

DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES
Planning and Economic Development Division

m e m o r a n d u m

TO: Bruce K. Walden, Chief Administrative Officer

FROM: April D. Getchius, AICP, Director

DATE: November 9, 2000

SUBJECT: Plan Case No. 1756-T-00: Request by the Zoning Administrator to amend the Zoning Ordinance with respect to bicycle parking requirements, reduced parking lot size in new commercial developments, and placement of wheelstops in parking lots adjacent to sidewalks.

Introduction

The Zoning Administrator is petitioning to amend the text of the Urbana Zoning Ordinance to make various changes and additions with respect to bicycle parking requirements, reduced parking lot size in new commercial developments, and placement of wheelstops in parking lots adjacent to sidewalks. The proposed amendments are summarized below and are addressed in detail in the October 13, 2000 memorandum to the Plan Commission. The specific text amendments are attached to the proposed ordinance.

Background

These amendments were initiated at the request and suggestion of Councilmember Huth with the intention of encouraging bicycle usage in Urbana and providing a green space alternative to parking lot construction.

After research into the practices of other cities and review of planning literature staff presented a draft of the proposed text amendments to the Plan Commission on October 19, 2000. The Plan Commission reviewed the proposed amendments and offered additional specific changes of their own as well. The Commission directed Staff to include additional language in proposed Section VII-5 D. 3. i. to require a developer to produce a site plan identifying the specific undeveloped green area as potentially convertible to parking area. The Commission also directed staff to clarify an ambiguity in language in proposed Section VIII- 4 E. that could have been construed to mean that single-family residence homeowners could not place bicycles in their front yards. To correct this, the text now refers to "bicycle parking areas," rather than to "bicycle parking." The Plan Commission voted 8 to 0 to recommend approval of the proposed amendments.

Proposed Amendments

Attached to this memo is the full text of the proposed amendments, including a table setting forth bicycle parking requirements by land use. A summary of the particulars of the amendments are grouped by topic and summarized as follows:

Bicycle Parking Requirements

- ?? Inclusion of a new table specifying the number of bicycle parking spaces required based upon specific land uses.
- ?? Bicycle parking to be provided only for those uses that are expected to generate bicycle parking demand.
- ?? Bicycle parking to be provided for nonresidential development only where 20 or more automobile parking spaces are required and with a maximum provision of 25 bicycle parking spaces.
- ?? Allowance for the Zoning Administrator to reduce the amount of required bicycle parking by up to 50% based upon evidence by the petitioner regarding potential demand.
- ?? Inclusion of an option for non-residential uses to reduce the number of automobile parking spaces by up to two when bicycle parking racks are placed within those spaces.
- ?? Provision for bicycle parking racks to encroach into required front yard setbacks in some non-residential zoning districts and to encroach into side and rear yard setbacks in all districts.
- ?? City engineer review of bicycle parking racks to ensure the proper accommodation of modern bicycle types and locks.
- ?? Specification of additional dust-tree surface types upon which bicycle parking may be placed.
- ?? Bicycle parking type and location requirements to apply to new development as well as to changes in use or intensity of use in existing developments.

Green Space Option for Commercial Parking Lots

- ?? Permit a developer to request and the Zoning Administer to consider and grant up to a 30% reduction in the amount of required automobile parking in commercial PUD developments in exchange for the developer creating and maintaining the undeveloped area as open green space, subject to certain conditions.

Parking Wheelstops Adjacent to Sidewalks

- ?? A requirement for concrete wheelstops to be placed in certain parking lot locations to prevent automobiles

overhanging adjacent sidewalks.

Summary of Findings

Bicycle Parking Requirements

1. The proposed amendment will encourage and facilitate the provision of bicycle parking facilities in locations where they are needed.
2. The proposed amendment will require bicycle parking in a manner that is more reflective of the needs of specific land uses.
3. The proposed amendment will provide a mechanism whereby specific uses that do not generate a bicycle parking demand will not be required to provide such parking.
4. The proposed amendment provides for a reduction in bicycle parking requirements where a reduced demand can be demonstrated.
5. The proposed amendment would increase bicycle parking requirements consistent with increased land use intensity.
6. The proposed amendment will avoid overprovision of bicycle parking by setting a maximum number of spaces for non-residential uses.
7. The proposed amendment will allow bicycle parking racks to be located in yard areas so that they will be convenient and accessible, but will not cause a visual intrusion in residential areas.
8. The proposed amendment will allow for additional flexibility in providing dust-free surfaces for the placement of bicycle parking racks.
9. The proposed amendment will require the provision of bicycle parking racks that are able to accommodate modern bicycle types and lock types.
10. The proposed amendment will encourage bicycle parking space provision by allowing for the use of up to two automobile parking spaces in nonresidential areas for this purpose.

Green Space Option for Commercial Parking Lots

1. The proposed amendment offers the potential to increase the amount of open green space in certain locations in Urbana.

2. The proposed amendment offers the potential to reduce the amount of impermeable surface created in new commercial PUD developments.
3. The proposed amendment offers commercial PUD developers the option of reducing their initial cost of investment in parking lot construction.

Parking Wheelstops Adjacent to Sidewalks

1. The proposed amendment will ensure that walkways in parking lots remain unobstructed.

Options

The Urbana City Council has the following options with this case:

- a. approve of the proposed text amendments to the Zoning Ordinance as presented in the "Exhibit A" attachment to the ordinance; or
- b. approve the proposed text amendments to the Zoning Ordinance, with specific changes to the "Exhibit A" attachment to the ordinance, to be identified; or
- c. deny the proposed text amendments to the Zoning Ordinance.

Recommendation

The Plan Commission and Staff recommend that the Urbana City Council **APPROVE** the proposed text amendments as outlined in this memorandum and set forth in the attachment to the ordinance.

