



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Mayor Laurel Lunt Prussing

FROM: Elizabeth H. Tyler, FAICP

DATE: September 17, 2009

SUBJECT: Plan Case No. 2113-T-09: Request by the Zoning Administrator to amend Table VIII-3 and Section VIII-4 of the Urbana Zoning Ordinance to allow access drives serving individual townhouse units to be up to 18 feet wide or 45% of the lot width, whichever is greater.

Introduction & Background

Plan Case No. 2113-T-09 is a request by the Zoning Administrator to amend the Parking and Access regulations in the Urbana Zoning Ordinance (Article VIII). The proposed amendment would make development regulations for access drives serving townhouse units clearer, and would better accommodate current development practices. The amendment would allow driveways within the required front yard setback serving rowhouses or townhouses to be up to 18 feet wide, or up to 45% of the width of the property, whichever is greater.

Article VIII of the Zoning Ordinance limits the width of new driveways for a number of reasons. First, landscaping in front yards provides relief from and helps to offset the built environment in support of the open space ratio (OSR) requirements. Second, pervious ground surfaces are beneficial for avoiding stormwater runoff. Third, limiting driveway widths help to provide for orderly access and parking. However, residential driveways serve important purposes. They provide for access to garages and off-street parking. In single-family, duplex, and townhouse properties, vehicles may park stacked in access drives, further reducing the demand for on-street parking, which improves traffic safety.

As residential density increases, limiting driveway widths becomes more problematic. Current regulations work well for low-density housing, but are not suited for townhouse developments. Regulations are the same for single-family, duplex, and common-lot-line rowhouse or townhouse units; the maximum driveway width is currently 45% of the lot width, but no more than 35 feet. This means that for lots 40 feet and wider, a driveway at least 18 feet wide (two-cars wide) could be constructed. The issue for townhomes is that most of these lots are narrower than 40 feet, meaning that a two-car wide driveway would not be permitted. This is problematic as two-car garages are typically provided for new homes and are generally expected by new homebuyers.

Urbana has several newer townhouse properties. In these developments, common-lot-line townhouse lots may be as narrow as 20 feet but are usually 30 feet or wider. Current development standards call for a two-car garage and 18-foot wide drive, which does not fit the current Zoning Ordinance regulations. The proposed amendment would bring the majority of existing townhouse driveways into conformance with zoning regulations, and would allow for future townhouse developments to include driveways built to a reasonable standard.

On August 20, 2009, the Urbana Plan Commission held a public hearing regarding the proposed text amendment. At that hearing, Commissioners suggested some specific changes regarding the wording of the amendment. Staff incorporated that language into the amendment and re-presented the amendment to Plan Commission at their September 10, 2009 meeting, at which time the Commission voted 7 ayes to 0 nays to forward the case to City Council with a recommendation for approval.

Comprehensive Plan

The 2005 Urbana Comprehensive Plan contains the following Goals and Objectives related to the proposed text amendment:

Goal 4.0 **Promote a balanced and compatible mix of land uses that will help create long-term, viable neighborhoods.**

Objectives

4.3 Encourage development patterns that offer the efficiencies of density and a mix of uses.

Goal 19.0 **Provide a strong housing supply to meet the needs of a diverse and growing community.**

Objectives

19.2 Encourage residential developments that offer a variety of housing types, prices and designs.

The intent of the proposed amendment is to eliminate an impediment for providing a housing type which is not only in demand within our community but helps Urbana achieve a balanced and compatible mix of housing types meeting the needs of a diverse community.

