



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Laurel Lunt Prussing, Mayor

FROM: Elizabeth H. Tyler, AICP, Director, Community Development Services

DATE: May 31, 2007

SUBJECT: Plan Case 2002-T-06: Text Amendment to the Urbana Zoning Ordinance Regarding Off-Street Parking in Residential Areas

Introduction

At the May 21, 2007 meeting of the Urbana City Council, staff presented a proposed zoning ordinance text amendment regarding off-street parking. As a response to Council's discussion at that time, the adopting ordinance and exhibits from that communication have been updated. The changes include the following:

- Updated the maps labeled Exhibit "A" and Exhibit "B" to indicate extent of the preliminary survey of gravel parking lots;
- Updated the map Exhibit "B" to ensure appropriate strategies were suggested for the correct properties;
- Incorporated the changes to the text amendment as suggested by Council, adding the phrase "including new environmentally friendly technologies" on page 74 and replaced commas with semicolons on pages 81 (paragraph H3) and 82 (paragraph J); and
- Incorporated specific text changes into the adopting ordinance rather than as an attached exhibit.

It should be noted that the enforcement maps and strategies are works in progress. Staff will verify each property before contacting the responsible parties. Also, the mapped study area does not cover the extent of our enforcement efforts. After scanning the entire City, staff chose to survey this area more intensively because of the concentration of gravel parking found here. Enforcement will extend to the entire city as additional non-conforming properties are identified. Staff has already noted a few properties on the east side of the City and will follow through with the appropriate enforcement response.

Recommendation

At their May, 10, 2007 meeting, the Urbana Plan Commission held a public hearing on this case. The Commission voted 6 ayes and 0 nays to forward the proposed Zoning Ordinance amendments to City Council with a recommendation for approval.

Based on the evidence presented in the discussion above staff concurs with the Plan Commission recommendation of **APPROVAL** of the proposed text amendment, as presented herein.

Prepared By:

Jeff Engstrom
Planner I

Attachments:

Exhibit "A": Gravel Parking Lots and Driveways By Zoning District in West Urbana

Exhibit "B": Map of Enforcement Strategies for Gravel Parking Lots in West Urbana

Exhibit "C": Proposed Changes to Article VIII of the Zoning Ordinance

ORDINANCE NO. 2007-05-044

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

(Article VIII, With Respect to Off-Street Parking in Residential Areas -
Plan Case No. 2002-T-06)

WHEREAS, the City Council of the City of Urbana, Illinois adopted Ordinance No. 2006-04-040 on April 17, 2006 consisting of a Comprehensive Amendment to the 1993 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 Article VIII of the Urbana Zoning Ordinance regarding off-street parking in residential areas to clarify the intent of the Ordinance and to make miscellaneous editorial changes; and,

WHEREAS, after due publication in accordance with Section XI-7 of the Urbana Zoning Ordinance and with Chapter 65, Section 11-13-14 of the Illinois Compiled Statutes (65 ILCS 5/11-13-14), the Urbana Plan Commission held a public hearing on the petition on May 10, 2007; and,

WHEREAS, the Urbana Plan Commission voted 6 ayes to 0 nays on May 10, 2007, to forward Plan Case #2002-T-06 to the Urbana City Council with a recommendation for approval of the proposed amendment; and,

WHEREAS, after due and proper consideration, the Urbana City Council has determined that the amendments described herein conform to the goals, objectives and policies of the 2005 Urbana Comprehensive Plan as amended from time to time; and,

WHEREAS, after due and proper consideration, the Urbana City Council has deemed it to be in the best interest of the City of Urbana to clarify the Zoning Ordinance in regards to where off-street parking may be located and to make miscellaneous editorial changes.