Prepared by:

Paul A. Lindahl
Planner Intern

Attachments:

Proposed Ordinance to approve text amendments
Proposed Text Amendments (Exhibit "A")
October 19, 2000 Plan Commission Minutes

ORDINANCE NO. 2000-11-135

**AN ORDINANCE APPROVING AMENDMENTS TO THE ZONING ORDINANCE OF
THE CITY OF URBANA, ILLINOIS**

(Regarding bicycle parking requirements, reduced parking lot size in new commercial developments, and placement of wheelstops in parking lots adjacent to sidewalks. - Plan Case No. 1756-T-00)

WHEREAS, the City Council of the City of Urbana, Illinois, adopted Ordinance No. 9293-124 on June 21, 1993 consisting of a comprehensive amendment to the 1979 Zoning Ordinance of the City of Urbana, also known as the Urbana Zoning Ordinance; and

WHEREAS, the Urbana Zoning Administrator has submitted a petition to amend the Urbana Zoning Ordinance; and

WHEREAS, said petition was presented to the Urbana Plan Commission as Plan Case No. 1756-T-00; and

WHEREAS, after due publication in accordance with Section XI-7 of the Urbana Zoning Ordinance and with Chapter 24, Section 11-13-14 of the Illinois Revised Statutes, the Urbana Plan Commission held a public hearing to consider the proposed amendment on October 19, 2000; and

WHEREAS, the Urbana Plan Commission voted 8 ayes and 0 nays to forward the proposed amendments set forth in Plan Case No. 1756-T-00 to the Urbana City Council with a recommendation for approval; and

WHEREAS, after due and proper consideration, the Urbana City Council has deemed it to be in the best interests of the City of Urbana to amend the text of the Urbana Zoning Ordinance to read as reflected herein in Exhibit "A".

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF URBANA, ILLINOIS, that the Zoning Ordinance of the City of Urbana, Illinois is hereby amended as follows:

Section 1. The Zoning Ordinance of the City of Urbana is hereby amended to read as set forth in Exhibit "A":

Section 2. The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities. This Ordinance shall be in full force and effect from and after its passage and publication in accordance with the terms of Chapter 65, Section 1-2-4 of the Illinois Compiled Statutes (65 ILCS 5/1-2-4).

PASSED by the City Council this _____ day of _____, _____.

AYES:

NAYS:

ABSTAINS:

Phyllis D. Clark, City Clerk

APPROVED by the Mayor this _____ day of _____, _____.

Tod Satterthwaite, Mayor

CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

I, Phyllis D. Clark, certify that I am the duly elected and acting Municipal Clerk of the City of Urbana, Champaign County, Illinois.

I certify that on the ____ day of _____, 2000, the corporate authorities of the City of Urbana passed and approved Ordinance No. _____, entitled “AN ORDINANCE APPROVING AMENDMENTS TO THE ZONING ORDINANCE OF THE CITY OF URBANA, ILLINOIS Regarding bicycle parking requirements, reduced parking lot size in new commercial developments, and placement of wheelstops in parking lots adjacent to sidewalks. - Plan Case No. 1756-T-00” which provided by its terms that it should be published in pamphlet form. The pamphlet form of Ordinance No. _____ was prepared, and a copy of such Ordinance was posted in the Urbana City Building commencing on the ____ day of _____, 2000, and continuing for at least ten (10) days thereafter. Copies of such Ordinance were also available for public inspection upon request at the Office of the City Clerk.

DATED at Urbana, Illinois, this ____ day of _____, 2000.

(SEAL)

Phyllis D. Clark, City Clerk

EXHIBIT "A"

Plan Case No. 1756-T-00: Request by the Zoning Administrator to amend the Zoning Ordinance with respect to bicycle parking requirements, reduced parking lot size in new commercial developments, and placement of wheelstops in parking lots adjacent to sidewalks.

Text to be added is indicated by underlining. Text to be deleted is indicated by strike-outs.

Bicycle Parking Requirements

Section VI-5. Yards

B.

12. ~~Reserved.~~

12. Bicycle parking areas for non-residential uses shall be permitted to encroach into the required front yard in the AG, B-1, B-2, B-3, B-3U, CRE, IN, and MIC zones, but in no case shall be closer than five feet (5') from the property line. In the B-4 zoning district, for non-residential uses bicycle parking areas may be permitted in the right-of-way subject to City Engineer approval. In the B-4E zone, for non-residential uses bicycle parking areas may encroach into the required front yard. Bicycle parking areas are prohibited within the front yard setback in all residential zoning districts (R-1, R-2, R-3, R-4, R-5, R-6, R-6B, R-7). Bicycle parking areas shall be permitted to encroach into the required side and rear yards in all zoning districts.

Section VIII-4. Amount of Parking Required

~~E. Provisions must be made for the parking of bicycles for multiple family residential or commercial uses in those instances where ten (10) or more automobile parking spaces are required. Bicycle racks with a minimum capacity for four (4) bicycles shall be provided for bicycle parking. Parking areas for bicycles are permitted wherever automobile parking is allowed, and shall be paved with an all-weather dustless material approved by the Zoning Administrator. Bicycle parking areas shall not obstruct walkways or other pedestrian areas. Inclines shall be provided wherever there are curbs, stairways, or other grade separations between bicycle parking areas and the street or driveway.~~

E. Provisions for the convenient and accessible parking of bicycles shall be made in accordance with Table

VIII-7. In addition the following provisions shall also apply:

1. Zoning Administrator Review:

- a. The Zoning Administrator shall determine whether proposed developments are subject to the bicycle parking requirements set forth in Table VIII-7, based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.
- b. For non-residential uses, bicycle parking spaces shall be required only for those developments requiring 20 or more automobile parking spaces per Table VIII-6.
- c. The Zoning Administrator shall have the ability to reduce the number of required bicycle parking spaces by up to 50% in response to evidence regarding expected bicycle use submitted by the petitioner.

2. Type and Location of Bicycle Parking Racks

- a. Provisions regarding type and location of bicycle parking racks shall apply to new development as well as to changes in use or intensity of use in existing development.
- b. Bicycle parking rack types shall be designed so as to accommodate standard bicycle models and lock types and shall be subject to the approval of the City Engineer as part of the building permit review process.
- c. Bicycle parking areas shall not obstruct walkways or other pedestrian areas.
- d. Bicycle parking areas shall be allowed in the same location as automobile parking on a site.
- e. For non-residential uses, bicycle parking racks may be placed within the area of up to two automobile parking spaces on a site. These spaces may be credited toward the total number of off-street automobile parking spaces required by Section VIII-4 and Table VIII-6.
- f. Bicycle parking areas shall be placed on an approved dust-free surface, subject to the review and approval of the Zoning Administrator. Acceptable surfaces include, but are not limited to, concrete, asphalt, bricks, rock chips, recycled asphalt, and wood chips.
- g. For non-residential uses in the AG, B-1, B-2, B-3, B-3U, CRE, IN, and MIC zones, bicycle parking areas may encroach into the required front yard setback, but in no case shall be closer than five feet (5') to the front property line.

