



**LEE'S SUMMIT**  
MISSOURI  
Development Services Department

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## Development Services Staff Report

<b>File Number</b>	PL2021-317
<b>File Name</b>	Unified Development Ordinance Amendment – RV, Boat and Utility Trailer Parking
<b>Applicant</b>	City of Lee's Summit
<b>Property Address</b>	N/A
<b>Planning Commission Date</b>	September 9, 2021
<b>Heard by</b>	Planning Commission and City Council
<b>Analyst</b>	Joshua Johnson, AICP
<b>Checked By</b>	Hector Soto, Jr., AICP, Planning Manager

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### Public Notification

Pre-application held: N/A  
CEDC Meeting conducted: August 11, 2021  
Newspaper notification published on: August 21, 2021

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### Attachments

UDO Amendment  
Property Maintenance Code Amendment

## 1. Project Data and Facts

Project Data	
Applicant/Status	City of Lee's Summit / Administrator
Applicant's Representative	Joshua Johnson
Location of Property	citywide
Procedure	The Planning Commission makes a recommendation to City Council on the application. The City Council takes final action in the form of an ordinance.

Description of Applicant's Request
Staff is looking to reduce confusion about how recreational vehicles (RVs), boats and utility trailers are parked in residential areas. In order to accomplish this goal, certain provisions governing the parking and storage of RVs, boats and trailers are being moved from the UDO to the Property Maintenance Code. The UDO amendment before the Planning Commission is comprised mainly of deletions of code as the standards will be enforced through the City's Property Maintenance Code.

## 2. Project Proposal

Staff is proposing two amendments that work together. The UDO standards for RV and trailer parking and storage move to the Property Maintenance Code. Both amendments are attached as exhibits to this report.

## 3. Unified Development Ordinance (UDO)

Section	Description
Article 2	Applications and Procedures
Article 8, Division II	Parking

## 4. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Strong Neighborhoods and Housing Choice	Goal 3.2A- Maintain thriving, quality neighborhoods that connect a diversity of residents throughout the community.

## 5. Analysis

### Background and History

In April of 2010, an ordinance was adopted which modified parking provisions for recreational vehicles, boats and utility trailers in the UDO. There has been confusion and frustration with regard to enforcement actions and the application of regulations in responding to concerns or complaints regarding recreational vehicles, boats and/or utility trailers parked in residential zoned districts. In 2017, efforts were pursued to amend various sections of the City codes in hopes of bringing clarity and better understanding to the parking regulations.

Staff has worked with the Community and Economic Development Committee (CEDC) to further refine the proposed amendments and is bringing forward the proposed ordinances (both Property Maintenance Code and Unified Development Ordinance) for consideration of adoption. Both ordinances are structured to correlate with each other. The CEDC unanimously recommended approval of both ordinances on August 11, 2021. The content of the ordinance changes is comprised of clarifying how RVs, boats and trailers are parked and stored on private property in AG, RDR, RLL, R-1, RP-1 and RP-2 zones. The proposed code changes also define the length of time RVs can be used for short term dwelling purposes. The historic use of gravel parking surfaces is regulated through the new code.

The proposed UDO amendment is mostly deletion of standards. The reason these standards are moving out of the UDO into the Property Maintenance Code is that the UDO would allow non-conforming situations to continue based upon historic use. The Property Maintenance Code allows for enforcement of the new standards immediately. Gravel driveways are an exception and can continue if they existed prior to adoption of the subject ordinances.

### Comprehensive Plan

The Ignite Comprehensive Plan conceptually advocates for strong stable neighborhoods. Bringing clarity to the RV and trailer parking and storage standards will provide consistency across the city. Part of neighborhood preservation is to not allow haphazard storage of these extra vehicles. The code also provides flexibility by allowing storage when not visible from the public realm. The intent is to consider larger acreage property and the impact of vehicle storage on the community.

### UDO Changes

The UDO standards for residential parking require two enclosed spaces for single-family residential dwellings. The baseline assumption is to allow guests or additional vehicles to occupy the driveway rather than the public street. RVs and trailers present a unique challenge as they take up some of this space with parking and long-term storage. Visually the look and feel of neighborhoods can be affected. Another reason to pursue these changes and bring clarity to the enforcement is to protect the city as a whole. While some HOAs enforce some of these standards and work with their residents, there are large parts of the city without HOA organizations. The standards in the new property maintenance code scale up the level of paved surface required based upon the specific item being parked as shown in the following table.

<b>Exterior Storage or Parking of Vehicles/Items</b>			
<b>Parking or Storage Configuration</b>	<b>Boats, Personal Water Crafts, All Terrain Vehicles, Utility Task Vehicles and associated trailer</b>	<b><u>20 feet in length or less:</u> Recreational Vehicle/Travel Trailer / Toy Hauler/Utility Trailer (open or enclosed)</b>	<b><u>Greater than 20 feet in length:</u> Recreational Vehicle/Travel Trailer / Toy Hauler/Utility Trailer (open or enclosed)</b>
Single drive	NP	NP	NP
Single drive with accessory pad	P	P	P (on accessory pad only)
Two car drive	P	P	NP
Two car drive with accessory pad	P	P	P (on accessory pad only)
Three car drive or greater	P	P	NP
Three car drive or greater with accessory pad	P	P	P (on accessory pad only)
Separate drive on corner lot	P	P	P

**P = Permitted**

**NP = Not Permitted**