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. Section VIII-3 Paragraph A is hereby amended to read as follows:

A. Design and Construction Requirements

1. Adjacent residential uses shall be screened in accordance with Section VIII-3.F from direct rays of light from the illumination of any off-street parking areas.
2. All off-street parking lots, access drives, off-street loading areas, and parking spaces shall be paved with a hard surface, including oil-and-chip, concrete, asphalt, brick, permeable asphalt, permeable pavers, or other suitable surface including new environmentally friendly technologies, as approved by the Zoning Administrator so that the environment created is dust free and conforms to the following criteria:
 - a) The pavement design shall be such that any material composing the pavement and the soil underneath is not displaced by traffic movement in a manner that generates pollution in the air due to flying particles and causes damage, injury, or nuisance to the people/vehicles which use the facility.
 - b) The design and construction of the pavement shall be such that the physical appearance, characteristics, performance, and rigidity of the surface that comes into direct contact with vehicles does not change with varying weather conditions. The form and texture of the surface shall be conducive to safe flow of traffic.
 - c) Notwithstanding normal wear and tear, the surface and appearance of the parking lot shall be maintained to perform as originally designed.

3. Driveways and access drives existing as of March 1, 1990 which are not improved with a surface specified above shall not be required to be paved unless a new structure intended to be occupied by a principal use is constructed or the driveway is reconstructed. Access drives resurfaced with additional gravel shall be contained with a curb or approved landscape edging treatment. Where a garage is not provided in new construction of single- or two-family dwellings, a paved driveway and access drive shall be provided to accommodate a minimum of two off-street parking spaces per dwelling unit which will not encroach on the public right-of-way. (See Section VIII-3.H for drainage requirements).
4. The 2001 Champaign-Urbana Urbanized Area Transportation Study (CUUATS) Access Management Guidelines shall be generally followed to determine the location and number of access drives.

Section 2. Section VIII-4, Location of Parking Facilities, is hereby amended to read as follows:

- A. The Zoning Administrator or his/her duly authorized agent shall cause parking citations to be issued for violations of this Section.
- B. All off-street parking spaces required by this Article shall be located on the same zoning lot as the use to which they are accessory, except as provided herein.
- C. Accessory off-street parking may be located on a lot other than on the same zoning lot where the principal use is located as provided for in Section V-3.G.
- D. Except as otherwise allowed herein, off-street parking in a required front, rear, or side yard, in a required open space area, or on an unapproved parking surface is prohibited.

E. Except for driveways serving a single-family or two-family residence, no parking space shall be permitted where the exiting vehicle must be backed into or out of a public street. Vehicles are allowed to back out toward public alleys when proper aisle widths are provided.

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. Such spaces may be stacked. Accessory parking spaces provided pursuant to Section VIII.4.J. shall not be located in a required front yard.
2. Accessory off-street parking may locate in the required side yard and rear yard, provided that the parking is located behind the rear face of the principal structure. In the case of a lot with no principal structure on which a principal use parking lot is to be located, parking may be located in the rear or side yard. (Ord. No. 9697-154, 6-16-97) (Ord. No. 1999-06-045, 06-11-99)
3. Off-street parking in a required rear yard is prohibited in the MOR District unless it is determined by the Development Review Board that a combination of fencing and/or vegetation have been installed and maintained to meet the requirements of Section VIII-3.F and which can reasonably be expected to shield such parking from view from adjacent residential structures within five years of the date on which such parking is allowed.
4. In the B-2 and B3-U Zoning Districts, parking is permitted to locate in the required side yard setback if the zoning district adjacent to the setback is designated B-2, B-3, or B-3U and if the adjacent area is also used for parking.
5. In the B-3 Zoning District, parking may locate in the required side yard setback if the zoning district adjacent to the setback is

designated B-1, B-2, B-3, B-3U, B-4, B-4E, IN, MIC or OP and if the adjacent area is also used for parking.

6. Parking in the B-2, B-3, B-3U, CCD, and IN Zoning District shall be permitted to encroach ten feet into the required 15 foot front yard but no closer than five feet from the property line if the requirements set forth in Section VI-6.A.2.(p) are met.