- h. For non-residential uses in the B-4 zoning district, bicycle parking areas may be permitted in the right-of-way subject to City Engineer approval.
 - i. For non residential uses in the B-4E zone, bicycle parking areas may encroach into the required front yard.
 - j. Bicycle parking areas are prohibited within the front yard setback in all residential zoning districts (R-1, R-2, R-3, R-4, R-5, R-6, R-6B, R-7).
 - k. Bicycle parking areas shall be permitted within the side and rear yard setbacks in all zoning districts.
- I. The amount of off-street automobile parking required by Section VIII-4 for non-residential uses may be reduced by up to two spaces when the automobile parking spaces are occupied by bicycle racks, and where the spaces occupied by the bicycle racks are located in a convenient and accessible manner.

TABLE VIII-7. BICYCLE PARKING REQUIREMENTS BY USE¹

<u>Use</u>	<u>Number of Spaces Required</u>
<u>Residential and Related Uses</u>	
<u>Multi-family, Boarding or Rooming House, Dormitory</u>	<u>1 per 2 dwelling units</u>
<u>Public and Quasi Public Uses²</u>	
<u>All schools</u>	<u>4 per classroom</u>
<u>All other uses</u>	<u>10% of required automobile parking up to a maximum of 25 bicycle parking spaces</u>
<u>Commercial Uses^{2,3}</u>	
<u>All uses</u>	<u>10% of required automobile parking up to a maximum of 25 bicycle parking spaces</u>
<u>Industrial, Transportation & Related Uses²</u>	
<u>All uses</u>	<u>4% of required automobile parking up to a maximum of 25 bicycle parking spaces</u>

1. The Zoning Administrator shall determine whether proposed developments are subject to these bicycle parking requirements based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.

The Zoning Administrator shall further have the ability to reduce the number of required bicycle parking spaces by up to 50% in response to evidence regarding expected bicycle use submitted by the petitioner.

2. For non-residential uses bicycle parking spaces shall be required only for developments with 20 or more automobile parking spaces required.
3. Commercial uses include the following categories from Table VIII-6: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.

Green Space Option for Commercial Parking Lots

Section VII-5. Planned Unit Developments

D. PUD Standards

3. Development Standards

In a new Commercial PUD/General Shopping Center, the developer may request and the Zoning Administrator consider and grant a reduction in required parking where the Zoning Administrator determines it is feasible given anticipated daily demand patterns of the proposed use. The Zoning Administrator may approve up to a 30% reduction in the total number of parking spaces constructed, provided the developer specifically identify the designated parking area left undeveloped and maintains it as open green space.

To qualify for this deduction, the following conditions shall apply:

- (1) The developer shall produce a site plan identifying the designated parking area to be left undeveloped and shall construct all site grading, storm-sewer, stormwater runoff, and detention facilities to the standards required for the full sized parking lot regardless of the reduced size initially built.

- (2) The green space must be seeded or sodded prior to the issuance of a Certificate of Occupancy.
- (3) If at a later date the Zoning Administrator determines that the PUD has sufficient parking demand the petitioner may be required to expand the parking lot to the number of parking spaces initially required.
- (4) If at a later date the petitioner determines that the PUD has sufficient parking demand the petitioner may then apply for a building permit to expand the parking lot to the number of parking spaces initially required.
- (5) No amendment to a PUD special use permit is required for approval of the parking lot expansion to fill the green space.
- (6) In no way is this provision to be construed as a variance of any other zoning or development regulation.

A letter agreement between the developer and City shall be prepared to allow execution of the above provisions within a reasonable timeframe, to identify the specific criterion under which the Zoning Administrator may require expansion of the parking lot, and to allow for an appeals procedure.

All codes, ordinances, and rulings of the City, unless specifically modified by this section or by the City Council, shall be fully complied with . (Ord. No. 8283, Sect. 5, 1-17-83; Ord. No. 8586-87, Sect. 1, 5-19-86)

Section VIII-4. Amount of Parking Required

H. Off-street parking required for Commercial PUD/General Shopping Centers may be reduced in accordance with the provisions of Section VII-5 D. 3. i.

Parking Wheelstops Adjacent to Sidewalks

Section VIII-2. Design and Specifications of Off-Street Parking

G. Wheelstops and sidewalks.

In any zoning district, for any parking space (except parallel spaces) a minimum space (paved or unpaved) of eighteen inches (18") shall be maintained from the nearest edge of the parking space to the

property line. A minimum space of three feet (3') (unpaved) is required only in cases where the parking area is to be screened by means of a shrub planting hedge (See Section VIII-23-F(2)(b)). In cases of parking next to public alleys and common access drives, an eighteen-inch space for screening purposes shall only be required for head-in parking facing the alley. Wheelstops of masonry, steel or heavy timber shall be placed two feet (2') from the end of the parking space. When a private walkway or sidewalk is located at least four inches (4") but no more than six inches (6") above the grade of the adjoining parking spaces and said sidewalk is a minimum width of five feet (5'), the sidewalk may act as a wheelstop provided the parking spaces are adjacent to only one side of the sidewalk. If parking is adjacent to both sides of the sidewalk, it must be a minimum of eight feet (8') wide or wheelstops must be placed two feet (2') from the end of the parking spaces on one side. A two foot (2') area of the sidewalk into which the vehicle extends must remain unobstructed and available for the vehicle at all times. If a private sidewalk serves as a wheelstop as described herein, the length of adjoining parking spaces may be reduced by two feet (2').



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning and Economic Development Division

m e m o r a n d u m

TO: The Urbana Plan Commission

FROM: Elizabeth H. Tyler, AICP/ASLA, Assistant City Planner

DATE: October 13, 2000

SUBJECT: Plan Case No. 1756-T-00: Request by the Zoning Administrator to amend the Zoning Ordinance with respect to bicycle parking requirements, reduced parking lot size in new commercial developments, and placement of wheelstops in parking lots adjacent to sidewalks.

Introduction

The Zoning Administrator is petitioning to amend the text of the Urbana Zoning Ordinance to make various changes and additions with respect to bicycle parking requirements, reduced parking lot size in new commercial developments, and placement of wheelstops in parking lots adjacent to sidewalks. These amendments were initiated at the request and suggestion of Councilmember Laura Huth with the intention of encouraging bicycle usage in Urbana and providing a green space alternative to parking lot construction.

The proposed amendments are summarized below grouped by topic.