Text Amendment

The proposed Zoning Ordinance text amendment would revise Table VIII-3 and Section VIII-4.F(1) to allow driveways up to 18 feet wide for townhouse units, where before they were restricted to 45% of the lot width. New text is underlined, and deleted text is struck out:

TABLE VIII-3. WIDTHS FOR ACCESS DRIVES

	Minimum Width (in feet)		Maximum Width (in feet) ¹	
	One-Way	Two-Way	One-Way	Two-Way
Single-family and duplex buildings	9	9	Primary drive - 35 feet. Secondary drive - 15 feet	
<u>Rowhouse or townhouse unit with individual access drive</u>	<u>9</u>	<u>9</u>	<u>35 feet</u>	
<u>Lots with three or more dwelling units without individual drives</u>	12	20	24 feet, or one-third of the minimum lot width for the zoning district, (as specified on Table VI-3), whichever is greater If a zoning lot has a linear street frontage greater than 150 feet, the maximum width shall be 50 feet.	
<u>Public and quasi-public, business, commercial and industrial uses</u>	12	22		

Notes: 1) Per VIII-4.F.1, access drives serving single-family homes and duplexes, ~~duplexes and individual townhomes~~ shall not exceed 45% of the total lot width. Access drives serving individual townhomes shall not exceed 45% of the total lot width or 18 feet, whichever is greater.

Section VIII-4.F *Parking in a Required Yard is Prohibited Except as Follows:*

1. Access drives clearly serving single-family dwelling units, individual townhouses or duplex dwelling units may contain required parking for licensed passenger vehicles in the required front or side yard, ~~except that~~. Such area devoted to parking and access thereto shall not exceed 45% of the total lot width for single-family or duplex dwelling units. Drives serving individual townhouse units shall not exceed 45% of the total lot width or 18 feet, whichever is greater. Such spaces may be stacked. Accessory spaces provided pursuant to Section VIII.4.J shall not be located in a required front yard.

Issues and Discussion

The intent of the proposed text amendment is to update the Zoning Ordinance to reflect current development practices and to make standards for townhouse developments easier to follow. The existing development regulations regarding driveway widths in the Zoning Ordinance are designed to address single-family, duplex, and multi-family (apartment) residences. Townhouses represent a unique dwelling type that functions as a type of single-family unit, but which is physically connected to other units. Townhouses, also referred to as rowhouses in the Zoning Ordinance, have two typical lot configurations. The most common type is for each townhouse unit to be on its own narrow parcel (Figure 1). This is referred to as a “common-lot-line” or “zero-lot-line” development. Examples of common-lot-line developments include townhouses along the southern edge of Rutherford Drive in Beringer Commons or those along Lydia Court in the Ridge Subdivision.



Figure 1: Common-lot-line townhouses

The other configuration occurs when a row of townhouses are built on one large lot (Figure 2). This configuration is considered a multi-family dwelling by the Zoning Ordinance. Local examples include the northeast portion of Rutherford Drive in Beringer Commons or the west side of Eagle Ridge Court in Eagle Ridge Subdivision. Both of these configurations have a similar physical appearance, including driveways that each serve one specific residence.



Figure 2: Ten townhouse units on a single parcel

Section VIII-4.F of the Zoning Ordinance specifies the limits under which vehicles may park in a required yard. For single-family, duplex, and townhouse units served by individual drives, vehicles may be parked in the required front yard setback if on a driveway, and the driveway may only take up 45% of the total lot width. Per Table VIII-3, driveways for these residences, where parking is allowed within the front yard setback, shall not exceed a maximum of 35 feet for a primary drive, plus 15 feet for a second drive. For single-family homes and duplexes, this 45% limit is normally wide enough for a two- or three-car driveway. A standard duplex lot is 80 feet wide, which would allow for two 18-foot driveways.

Townhouse lots are typically much narrower than single-family or duplex lots. Townhouse units in Urbana typically have a two-car garage and are served by their own driveway (Figure 3). Under the existing Zoning Ordinance standards, many of these units have driveways that do not meet the provisions of Section VIII-4.F.1. According to Section VIII-4.F.1, driveways serving individual townhouse units may only have a width equal to 45% of the lot width. Since townhouse units may be as narrow as 20 feet, the 45% limit would only allow a nine foot (single-width) driveway within the required front yard. Most townhouse units are on a slightly wider lot, usually 30 to 40 feet wide. For a 30-foot wide lot, a townhouse is currently limited to a 13.5-foot driveway. This width is impractically narrow and precludes access to a two-car garage. Only if the lot is 40 feet or wider will a two-car driveway (18 feet) be allowed. The proposed text amendment will allow for access drives serving individual townhouse units to be up to 18 feet wide, regardless of lot width. If the lot is wider than 40 feet, the 45% limit will apply, up to a maximum drive width of 35 feet.