G. Where parking is permitted in a required yard in any zoning district, a minimum space of 18 inches shall be maintained from the nearest edge of the parking lot to the property line. A minimum of three feet is required where parking lot screening is required in conformance with Section VIII-3.F.

H. In residential zoning districts the following shall regulate the parking of commercial vehicles, recreational vehicles, watercraft, and off-road vehicles:

1. Recreational vehicles and watercraft, either of which are greater than 20 feet in length, and off-road vehicles shall be stored only in the following manner:

a) Inside a carport or garage in conformance with Section V-2.D.7, or

b) Outside behind the face of the principal building, or

c) Outside in the front yard at least five feet from the front lot line provided:

(1) Said parking is for loading and unloading operations completed within a 24 hour period, or;

(2) Space is not available in the side yard, or there is no reasonable access to either the side yard or rear yard. A lot shall be deemed by the Zoning Administrator to have reasonable access to the rear yard if terrain permits and access can be had without substantial damage to existing large trees or

landscaping. A corner lot shall be deemed to have reasonable access to the rear yard.

2. The length of the watercraft for the purpose of this paragraph shall not include any portion of any trailer used for transporting the watercraft which extends beyond the watercraft itself.
 3. For any single or two-family residential use, the parking surface of accessory off-street parking for passenger, recreational, watercraft and off-road vehicles shall consist of either asphalt, concrete, brick, CA-10 or equivalent gravel contained by curbing or approved landscape edging treatment, or other surface approved by the Zoning Administrator. For any multiple-family residential use, the parking surface of any such parking lot shall conform with Section VIII-3.A. Those accessory parking surfaces on the site of single- or two-family residences shall meet the requirements of paragraph J below.
 4. No recreational vehicle shall be used for living, sleeping, or housekeeping purposes while stored.
 5. No more than two commercial vehicles shall be on the zoning lot parked at any one time. Commercial vehicles stored outside must be parked on an approved driveway or parking space. Such commercial vehicles shall not exceed three-quarter ton capacity and shall be used by an occupant of the dwelling for personal or business transportation. Commercial vehicles engaged in a lawful construction or service operation on the site are exempt from this requirement.
- I. Any vehicle regulated by this section that is stored outside shall be in mechanically and legally operable condition.
- J. In order to provide single and two family residential uses an opportunity to establish an accessory parking area, a maximum of two accessory, off-street parking spaces may be constructed for single and two family residences for passenger vehicles, recreational vehicles, watercraft and off-road vehicles. Said accessory parking must be in addition to and on other than the access drive and shall not be located in the required front

yard. The surface for such a storage area shall consist of either asphalt, concrete, brick, CA-10 or equivalent gravel contained by curbing or approved landscape edging treatment, or other surface approved by the Zoning Administrator. Said accessory parking area shall have approved access thereto. Dirt, woodchip, or sod surfaces are prohibited.

K. Parking located at ground level below any portion of a principal structure shall be prohibited in the MOR District. Parking located underground below a principal structure shall be allowed in the MOR District in accordance with the provisions of Article VIII of this Ordinance.

L. In any zoning district, accessory off-street parking associated with a permitted principal use, other than a non-conforming use, may be located on any separate zoning lot within 600 feet (exclusive of rights-of-way) of the principal use, subject to the following:

1. If the principal use and the off-site parking are located in the same district, and the off-site parking is not located in a principal use parking lot as defined in Article II, the off-site parking is permitted under the same terms as the principal use. Conditional use or special use permits for the off-site parking, if applicable, may be requested simultaneously with the conditional use or special use permit for the principal use.

2. If the principal use and the off-site parking are located in separate zoning districts, and the off-site parking is not located in a principal use parking lot as defined in Article II, the off-site parking shall be permitted according to the following rules:

- a) The off-site parking shall be permitted by right if either the principal use or a "principal use parking lot," or both, are principal uses permitted by right at the location of the off-site parking, according to Table V-1, Table of Uses.

- b) The off-site parking shall require a special use permit if a) above is not applicable.