Bicycle Parking Requirements

- ?? Inclusion of a new table specifying the number of bicycle parking spaces required based upon specific land uses.
- ?? Bicycle parking to be provided only for those uses that are expected to generate bicycle parking demand.
- ?? Bicycle parking to be provided for nonresidential development only where 20 or more automobile parking spaces are required and with a maximum provision of 25 bicycle parking spaces.
- ?? Allowance for the Zoning Administrator to reduce the amount of required bicycle parking by up to

50% based upon evidence by the petitioner regarding potential demand.

- ?? Inclusion of an option for non-residential uses to reduce the number of automobile parking spaces by up to two when bicycle parking racks are placed within those spaces.
- ?? Provision for bicycle parking racks to encroach into required front yard setbacks in some non-residential zoning districts and to encroach into side and rear yard setbacks in all districts.
- ?? City engineer review of bicycle parking racks to ensure the proper accommodation of modern bicycle types and locks.
- ?? Specification of additional dust-tree surface types upon which bicycle parking may be placed.
- ?? Bicycle parking type and location requirements to apply to new development as well as to changes in use or intensity of use in existing developments.

Green Space Option for Commercial Parking Lots

- ?? Permit a developer to request and the Zoning Administer to consider and grant up to a 30% reduction in the amount of required automobile parking in commercial developments in exchange for the developer creating and maintaining the undeveloped area as open green space, subject to certain conditions.

Parking Wheelstops Adjacent to Sidewalks

- ?? A requirement for concrete wheelstops to be placed in some parking locations to prevent automobiles overhanging adjacent sidewalks.

Councilmember Huth also requested that Ordinance revisions be investigated that would facilitate pedestrian and sidewalk connections between shopping centers and surrounding sidewalks. Sidewalk connections are currently required by the Urbana Land Development and Subdivision Code and will be clarified in an upcoming comprehensive amendment to this Ordinance.

As a related concern, the proposed amendment also considers restrictions on the placement of bicycle racks in the front, side, and rear yards of the various zoning districts. In particular, there has been concern expressed a previous City Council meetings that bicycle parking racks not be allowed in the front yard of multiple-family residential districts, since such structures may pose a negative visual impact upon the surrounding residential neighborhood. This is an item that was previously considered and discussed by the Plan Commission and City Council as part of an earlier text amendment but was deferred for future analysis and consideration.

Background

Bicycle Parking Requirements

Bicycle parking requirements are currently governed by Section VIII-4 E of the Zoning Ordinance which reads:

“E. Provisions must be made for the parking of bicycles for multiple-family residential or commercial uses in those instances where ten (10) or more automobile parking spaces are required. Bicycle racks with a minimum capacity for four (4) bicycles shall be provided for bicycle parking. Parking areas for bicycles are permitted wherever automobile parking is allowed, and shall be paved with an all-weather dustless material approved by the Zoning Administrator. Bicycle parking areas shall not obstruct walkways or other pedestrian areas. Inclines shall be provided wherever there are curbs, stairways, or other grade separations between bicycle parking areas and the street or driveway.”

A number of changes have been made in Urbana’s bicycle parking regulations over the years. In the 1979 Urbana Zoning Ordinance, Section VIII-4 G required bicycle parking as follows:

" Provisions must be made for the parking of bicycles in those instances where ten (10) or more automobile parking spaces are required. Racks for the parking of bicycles shall be provided with a minimum capacity for four (4) bicycles where required automobile parking is between ten (10) and forty (40) automobile spaces, and bicycle rack capacity shall be increased at no less than a ratio of one (1) bicycle parking facility for each ten (10) required automobile parking spaces in excess of forty (40) automobile parking spaces. The off-street automobile parking facilities required by this Article, as listed in Table VIII-1, may be reduced when provision is made for the parking of bicycles. The provision of bicycle parking facilities shall not reduce the amount of automobile parking required for single family or duplex residential use, or for other uses where fewer than ten (10) automobile parking spaces are required. For all other uses, the automobile parking may be reduced by up to ten percent (10%) of the number of spaces required, provided that parking for four (4) bicycles is provided for each automobile space eliminated."

This text was amended as a part of plan case 1269-T-87. Specifically, the provision whereby a reduction in automobile parking may be made in exchange for providing bicycle parking was removed at that time. This was due to concerns about reductions in parking provided for multifamily residential developments. The requirement causing an escalation in the number of spaces required with the increasing size of the development was also removed at that time.

There are a number of concerns with the bicycle parking requirement as it currently exists. First, a minimum of four (4) bicycle parking spaces is automatically required for parking lots of 10 or more spaces regardless of land use or expected bicycle parking demand. This minimum does not increase as the parking lot size increases or as demand increases. There is also no recognition of the different

bicycle parking needs that may be demanded by commercial uses versus multiple family residential uses. In practice, this places a possibly unfair burden on the owner of a small commercial enterprise who must find room to provide a bicycle rack regardless of lot size or customer base. At the same time, a large apartment complex catering to students or another use attracting bicycle riders would need to provide parking for only four bicycles.

Requirement for bicycle parking structures to be located only on paved surfaces is an additional concern, as there are many opportunities for incorporating bicycle parking racks into landscape schemes with a variety of other dust-free materials, such as crushed rock, wood chips, etc. Providing for additional flexibility in this respect would help to improve the aesthetics of bicycle parking areas and potentially reduce the cost of providing such facilities. Finally, the requirement for an incline to be provided between bicycle parking and the street and driveway seems unnecessary, as riders should be encouraged to dismount and walk their bicycles from the street to the parking area.

In addition, as noted by Councilmember Huth, the Zoning Ordinance provides no guidance on the type of bicycle rack that may be used. This means that bicycle racks may be installed that do not fit the currently popular mountain bike style and U-lock configuration. While a variety of bicycle rack styles may accomplish this purpose, it would be beneficial for the Zoning Ordinance to include review and approval of the bicycle rack type proposed to ensure that it will properly accommodate common bicycles and locks.

Encouragement of additional, well-functioning bicycle parking facilities where they are needed will not only help to encourage bicycle use and possible reductions in automobile usage, but can also improve aesthetic and safety concerns. At many multiple-family residential developments in Urbana, bicycles can be found locked to lamp posts, trees, or stair railings, causing a cluttered and unattractive look. Bicycles are also found locked to parking meters, street lights, and railings near commercial land uses where they can block sidewalks or walkways. In other instances, they may be left locked but unsecured because not enough bicycle rack space is provided.

The proposed amendments will provide an opportunity for new development to provide safer and convenient bicycle parking consistent with anticipated demand and for owners of existing development to redress this situation as they plan for expansions or changes of use.