Figure 3: Exterior of a typical townhouse development

Some communities, such as the City of Champaign, allow for access drives to be wider than the nominal maximum width, up to the width of the garage door. In the context of this text

amendment, staff recommends that access drive widths not be tied to the width of the garage door. Tying access widths to garage door sizes would allow for access drives to be wider than 18 feet for garages larger than two cars, which would result in larger paved areas in front of the units. Staff considers 18 feet to be an adequate width for townhouse lots, which is typically in the range of 30 to 40 feet. There is concern that a wider limit would take up too large a percentage of the lot width.

Should the proposed text amendment be adopted, designers of future townhouse developments will have clearer development regulations for driveway widths that are easier to comply with and would accommodate different types of development.

Summary of Findings

1. Urbana's Zoning Ordinance has been enacted by the corporate authorities of the City of Urbana pursuant to its home rule powers as provided for in the Constitution of the State of Illinois, 1970, and in conformance with the Illinois Municipal Code.
2. Article VIII of the Urbana Zoning Ordinance limits driveway widths for individual townhouses to no more than 45% of the property width, which can preclude providing a two-car garage.
3. The proposed amendment would allow townhouse driveways to be up to 45% of the lot width, or 18 feet, whichever is greater, and would provide reasonable accommodation for typical townhouse development patterns.
4. The proposed amendment would improve compliance for future townhouse developments by providing clearer and more reasonable guidelines in Table VIII-3.
5. The proposed amendment is consistent with the goals and objectives of the Urbana Comprehensive Plan.

Options

In Plan Case 2113-T-09, City Council may:

- a) Approve the text amendment as proposed;
- b) Approve the text amendment, as modified by specific changes; or
- c) Deny the text amendment as presented.

Recommendation

At their September 10, 2009 meeting, the Urbana Plan Commission voted 7 ayes to 0 nays to forward the proposed text amendment to City Council with a recommendation for **approval**. Staff concurs with Plan Commission's recommendation.

Attachments:

Exhibit A: Proposed Text Amendment Adopting Ordinance

Exhibit B: Approved Minutes from the August 20, 2009 and Draft minutes from the
September 10, 2009 Meetings of the Urbana Plan Commission

ORDINANCE NO. 2009-09-103

AN ORDINANCE APPROVING A TEXT AMENDMENT TO THE ZONING ORDINANCE
OF THE CITY OF URBANA, ILLINOIS

(Revisions to Table VIII-3, "Widths for Access Drives", and Section VIII-4,
"Location of Parking Facilities", Pertaining to Widths of Access Drives
Serving Individual Townhouse Units - Plan Case No. 2113-T-09)

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, Table VIII-3, "Widths for Access Drives", and Paragraph VIII-4.F.1 currently limit access drive widths to 45% of the total lot width for single-family, duplex, and townhouse properties; and

WHEREAS, current development practices and expectations for most townhouse units include a two-car garage and access drive; and

WHEREAS, the Urbana Zoning Administrator is proposing a text amendment to the Urbana Zoning Ordinance in order to allow for access drives to be up to 45% of the lot width, or 18 feet, whichever is greater; and

WHEREAS, said text amendment is consistent with the goals and objectives of the Urbana Comprehensive Plan; and

WHEREAS, said text amendment was presented to the Urbana Plan Commission as Plan Case No. 2113-T-09; 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 case on August 20, 2009 and September 10, 2009; and

WHEREAS, the Urbana Plan Commission voted 7 ayes to 0 nays on September 10, 2009 to forward the proposed text amendment set forth in Plan Case No. 2097-T-09 to the Urbana City Council with a recommendation for approval; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF URBANA, ILLINOIS, that the Urbana Zoning Ordinance shall be amended as follows:

Section 1. Table VIII-3, Widths for Access Drives is hereby amended to read as follows:

