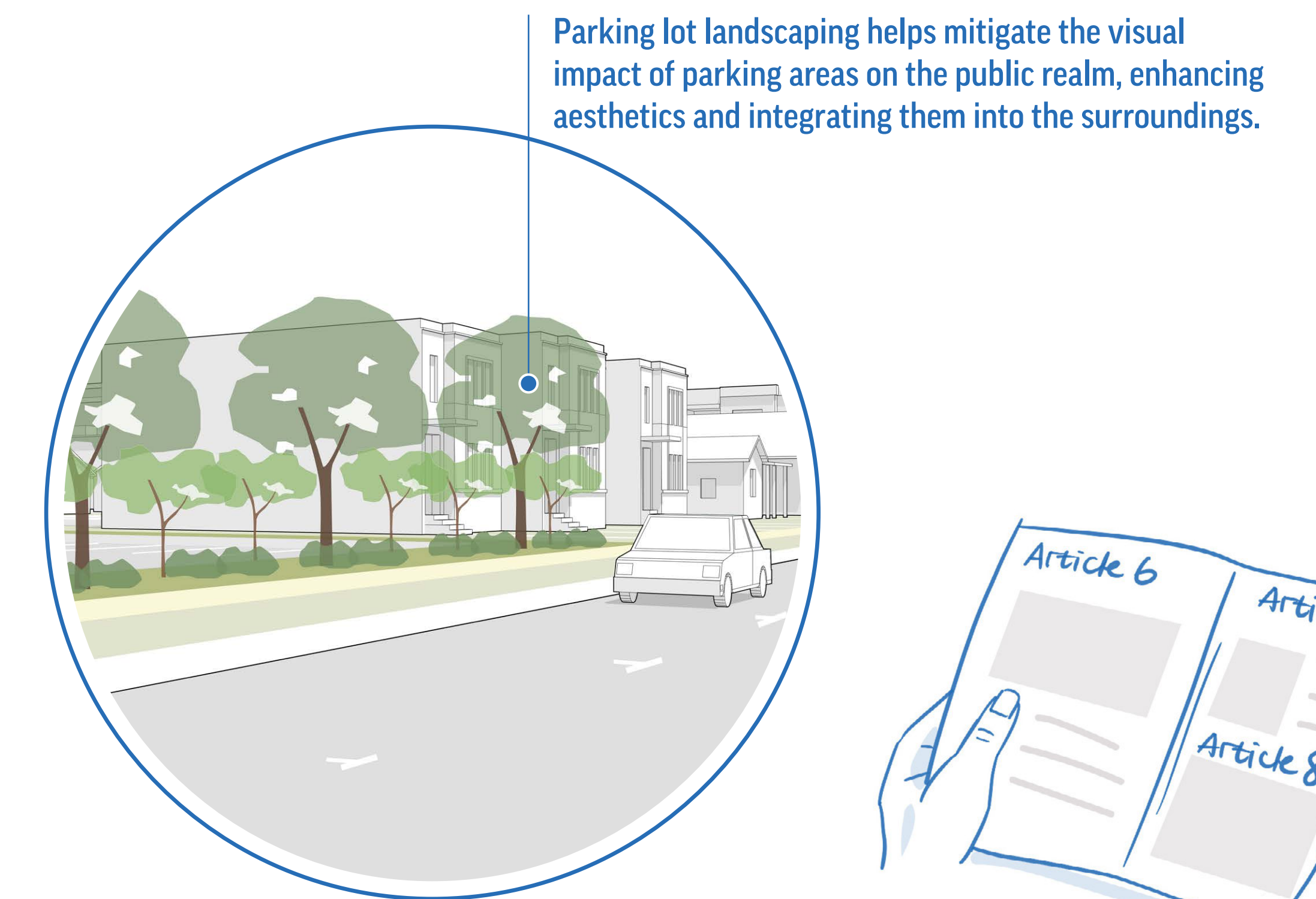
| Current Code | Draft Code |
|---|--|
| <ul style="list-style-type: none"> Design standards are generally the same for all nonresidential districts. Only special districts begin to address design based on distinct contexts (these districts use strategies similar to the proposed code). | <ul style="list-style-type: none"> Frontage and building design standards based on street type / frontage type (4 options). Flexible parking standards with design and landscape based on parking area size and location. Landscape standards broken down by site elements - streetscape, frontage, parking, open space, and buffers/screens. |



- A Streetscape
- B Frontage & Foundation
- C Parking
- D Buffer
- E Civic & Open Spaces

- Large Tree
- Ornamental Tree
- Shrub

Example of landscape design elements to consider.



Parking lot landscaping helps mitigate the visual impact of parking areas on the public realm, enhancing aesthetics and integrating them into the surroundings.