Green Space Option for Commercial Parking Lots

The amount of automobile parking area provided for some large commercial developments is often in excess of that necessary for most of the days in the year. There are numerous undesirable results of this phenomenon, including: 1) an unsightly expanse of pavement; 2) a larger area of impermeable surface leading to a greater amount and faster rate of stormwater runoff; 3) the expense (both public and private) of providing and maintaining larger stormwater facilities than may be necessary; and 4) the

increased construction cost associated with excess parking lot construction.

Parking requirements set forth in the Zoning Ordinance are based upon the demand characteristics of specific land uses. However, in researching the criteria by which automobile parking requirements are usually set, staff have found there is a lack of information on how to determine uniform minimum parking requirements for certain land uses that are visitor-driven, such as shopping centers. One author goes so far as to claim that: "No city planning textbook explains the theory of minimum parking requirements, because there is none." (Shoup, 1995, p 18). Shoup believes that in the absence of that information there is a tendency for zoning regulations to be based only on what other jurisdictions have done in the past.

In the case of shopping center parking, Shoup states that: "The 1982 Urban Land Institute study of parking occupancy for shopping centers is the basis for almost all cities' parking requirements, despite the fact that it implicitly assumes "required" parking to be the *demand at a zero price at the busiest time of the year.*" (p. 19.) The Urban Land Institute (ULI) study was based on a survey of parking lot accumulation counts in 506 shopping centers in the United States and Canada. The result was a recommendation of 4 to 5 parking spaces per 1,000 square feet of Gross Leasable Area for shopping centers of 25,000 to 400,000 square feet.

In reviewing the results of the ULI study, Shoup states that: "The provision of parking based on these standards will serve patrons and employee needs at the 20th busiest hour of the year, and allow a surplus during all but 19 hours of the remainder of the more than 3,000 hours during which a typical center is open annually. During 19 hours of each year, which are distributed over 10 peak shopping days, some patrons will not be able to find vacant spaces *when they first enter.*" (Urban Land Institute 1982, p. 2, as quoted in Shoup, p. 19, with italics added). Shoup goes on to report that "Basing the standard on the 20th busiest hour of the year (the "design hour") leaves spaces vacant more than 99 percent of the time that a shopping center is open for business, and leaves at least half of the spaces vacant at least 40 percent of the time."(Urban Land Institute 1982,p.12 from Shoup, p. 19).

Thus, parking lot requirements for shopping centers are not calculated on the basis of how many visits would be made on a normal day, but on how many visit are made on the busiest days. The result can be oversized parking lots and excessive amounts of paving. Nonetheless, retailers support the provision of excess parking and will often choose to provide additional parking because of the possible advantages gained in shoppers' perceived accessibility and visibility.

The proposed amendment would provide an opportunity for shopping center developers to provide up to 30% less parking than that required, so long as the excess area is left as open green space. The amendment would allow for subsequent conversion of the open green space to parking, should parking demand prove necessary. In the meantime, the developer would realize an advantage in cost savings associated with parking lot construction and would be able to leave a portion of the lot in attractive

green space.

Parking Wheelstops Adjacent to Sidewalks

The Zoning Ordinance currently permits parked automobiles to overhang walkways or sidewalks which may only be four or five feet wide by up to two feet. As a result, these walkways can be difficult for pedestrians to use and would be effectively blocked when the walkway is in a parking lot and has parking on both sides. The proposed text amendment will help to prevent the potential for walkway obstruction by requiring wheelstops adjacent to sidewalks in certain instances.

Proposed Amendments

Attached to this memo is the full text of the proposed amendments, including a table setting forth bicycle parking requirement by land use. The particulars of the amendments are grouped by topic as follows, with summarized excerpts of the amendments italicized for ease of discussion.

Bicycle Parking Requirements

Table of Specific Parking Requirements

The bicycle parking requirements proposed here reflect a refinement of existing and previous regulations. The proposed amendments will reintroduce a level of flexibility that encourages bicycle use by making it convenient to find suitable parking spaces without unduly burdening the developer. As noted above, the proposed amendment will also take into account the varying characteristics of different land uses with respect to bicycle parking demand.

In preparing this proposed amendment, staff reviewed the parking regulations of a number of bicycle friendly communities, including Portland, Oregon; Madison, Wisconsin; Boulder, Colorado; and Eugene, Oregon. (See attached table of municipal parking requirements). In addition, the planning literature on current practice was reviewed. It was found that there is a wide variation in the amount of bike parking required for different land uses and the measures used to arrive at them. For multi-family residential uses, some communities require bicycle parking on a per unit basis and some require a bicycle parking as a percentage of automobile parking spaces. For retail developments, some communities require bicycle parking as a percentage of automobile spaces and some base their requirements per square foot of building area.

Despite the differing units and rates employed, there is general agreement in the literature that specific types of land uses should be evaluated individually for their bicycle parking demand. For example, a neighborhood commercial use in a residential district may have different requirements than a “big box”

super store along an interstate on the edge of town. Similarly, in mixed-use developments, the amount of each use and the level of biker patronage generated by it requires evaluation. Finally, within each use category the different user categories (e.g., residents, employees, customers, etc) and the parking requirements for each should be considered. As noted above, there is a particular need to evaluate commercial uses differently than multiple-family residential uses. Other specific uses, such as schools, parks, libraries, and museums, may have higher than average bicycle parking demands.

The numbers of bicycle parking spaces required as set forth in the proposed new Table VIII-7, Bicycle Parking Requirements by Use, were determined based upon the mid-range of rates found in other communities with detailed bicycle parking requirements. Those uses not listed in the table would not be required to provide bicycle parking. In addition, specific uses would be able to obtain up to a 50% reduction in the parking requirement depending upon the specific characteristics of their use or location with respect to anticipated bicycle parking demand.

The Zoning Administrator shall determine whether developments are subject to the bicycle parking requirements, based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors. The Zoning Administrator shall have the ability to reduce the number of required bicycle parking spaces by up to 50% in response to evidence regarding expected bicycle use submitted by the petitioner.

As noted above, in cases where the land use is one that has little bicycle parking demand, such as a furniture or bulk goods store, the Zoning Administrator may reduce the amount of bicycle parking required by up to 50%, or where appropriate, rule that the development is not subject to the requirement to provide bicycle parking.