TABLE VIII-3. WIDTHS FOR ACCESS DRIVES

	<i>Minimum Width (in feet)</i>		<i>Maximum Width (in feet)¹</i>	
	One-Way	Two-Way	One-Way	Two-Way
Single-family and duplex buildings	9	9	Primary drive - 35 feet. Secondary drive - 15 feet	
Rowhouse or townhouse unit with individual access drive	<u>9</u>	<u>9</u>	35 feet	
Lots with three or more dwelling units without individual drives	12	20	24 feet, or one-third of the minimum lot width for the zoning district, (as specified on Table VI-3), whichever is greater If a zoning lot has a linear street frontage greater than 150 feet, the maximum width shall be 50 feet.	
Public and quasi-public, business, and industrial uses	12	22		

Notes: 1) Per VIII-4.F.1, access drives serving single-family homes and duplexes shall not exceed 45% of the total lot width. Access drives serving individual townhomes shall not exceed 45% of the total lot width or 18 feet, whichever is greater.

Section 2. Paragraph VIII-4.F.1, Yards is hereby amended to read as follows:

1. Access drives clearly serving single-family dwelling units, individual townhouses or duplex dwelling units may contain required parking for licensed passenger vehicles in the required front or side yard. Such area devoted to parking and access thereto shall not exceed 45% of

the total lot width for single-family or duplex dwelling units. Drives serving individual townhouse units shall not exceed 45% of the total lot width or 18 feet, whichever is greater. Such spaces may be stacked. Accessory spaces provided pursuant to Section VIII.4.J shall not be located in a required front yard.

Section 3. 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).

This Ordinance is hereby passed by the affirmative vote, the "ayes" and "nays" being called of a majority of the members of the City Council of the City of Urbana, Illinois, at a regular meeting of said Council on the ____ day of _____, 2009.

PASSED by the City Council this ____ day of _____, 2009.

AYES:

NAYS:

ABSTAINED:

Phyllis D. Clark, City Clerk

APPROVED by the Mayor this _____ day of _____, 2009.

Laurel Lunt Prussing, 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 _____, 2009, the corporate authorities of the City of Urbana passed and approved "AN ORDINANCE APPROVING A TEXT AMENDMENT TO THE ZONING ORDINANCE OF THE CITY OF URBANA, ILLINOIS (Revisions to Table VIII-3, "Widths for Access Drives", and Section VIII-4, "Location of Parking Facilities", Pertaining to Widths of Access Drives Serving Individual Townhouse Units - Plan Case No. 2113-T-09) 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 _____, 2009, 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 _____, 2009.

MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

APPROVED

DATE: August 20, 2009

TIME: 7:30 P.M.

PLACE: Urbana City Building – City Council Chambers
400 South Vine Street
Urbana, IL 61801

MEMBERS PRESENT: Jane Burris, Andrew Fell, Ben Grosser, Lew Hopkins, Dannie Otto, Michael Pollock, Bernadine Stake, Marilyn Upah-Bant

MEMBERS EXCUSED: Tyler Fitch

STAFF PRESENT: Lisa Karcher, Planner II; Jeff Engstrom, Planner I; Teri Andel, Planning Secretary

OTHERS PRESENT: Susan Taylor

NEW PUBLIC HEARINGS

Plan Case No. 2113-T-09: Request by the Zoning Administrator to amend Table VIII-3 and Section VIII-4 of the Urbana Zoning Ordinance to allow access drives serving a single townhouse unit to be up to 18 feet wide or 45% of the lot width, whichever is greater.

Jeff Engstrom, Planner I, presented this case to the Plan Commission. He read the definition of *rowhouse/townhouse* from the Zoning Ordinance. He pointed out that the regulations for access drives are found in Table VIII-3. Widths for Access Drives and in Section VIII-4.F of the Urbana Zoning Ordinance. He explained the reason for the proposed text amendment is to improve these two areas to clarify and work better for townhouse units. He discussed the proposed changes in detail. He talked about how the goals and objectives of the 2005 Comprehensive Plan relate to the proposed changes. He read the options of the Plan Commission and presented staff's recommendation, which is as follows:

Based on the evidence presented in the written staff report, and without the benefit of considering additional evidence that may be presented during the public hearing, staff recommends that the Urbana Plan Commission recommend approval of the proposed text amendment to the Zoning Ordinance to the Urbana City Council.