- c) The petitioner must demonstrate to the Zoning Administrator that the number of off-street parking spaces, plus any parking spaces maintained off-site, satisfies parking requirements for the principal use, and that said parking spaces are dedicated to serve the principal use.
3. If the off-site parking is located within 600 feet of property zoned R-1, R-2, or R-3, it shall require a special use permit subject to the provisions of Section VIII-2.
 4. If the off-site parking is located in a principal use parking lot, then its location is permitted by right or as a special use according to Table V-1, Table of Uses.
 5. In all cases in which off-site parking is permitted, the Certificate of Occupancy for the principal use shall specify the required number of parking spaces to be maintained in the accessory off-site parking. The Certificate of Occupancy shall state that the parking space sufficient to meet ordinance requirements is maintained on and/or off-site.

Section 3. Section VIII-5, Paragraph I, is hereby amended to read as follows:

Off-street parking required for Planned Unit Developments may be reduced in accordance with the provisions of Section XIII-3.E.1 (Ord. No. 2007-01-003 04-04-07)

Section 4. Footnote 1 on Table VIII-6, Bicycle Parking Requirements By Use, is hereby amended to read as follows:

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.

Section 5. 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 _____, 2007.

PASSED by the City Council this ____ day of _____, 2007.

AYES:

NAYS:

ABSTAINED:

Phyllis D. Clark, City Clerk

APPROVED by the Mayor this _____ day of _____, 2007.

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 _____, 2007, 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 (Article VIII, with Respect to Off-Street Parking in Residential Areas - Plan Case No. 2002-T-06)" 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 _____, 2007, 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 _____, 2007.

ARTICLE VIII. PARKING AND ACCESS

Section VIII-1. Applicability

Section VIII-2. Special Use Permit Requirements for Off-Site Accessory Parking

Section VIII-3. Design and Specifications of Off-Street Parking

Section VIII-4. Location of Parking Facilities

Section VIII-5. Amount of Parking Required

Section VIII-6. Off-Street Loading Regulations

Section VIII-7. Bicycle Parking

Section VIII-1. Applicability

- A. Off-street parking facilities required by this Article shall be provided whenever a building or structure is erected, converted, enlarged, or structurally altered, or whenever a use of land, building, or structure is established, expanded, or changed. However, this requirement shall not prohibit the owner of an existing building occupied by a conforming use from converting, enlarging, or structurally altering said building for the purpose of meeting the minimum requirements of applicable health, fire, and safety regulations.
- B. Parking spaces shall be provided either in garages or parking spaces that conform to the provisions of the Urbana Zoning Ordinance. (Ord. No. 8990-68, § 1, 2-5-90)
- C. See Article II for parking and other related definitions.

Section VIII-2. Special Use Permit Requirements for Off-Site Accessory Parking

- A. Off-site parking lots and adjacent parking lot expansion located within 600 feet of R-1, R-2, and R-3 zoning shall require a Special Use Permit. Special use approval is not necessary for on-site accessory parking which is required for a new use or an expansion of an existing use that is otherwise allowed by right or by conditional use according to Table V-1. Special use approval is not necessary for one and two-family residential accessory parking expansions allowed under Section VIII-4.J. In addition to the procedures and requirements of Section VII-4, the special use review shall consider the following factors:
 - 1. Protection of adjacent residences from lighting (Section VIII-3.A.1)
 - 2. Provision of adequate drainage facilities (as required by the Urbana Land Development and Subdivision Ordinance)
 - 3. Required landscape buffering and/or fencing (Section VIII-3.F); and
 - 4. Traffic access and safety. The proposal shall demonstrate conformance to the parking lot design requirements set forth in Article VIII.
 - 5. The City may also consider or require other restrictions necessary to preserve the essential character of the district in which the parking lot is proposed, including, but not limited to, security provisions, areal extent, number of spaces proposed, orientation of drives and spaces, and setbacks.