Minimums and Maximums (see Proposed Table VIII-7 attached)

A minimum number of bicycle parking spaces is necessary to ensure that individuals who desire to exercise the option to use bicycle transportation can do so with a convenience approaching that of the automobile user. The current Urbana Zoning Ordinance appears to be deficient in its requirement that only four bicycle parking spaces be provided for all developments, including those as large as an apartment complex with fifty or more dwelling units. For this reason, proposed Table VIII-7 provides for a range of bicycle parking spaces to be provided depending upon the size of the proposed use.

At the same time, requiring four bicycle parking spaces for a commercial parking lot of only 10 automobile spaces seems unduly burdensome, with a 40% ratio of bicycle spaces to automobile spaces. For this reason, the proposed bicycle parking requirements for non-residential uses do not apply to those uses with fewer than 20 automobile spaces.

Conversely, there is a limit to the number of bicycle riders that can be expected to visit certain land uses and setting a maximum number of bicycle parking spaces is appropriate in large non-residential developments. For example, it seems unnecessary to provide bicycle parking at a rate of 10% of automobile parking spaces required for a large commercial development with 600 automobile parking spaces. The majority of the 60 bicycle parking spaces provided would almost certainly remain unused. The proposed maximum of 25 bicycle parking spaces required would suffice in this case. This maximum would help to avoid potentially unsightly and wasteful expanses of unused bicycle parking.

The proposed amendments address these concerns by identifying the type of use group and determining the minimum and maximum number of required bicycle parking spaces accordingly. It also provides for adjustment for the specific case in question.

The amount of off-street automobile parking required for non-residential uses may be reduced by up to two spaces when the automobile parking spaces are occupied by bicycle racks.

This is a reintroduction of flexibility into the Ordinance. It ensures that the requirements for bicycle parking do not necessarily lead to an uneconomical situation for a developer working with a parcel of limited size. A reduction of no more than two bicycle parking spaces out of twenty or more should not adversely affect automobile parking availability in a non-residential development where turnover can be expected. Staff recommends that this provision not apply to multiple-family residential uses, due to the need to protect long-term parking availability for those residents with cars.

Provisions regarding type and location (not amount) of bicycle parking racks shall apply to new development as well as to changes in use or intensity of use in existing development.

The proposed amendment would not require existing development to provide additional bicycle parking. It will only apply when there is a change in use or intensity of use. At the same time, where bicycle parking is added to existing development, it would have to abide by the type and location requirements set forth in proposed Section VIII-4.E.2. (see attached). Existing bicycle racks that are in current conformity would not need to be retrofitted to comply with these regulations, unless there is a change in use or intensity of use.

In the AG, B-1, B-2, B-3, B-3U, CRE, IN, MIC, and MOR zones, bicycle parking may encroach into the required front yard setback, but in no case shall be closer than five feet (5') to the front property line. In the B-4 zoning district, bicycle parking may be permitted in the right-of-way subject to City Engineer approval. In the B-4E zone, bicycle parking may encroach into the required front yard.

With respect to bicycle parking at commercial locations, the encroachment is similar to a text

amendment approved by the City Council on August 2, 1999 that allows motor vehicle parking to encroach ten feet into the required front yard in the B-3, General Business zoning district. This provision will provide for greater flexibility in the location of bicycle racks and recognizes that these racks can be successfully incorporated into the commercial streetscape. The provision also considers the differing front yard setback widths that apply to these zones.

Bicycle parking is prohibited within the front yard setback in all residential zoning districts (R-1, R-2, R-3, R-4, R-5, R-6, R-6B, R-7).

In previous related cases, objections have been made to potentially allowing bicycle racks within the front yard setbacks of residential zoning districts. This requirement will prevent any visual impact associated with bicycle racks located in front yard setbacks in residential areas.

Bicycle parking shall be permitted within the side and rear yard setbacks in all zoning districts.

This requirement would facilitate the reasonable and efficient placement of bicycle racks in less visible locations in both residential and non-residential areas. As noted earlier, there is currently a problem in existing multiple-family residential and other uses that do not provide sufficient bicycle parking areas. Allowing bicycle parking in side and rear yard setbacks will permit the owners of existing developments the option to place bicycle parking racks in a controlled manner. Property owners would be able to locate the racks so as to reduce their visibility wherever possible. Facilitating the placement of bicycle parking racks would help to reduce the tendency for bicyclists to lock their bicycles in undesirable, unsightly, and unsafe locations.

Bicycle parking rack types shall be designed so as to accommodate standard bicycle models and lock types and shall be subject to the approval of the City Engineer.

As noted above, several existing and available bicycle racks do not adequately accommodate the currently popular mountain bikes and U-locks. There are a number of bicycle rack types available that can efficiently and attractively accommodate a variety of bicycle types. Some of these types are illustrated in the attachment. Because public preferences in types of bicycles and locks and specific industry products change from time to time, staff does not recommend that any particular type or types of racks be required by the Zoning Ordinance. Rather, the text amendment requires that the rack be designed so as to accommodate standard bicycle models and lock types, with the specific proposal to be subject to the review and approval of the City Engineer. This approval can occur at the time of site plan review, which is required for all building permits.

Bicycle parking areas shall be placed on an approved dust-free surface, subject to the review and

approval of the Zoning Administrator. Acceptable surfaces include, but are not limited to, pavement, bricks, rock chips, recycled asphalt, and wood chips.

This provision preserves the current requirement that bicycle parking surfaces be dust-free, but does not require that they be paved with a hard surface. The amendment provides additional options for attractive surfaces that can be used and improves the ability to incorporate bicycle parking racks into landscape design themes.

Green Space Option for Commercial Parking Lots

The proposed amendment is intended to offer shopping center developers the ability to reduce their parking lot size and to provide open green space as an option, subject to certain conditions.

The Zoning Administrator may approve up to a 30% reduction in the total number of parking spaces constructed provided the developer maintains the undeveloped area in open green space.

In Table VIII-6, Parking Requirements By Use, most commercial store uses require one parking space per 200 to 400 square feet of floor area. In this table, the use "shopping center" requires one space per 250 square feet. This amendment would allow a shopping center development to place some of its potential parking area in open space until such time as sufficient parking demand is generated to require conversion.

The developer shall construct all site grading, storm-sewer, stormwater runoff, and detention facilities to the standards required for the full sized parking lot regardless of the reduced size initially built.

This amendment ensures the drainage improvements on the site are able to accommodate a full parking lot if additional parking area is found to be necessary or if the type of use is changed to one that generates a higher parking demand.