Chair Pollock commented that people will be building more and more townhomes. Are they actually building townhomes on 20-foot and/or 30-foot wide lots? Mr. Engstrom answered that it is still allowed in the Zoning Ordinance, but practically, most of the new townhomes are being built on lots that are 30 feet or wider.

Mr. Fell pointed out that many zero-lot-line duplexes are built on lots that are 30 to 40 feet wide. According to the current language, they would not be allowed to have driveways that are 18 feet wide. Wouldn't it be illegal? Wouldn't they be considered a townhome if there are only two units? Mr. Engstrom stated that from the way it is currently written, City staff would consider it a single-family duplex. Each unit could have a primary drive up to 35 feet wide. Mr. Fell believed that this should be amended if not now, then at a later time. It seems to him that they should be allowed to have an 18-foot drive also. Mr. Engstrom replied that they can have an 18-foot drive under the current language. Mr. Fell stated that the proposed amendment would only allow 45% of the lot width, which is not 18 feet.

Lisa Karcher, Planner II, pointed out that Section VIII-4.F indicates that for single-family dwellings, the maximum driveway width is 45% of the lot width. It is basically saying that a duplex or single-family unit would have to be built on a lot at least 40-feet wide in order to get an 18-foot driveway. Mr. Fell responded that many of the duplexes in Stone Creek are on lots that are only 35-feet wide.

Mr. Engstrom commented that this is something that they should address. Ms. Karcher mentioned that they can discuss it at staff level. City staff had discussed this issue when they were reviewing the proposed changes prior to the Plan Commission review. It is staff's opinion that duplexes and single-family units are single-family in nature and they want to preserve this type of neighborhood development. It was a decision at the staff level to keep it this way so that a developer/builder would have to have larger lots or less drive widths for this type of development. Mr. Fell stated that he is not sure that he disagrees with this concept. The fact he is pointing out is that there are buildings that are nonconforming.

Mr. Otto referred to Table VIII-3 where it refers to Common-lot-line rowhouses or townhouses with individual drives. He wondered why under maximum width, it states "*no less than 18 feet*". Shouldn't it read "*no more than 18 feet*"? Mr. Hopkins understands this to mean that the driveway can be as wide as 45% of the lot width, but if the lot is too narrow that 45% of the lot width is less than 18 feet, then instead of the maximum being 45% of the lot width, the maximum becomes 18 feet. So, the maximum can never fall below 18 feet. He commented that while the wording is confusing, it is correct. Mr. Engstrom replied that City staff tried different wording, and he recommended changing it to "*the greater of*".

Chair Pollock opened the hearing up for public input and testimony. With no public participation, he closed the hearing for public input and opened it up for Plan Commission discussion and/or motion(s).

Mr. Hopkins suggested that City staff work on some of the issues presented tonight. He is concerned about the following:

1. Wording needs to be cleaned up.
2. We need to account for whether the proposed amendment applies to all zoning categories. If it does not, then to which categories does it apply?
3. There is currently no absolute maximum width for common-lot-line houses. This implies that someone with a 60-foot wide duplex lot would be allowed to build a parking lot in their front yard. We do not want anyone to be able to do this, so we need an absolute maximum for common-lot-line houses.

Ms. Stake commented that we need to do something about new units being built in non-conformity. Mr. Hopkins stated that these units are not non-conforming, but rather non-compliant.

Mr. Otto mentioned that the trend has been for people to have two-car garages. It is easy to understand why people want to have a driveway the width of the garage door. He wondered if they could write the language to say that a driveway could not be wider than the width of the garage door. Mr. Engstrom said that the City of Champaign does something similar to this. We still need to have an absolute maximum width allowed.

Mr. Otto recommended making the absolute maximum width correspond to the actual need to get in and out of the drive, so people do not pave more of the front lawn than is necessary. Mr. Engstrom replied that City staff discussed this. The reason staff wanted to allow two-car driveways is to make it so that cars can park on the driveways and off the street.