Section VIII-3. Design and Specifications of Off-Street Parking

A. Design and Construction Requirements

1. Adjacent residential uses shall be screened in accordance with Section VIII-3.F from direct rays of light from the illumination of any off-street parking areas.
2. All off-street parking lots, access drives, off-street loading areas, and parking spaces shall be paved with a hard surface, including oil-and-chip, ~~cement~~ concrete, asphalt, brick, permeable asphalt, permeable pavers, or other suitable surface including new environmentally friendly technologies, as approved by the Zoning Administrator so that the environment created is dust free and conforms to the following criteria:
 - a) The pavement design shall be such that any material composing the pavement and the soil underneath is not displaced by traffic movement in a manner that generates pollution in the air due to flying particles and causes damage, injury, or nuisance to the people/vehicles which use the facility.
 - b) The design and construction of the pavement shall be such that the physical appearance, characteristics, performance, and rigidity of the surface that comes into direct contact with vehicles does not change with varying weather conditions. The form and texture of the surface shall be conducive to safe flow of traffic.
 - c) Notwithstanding normal wear and tear, the surface and appearance of the parking lot shall be maintained to perform as originally designed.
3. Driveways and access drives existing as of March 1, 1990 which are not improved with a surface specified above shall not be required to be paved unless a new structure intended to be occupied by a principal use is constructed or the driveway is reconstructed. Access drives resurfaced with additional gravel shall be contained with a curb or approved landscape edging treatment. Where a garage is not provided in new construction of single- or two-family dwellings, a paved driveway and access drive shall be provided to accommodate a minimum of two off-street parking spaces per dwelling unit which will not encroach on the public right-of-way. (See Section VIII-3.H for drainage requirements).
4. The 2001 Champaign-Urbana Urbanized Area Transportation Study (CUUATS) Access Management Guidelines shall be generally followed to determine the location and number of access drives.

B. Handicapped Parking

1. When Illinois state, federal law, or local ordinance(s) require handicapped accessibility, all off-street parking lots, except those servicing single-family and duplex dwelling units, shall have an appropriate number of handicapped parking spaces in conformance with Table VIII-1.
2. Handicapped spaces shall be located as close as possible to an accessible building entrance.
3. Handicapped parking spaces shall be at least 16 feet wide and 18.5 feet in length and shall include an eight foot wide access aisle. Adjacent handicapped parking spaces shall not share a common access aisle.
4. Handicapped parking spaces, including design and signs, must comply with the State of Illinois Accessibility Code as amended. Where the requirements in Section VIII-3.B. of the Urbana Zoning Ordinance and the State Code differ, the more restrictive of the two standards shall apply.

TABLE VIII-1. HANDICAPPED PARKING

<i>Total Number of Parking Spaces Provided</i>	<i>Number of Handicapped Parking Spaces Required</i>
1 to 20	1
21 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total number of parking spaces provided
Over 1,000	20 plus 1 for each 100 over 1,000

C. Standards for Parking Space, Aisle Widths, and Module Width Design

1. Off-street parking lots and parking spaces shall meet the standards in Table VIII-2 regarding minimum space length, space width, aisle, and module widths. Structural elements of buildings, fences, signs, utility poles, etc., shall not be allowed to encroach into these required parking space dimensions. Table VIII-2 contains two options for space width and corresponding aisle and module width. Either option will satisfy the requirements of the code. (See Figure VIII-1.)

D. Compact Car Spaces

1. Where ten or more parking spaces are required, the Zoning Administrator may authorize up to 20% of the total required parking spaces to be designated as compact car spaces. Such spaces shall be clearly designated and reserved for compact cars. Compact car spaces may be included in modules designed for standard spaces.
2. The length of compact car spaces may be reduced from the standard to 15 feet, six inches and the width may be reduced to eight feet six inches.