If the Zoning Administrator determines that the PUD has sufficient parking demand the petitioner may be required to expand the parking lot to the number of parking spaces initially required. If the petitioner determines that the PUD has sufficient parking demand the petitioner may then apply for a building permit to expand the parking lot to the number of parking spaces initially required. No amendment to a PUD special use permit is required for approval of the parking lot expansion to fill the green space.

These provisions are intended to ensure that any necessary expansion of the applicable parking lot can be accomplished at need and with a minimum of delay. The process of conversion should be facilitated

such that developers are not unduly deterred from pursuing this option.

Parking Wheelstops Adjacent to Sidewalks

...When a private walkway or sidewalk is located at least four inches (4”), but no more than six inches (6”) above the grade of the adjoining parking spaces and said sidewalk is a minimum width of five feet (5), the sidewalk may act as a wheelstop provided the parking spaces are adjacent to only one side of the sidewalk. If parking is adjacent to both sides of the sidewalk it must be a minimum of eight feet (8') wide or wheelstops must be placed two feet (2') from the end of the parking spaces on one side. ...

The proposed text amendment is intended to prevent the obstruction of walkways by automobile overhang in instances where a walkway may have automobiles overhanging from both sides.

Summary of Staff Findings

Bicycle Parking Requirements

- 11. The proposed amendment will encourage and facilitate the provision of bicycle parking facilities in locations where they are needed
- 12. The proposed amendment will require bicycle parking in a manner that is more reflective of the needs of specific land uses
- 13. The proposed amendment will provide a mechanism whereby specific uses that do not generate a bicycle parking demand will not be required to provide such parking
- 14. The proposed amendment provides for a reduction in bicycle parking requirements where a reduced demand can be demonstrated
- 15. The proposed amendment would increase bicycle parking requirements consistent with increased land use intensity
- 16. The proposed amendment would avoid overprovision of bicycle parking by setting a maximum number of spaces for non-residential uses
- 17. The proposed amendment would allow bicycle parking racks to be located in yard areas so that they will be convenient and accessible, but will not cause a visual intrusion in residential areas.
- 18. The proposed amendment will allow for additional flexibility in providing dust-free surfaces for the placement of bicycle parking racks
- 19. The proposed amendment will require the provision of bicycle parking racks that are able to accommodate modern bicycle types and lock types
- 20. The proposed amendment will encourage bicycle parking space provision by allowing for the

use of up to two automobile parking spaces in nonresidential areas for this purpose.

Green Space Option for Commercial Parking Lots

4. The proposed amendment offers the potential to increase the amount of open green space in certain locations in Urbana.
5. The proposed amendment offers the potential to reduce the amount of impermeable surface created in new commercial PUD developments.
6. The proposed amendment offers commercial PUD developers the option of reducing their initial cost of investment in parking lot construction.

Parking Wheelstops Adjacent to Sidewalks

1. The proposed amendment will ensure that walkways in parking lots remain unobstructed.

Options

In Plan Case 1756-T-00, the Plan Commission has the following options for recommendation to the City Council:

- a. forward this case to City Council with a recommendation for approval of the proposed text amendment to the Zoning Ordinance, as presented herein.
- b. forward this case to City Council with a recommendation for approval of the proposed text amendment to the Zoning Ordinance, as modified by specific suggested changes.
- c. forward this case to City Council with a recommendation for denial of the proposed text amendment to the Zoning Ordinance.

Staff Recommendation

Based on the evidence presented in the discussion above, and without the benefit of considering additional evidence that may be presented at the public hearing, **staff recommends that the Plan Commission recommend approval of the proposed text amendment to the Zoning Ordinance, as presented herein.**

Prepared by:

Paul Lindahl, Planning Intern

Attachments: Proposed Text Amendment
 Comparison Table of Bicycle Parking Requirements
 Discussion of Bicycle Parking Rack Types

References: Susan Anderson Pinsoff and Terri Mussar, "Bicycle Facility Planning: A Resource for Local Governments" Planners Advisory Memo No. 457. 1995. Chicago. IL: American Planning Association.

 Donald Shoup. "An Opportunity to Reduce Minimum Parking Requirements." *Journal of the American Planning Association*. 1995. Vol.61, No.1:14-28

 Urban Land Institute. Parking Requirements for Shopping Centers. 1982. Washington, D.C.: Urban Land Institute.

PROPOSED TEXT AMENDMENT

Plan Case No. 1756-T-00: Request by the Zoning Administrator to amend the Zoning Ordinance with respect to bicycle parking requirements, reduced parking lot size in new commercial developments, and placement of wheelstops in parking lots adjacent to sidewalks.

Text to be added is indicated by underlining. Text to be deleted is indicated by strike-outs.

Bicycle Parking Requirements

Section VI-5. Yards

B.

12. ~~Reserved.~~

12. Bicycle parking shall be permitted to encroach into the required front yard in AG, B-1, B-2, B-3, B-3U, CRE, IN, MIC, and MOR zones, but in no case shall be closer than five feet (5') from the property line. In the B-4 zoning district, bicycle parking may be permitted in the right-of-way subject to City Engineer approval. In the B-4E zone, bicycle parking may encroach into the required front yard. Bicycle parking is prohibited within the front yard setback in all residential zoning districts (R-1, R-2, R-3, R-4, R-5, R-6, R-6B, R-7). Bicycle parking shall be permitted to encroach into the required side and rear yards in all zoning districts.

Section VIII-4. Amount of Parking Required

~~E. Provisions must be made for the parking of bicycles for multiple family residential or commercial uses in those instances where ten (10) or more automobile parking spaces are required. Bicycle racks with a minimum capacity for four (4) bicycles shall be provided for bicycle parking. Parking areas for bicycles are permitted wherever automobile parking is allowed, and shall be paved with an all-weather dustless material approved by the Zoning Administrator. Bicycle parking areas shall not obstruct walkways or other pedestrian areas. Inclines shall be provided wherever there are curbs, stairways, or other grade separations between bicycle parking areas and the street or driveway.~~

F. Provisions for the convenient and accessible parking of bicycles shall be made in accordance with Table VIII-7. In addition the following provisions shall also apply:

3. Zoning Administrator Review:

- d. The Zoning Administrator shall determine whether proposed developments are subject to the bicycle parking requirements set forth in Table VIII-7, based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.
- e. For non-residential uses, bicycle parking spaces shall be required only for those developments requiring 20 or more automobile parking spaces per Table VIII-6.
- f. The Zoning Administrator shall have the ability to reduce the number of required bicycle parking spaces by up to 50% in response to evidence regarding expected bicycle use submitted by the petitioner.