With no further questions or comments from the Plan Commission, Chair Pollock continued Plan Case No. 2113-T-09 to the next scheduled meeting.

MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

DRAFT

DATE: September 10, 2009

TIME: 7:30 P.M.

PLACE: Urbana City Building – City Council Chambers
400 South Vine Street
Urbana, IL 61801

MEMBERS PRESENT: Jane Burris, Andrew Fell, Tyler Fitch, Ben Grosser, Lew Hopkins, Michael Pollock, Bernadine Stake

MEMBERS EXCUSED: Dannie Otto, Marilyn Upah-Bant

STAFF PRESENT: Robert Myers, Planning Manager; Jeff Engstrom, Planner I; Teri Andel, Planning Secretary

OTHERS PRESENT: Mike Little, Susan Taylor

CONTINUED PUBLIC HEARINGS

Plan Case No. 2113-T-09: Request by the Zoning Administrator to amend Table VIII-3 and Section VIII-4 of the Urbana Zoning Ordinance to allow access drives serving a single townhouse unit to be up to 18 feet wide or 45% of the lot width, whichever is greater.

Jeff Engstrom, Planner I, presented this case to the Plan Commission. City staff has revised the proposed text amendment in response to the comments made at the previous Plan Commission meeting. Those revisions include:

1. Clarifying language that allows driveway widths to be up to 18 feet
2. Changing Table VIII-3 (Widths for Access Drives) to propose an absolute maximum in terms of feet and not just a percentage amount, and
3. Allowing two-unit common-lot-line townhouses to have access drives up to 18 feet wide.

Mr. Fitch asked if the standard duplex lot requirement being 80 feet is primarily for new construction. Mr. Engstrom said yes. It is aimed at new construction on both new lots and established lots. Under the Zoning Ordinance, in order to establish a duplex, the lot must be 80 feet wide or if platted before 1960 then the lot can be 60 feet wide.

Chair Pollock inquired as to whether there is a definition for “*public and quasi-public*” in the Zoning Ordinance. Robert Myers replied that the Table V-1. Table of Uses in the Zoning Ordinance lists all the permitted uses in that category as “public and quasi-public.”

With no further questions for City staff, Chair Pollock opened the hearing for public comments and/or questions. There being none, he closed the public input portion of the hearing and opened it up for Plan Commission discussion and/or motion(s).

Mr. Hopkins stated that Table VIII-3. Widths for Access Drives shows the maximum width for rowhouse or townhouse units with individual access drives to be 35 feet. He feels it should have a total set of rules like the other types of lots. Mr. Engstrom replied that the footnote for the maximum widths column states that “*Access drives serving individual townhomes shall not exceed 45% of the total lot width or 18 feet, whichever is greater.*”

Mr. Hopkins wondered if the language shown for the maximum width for lots with three or more dwelling units without individual drives and for the widths for public and quasi-public, business and industrial uses is for both types of uses or is there a line missing in the table. Mr. Engstrom said that the two statements shown under the maximum width is for both types of uses. The intent is that for most lots the maximum width would be 24 feet, unless the lot is over 150 feet wide, then the limit would be 50 feet.

Mr. Hopkins asked what the range is for the minimum lot widths for the zoning districts. Mr. Engstrom responded that the Industrial (IN) zoning districts, the minimum is 90 feet. In Agriculture (AG) and the Conservation-Recreation-Education (CRE), the minimum width is 150 feet. In the rest of the zoning districts, the minimums are mostly 60 feet.

Mr. Hopkins moved that the Plan Commission forward Plan Case No. 2113-T-09 to the Urbana City Council with a recommendation for approval. Mr. Fitch seconded the motion. Roll call on the motion was taken and was as follows:

Mr. Fitch	-	Yes	Mr. Grosser	-	Yes
Mr. Hopkins	-	Yes	Mr. Pollock	-	Yes
Ms. Stake	-	Yes	Ms. Burris	-	Yes
Mr. Fell	-	Yes			

The motion was passed by unanimous vote. Chair Pollock noted that this case would go before City Council on September 21, 2009.