TABLE VIII-2. PARKING LOT AND PARKING SPACE STANDARDS

Parking Angle	Space Width	Space Length	Aisle Width	Module Width (2 Rows of Parking)
0 Degrees (Parallel)	8.5' 9.0'	22.0' 22.0'	13.0' 11.5'	30.0' 29.5'
15 Degrees	8.5' 9.0'	18.5' 18.5'	14.0' 12.5'	40.0' 39.5'
30 Degrees	8.5' 9.0'	18.5' 18.5'	14.0' 12.5'	47.2' 46.6'
45 Degrees	8.5' 9.0'	18.5' 18.5'	14.0' 12.5'	52.2' 51.4'
60 Degrees	8.5' 9.0'	18.5' 18.5'	16.0' 14.5'	56.5' 55.5'
75 Degrees	8.5' 9.0'	18.5' 18.5'	18.5' 17.0'	58.6' 57.4'
90 Degrees	8.5' 9.0'	18.5' 18.5'	23.0' 21.5'	60.0' 58.5'
<p>Aisle widths are for one-way aisles except for 90 degree parking which must provide a two-way aisle.</p> <p>Any proposed parking angle not shown in Table VIII-2 is subject to review and approval of the Zoning Administrator.</p> <p>All measurements are in feet</p>				

E. Access Drives

1. Any access drive shall have one of the minimum clear widths outlined in Table VIII-3.
2. No zoning lot shall have more than two driveways per frontage, unless the City Engineer approves additional driveways. The Urbana City Engineer approves all driveway locations within the public right-of-way as provided for in Chapter 20 of the Urbana City Code.
3. When the access drive for 90 degree parking is a permanent dead-end, a turn-around shall be provided. The turn-around shall be designed with a minimum radius of 15 feet, a minimum width of 23 feet, and a minimum depth of six feet. Alternate turn-around designs may be approved by the Zoning Administrator. (See Figure VIII-2)
4. In order to improve the visibility for vehicles exiting from parking structures or parking lots that have a mean elevation below that of adjacent right-of-way, the access driveway shall be constructed in conformance with the dimensions illustrated in Figure VIII-3.

TABLE VIII-3. WIDTHS FOR ACCESS DRIVES

	<i>Minimum Width (in feet)</i>		<i>Maximum Width (in feet)</i>	
	One-Way	Two-Way	One-Way	Two-Way
Single Family Dwelling Units	9	9	Primary driveway - 35 feet; Secondary driveway - 15 feet	
Two or More Dwelling Units	12	20	24 feet or one-third of the minimum lot width for the zoning district, (as specified on Table VI-1) whichever is greater If a zoning lot has a linear street frontage greater than 150 feet, the maximum width shall be 50 feet	
Commercial or Industrial Uses	12	22		

F. Screening of Off-Street Parking

1. Off-street parking that is located directly adjoining a residential zoning district or residential use shall be screened. No screening is required, however, between adjacent parking lots serving separate multi-family structures or when a parking lot is adjacent to a public alley except that screening is required when parking faces a public alley (See Figure VIII-4). On-site or off-site screening existing at the time when approval for construction of new parking is sought may satisfy this requirement subject to approval of the Zoning Administrator.
2. *Design of Parking Screening, Materials, and Maintenance*
 - a) Landscaped screening will be no less than three feet in height; except that in order to enhance visibility along the right-of-way, shrub planting adjacent to an access driveway shall not exceed three feet in height along the lot line adjacent to the right-of-way. If screening for off-street parking is in the form of a wall or fence, the requirements of this Article shall supersede the requirements of Chapter 7 of the Urbana City Code. The requirements of the visibility triangle set forth in Article VI of Chapter 20 of the Urbana City Code shall supersede the provisions of this Article. Species and planting size acceptable for such hedge plantings are shown in Table VIII-4. The Zoning Administrator may approve landscape berms or types of plant material other than those specified in Table VIII-4 upon recommendation of the City Arborist.
 - b) Where off-street parking areas are to be screened by means of a shrub planting hedge, a three feet wide planting area is required at the end of the paving surface.
 - c) All parking screening shall be maintained to effectively function as a direct headlight screen. All plant materials shall be maintained as living plant material and promptly replaced within 90 days when any such foliage dies.