4. Type and Location of Bicycle Parking Racks

- l. Provisions regarding type and location of bicycle parking racks shall apply to new development as well as to changes in use or intensity of use in existing development.
- m. Bicycle parking rack types shall be designed so as to accommodate standard bicycle models and lock types and shall be subject to the approval of the City Engineer as part of the building permit review process.
- n. Bicycle parking areas shall not obstruct walkways or other pedestrian areas.
- o. Bicycle parking areas shall be allowed in the same location as automobile parking on a site.
- p. For non-residential uses, bicycle parking racks may be placed within the area of up to two automobile parking spaces on a site. These spaces may be credited toward the total number of off-street automobile parking spaces required by Section VIII-4 and Table VIII-6.
- q. Bicycle parking areas shall be placed on an approved dust-free surface, subject to the review and approval of the Zoning Administrator. Acceptable surfaces include, but are not limited to, pavement, bricks, rock chips, recycled asphalt, and wood chips.
- r. In the AG, B-1, B-2, B-3, B-3U, CRE, IN, MIC, and MOR zones, bicycle parking may encroach into the required front yard setback, but in no case shall be closer than five feet (5') to the front property line.
- s. In the B-4 zoning district, bicycle parking may be permitted in the right-of-way subject to City Engineer approval.

- t. In the B-4E zone, bicycle parking may encroach into the required front yard.
 - u. Bicycle parking is prohibited within the front yard setback in all residential zoning districts (R-1, R-2, R-3, R-4, R-5, R-6, R-6B, R-7).
 - v. Bicycle parking shall be permitted within the side and rear yard setbacks in all zoning districts.
- I. The amount of off-street automobile parking required by Section VIII-4 may be reduced by up to two spaces when the automobile parking spaces are occupied by bicycle racks, and where the spaces occupied by the bicycle racks are located in a convenient and accessible manner.

TABLE VIII-7. BICYCLE PARKING REQUIREMENTS BY USE¹

<u>Use</u>	<u>Number of Spaces Required</u>
<u>Residential and Related Uses</u>	
<u>Multi-family, Boarding or Rooming House, Dormitory</u>	<u>1 per 2 dwelling units</u>
<u>Public and Quasi Public Uses²</u>	
<u>All schools</u>	<u>4 per classroom</u>
<u>All other uses</u>	<u>10% of required automobile parking up to a maximum of 25 bicycle parking spaces</u>
<u>Commercial Uses^{2,3}</u>	
<u>All uses</u>	<u>10% of required automobile parking up to a maximum of 25 bicycle parking spaces</u>
<u>Industrial, Transportation & Related Uses²</u>	
<u>All uses</u>	<u>4% of required automobile parking up to a maximum of 25 bicycle parking spaces</u>

4. The Zoning Administrator shall determine whether proposed developments are subject to these bicycle parking requirements based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.

The Zoning Administrator shall further have the ability to reduce the number of required bicycle parking spaces by up to 50% in response to evidence regarding expected bicycle use submitted by the petitioner.

5. For non-residential uses bicycle parking spaces shall be required only for developments with 20 or more automobile parking spaces required.

3. Commercial uses include the following categories from Table VIII-6: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.

Green Space Option for Commercial Parking Lots

Section VII-5. Planned Unit Developments

E. PUD Standards

6. Development Standards

In a new Commercial PUD/General Shopping Center, the developer may request and the Zoning Administrator consider and grant a reduction in required parking where the Zoning Administrator determines it is feasible given anticipated daily demand patterns of the proposed use. The Zoning Administrator may approve up to a 30% reduction in the total number of parking spaces constructed provided the developer maintains the undeveloped area in open green space.

To qualify for this deduction, the following conditions shall apply:

- (1) The developer shall construct all site grading, storm-sewer, stormwater runoff, and detention facilities to the standards required for the full sized parking lot regardless of the reduced size initially built.
- (2) The green space must be seeded or sodded prior to the issuance of a Certificate of Occupancy.
- (3) If at a later date the Zoning Administrator determines that the PUD has sufficient parking demand the petitioner may be required to expand the parking lot to the number of parking spaces initially required.
- (4) If at a later date the petitioner determines that the PUD has sufficient parking demand the petitioner may then apply for a building permit to expand the parking lot to the number of parking spaces initially required.
- (5) No amendment to a PUD special use permit is required for approval of the parking lot expansion to fill the green space.
- (6) In no way is this provision to be construed as a variance of any other zoning or development regulation.

A letter agreement between the developer and City shall be prepared to allow execution of the above provisions within a reasonable timeframe, to identify the specific criterion under which the Zoning Administrator may require expansion of the parking lot, and to allow for an appeals procedure.

All codes, ordinances, and rulings of the City, unless specifically modified by this section or by the City Council, shall be fully complied with . (Ord. No. 8283, Sect. 5, 1-17-83; Ord. No. 8586-87, Sect. 1, 5-19-86)

Section VIII-4. Amount of Parking Required

H. Off-street parking required for Commercial PUD/General Shopping Centers may be reduced in accordance with the provisions of Section VII-5 D. 3. i.

Parking Wheelstops Adjacent to Sidewalks

Section VIII-2. Design and Specifications of Off-Street Parking

G. Wheelstops and sidewalks.

In any zoning district, for any parking space (except parallel spaces) a minimum space (paved or unpaved) of eighteen inches (18") shall be maintained from the nearest edge of the parking space to the property line. A minimum space of three feet (3') (unpaved) is required only in cases where the parking area is to be screened by means of a shrub planting hedge (See Section VIII-23-F(2)(b)). In cases of parking next to public alleys and common access drives, an eighteen-inch space for screening purposes shall only be required for head-in parking facing the alley. Wheelstops of masonry, steel or heavy timber shall be placed two feet (2') from the end of the parking space. When a private walkway or sidewalk is located at least four inches (4") but no more than six inches (6") above the grade of the adjoining parking spaces and said sidewalk is a minimum width of five feet (5), the sidewalk may act as a wheelstop provided the parking spaces are adjacent to only one side of the sidewalk. If parking is adjacent to both sides of the sidewalk, it must be a minimum of eight feet (8') wide or wheelstops must be placed two feet (2') from the end of the parking spaces on one side. A two foot (2') area of the sidewalk into which the vehicle extends must remain unobstructed and available for the vehicle at all times. If a private sidewalk serves as a wheelstop as described herein, the length of adjoining parking spaces may be reduced by two feet (2').