TABLE VIII-4. SHRUB SPECIES

Chinese Juniper (recommend intermediate cultivars)
Savin Juniper
Swiss Mountain Pine
Eastern Arborvitae
Western Arborvitae
Brown's Anglo-Japanese Yew (recommend intermediate cultivars)
Japanese Barberry (requires well drained soil)
Mentor Barberry
Korean Boxwood "Wintergreen"
Spreading Cotoneaster
Compact Winged Euonymus
Fragrant Sumac
Compact European Cranberry Bush

3. *Special Conditions Requiring Shade Tree Planting*

All off-street parking lots greater than 20 parking spaces for residential and commercial land uses or for employee or customer parking of industrial land uses (except for parking lots provided in a parking structure or under a principal structure) shall include shade trees placed in the parking lot according to the following requirements (see Figure VIII-5):

- a) One tree shall be provided for every nine parking spaces. Trees may be planted at intervals of less than nine spaces to achieve a more even spacing along the row. Where this ratio results in a fraction, the fraction shall always be rounded upward to the next highest number (e.g. 11.1 trees = 12 trees to be planted.)
- b) Tree plantings shall begin within 20 feet from the ends of adjoining parking rows.
- c) Trees shall have a minimum planting size of two inches caliper. Acceptable tree species are shown in Table VIII-5. The minimum planting area for trees shall be eight feet by six feet and the maximum distance between trees shall be 90 feet. Trees shall be located behind bumper stops or integral curbing, no closer than three feet and no farther than eight feet from the face of the bumper stop or the curb. Existing trees may satisfy the tree planting requirement if approved by the City Arborist.
- d) The Zoning Administrator, upon the City Arborist's recommendation, may approve alternate tree species or alternate tree planting plans which differ from these requirements but which substantially conform with the intent of this Section VIII-3.F.
- e) All trees and shrubs shall be maintained as living vegetation and promptly replaced within 90 days when any such vegetation dies.
- f) As required in Section VI-6.D, when parking is provided at ground level below any part of a principal structure in the Residential Districts, said parking shall be effectively screened by extending the façade of said structure to ground level or by installing fencing, landscaping or other suitable screening around the perimeter of the structure in accordance with the provisions of this Section VIII-3.F.

TABLE VIII-5. SHADE TREE SPECIES

Amur Maple	Hackberry
Hedge Maple	Sugar Hackberry
State Street Miyabei Maple	Ginkgo
Pacific Sunset Maple	Goldenrain Tree
Paperbark Maple	Kentucky Coffee Tree
Black Maple	European Larch
Amur Corktree (only male clone varieties)	Japanese Tree Lilac
Apple Serviceberry	Silver Linden
Bald Cypress	American Sentry Linden
Cornelian Cherry Dogwood	Regal Prince (Long) Oak
Crabapple (only disease free / improved cultivars)	Swamp White Oak
Lacebark Elm	Sawtooth Oak
Triumph Elm	Bur Oak
Turkish Filbert	Limber Pine

G. *Wheelstops and Sidewalks*

Where parking spaces are located next to public alleys and common access drives, an 18-inch setback shall be required for head-in parking facing the alley. Wheelstops of masonry, steel, or heavy timber shall be placed two feet from the end of the parking space. When a private walkway or sidewalk is located at least four inches but no more than six inches above the grade of the adjoining parking spaces and said sidewalk is a minimum width of five feet, 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 wide or wheelstops must be placed two feet from the end of the parking spaces on one side. A two foot 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.

H. *Subsurface Drainage Connection*

1. Subsurface drainage connection to an approved public storm sewer is required when the impervious area and distance from existing storm sewers meets the conditions shown in Figure VIII-6 or as required by the City Engineer.
2. Impervious area includes all paved surfaces including parking lots, loading areas, access drives and sidewalks within the development, exclusive of structures. The distances from a storm sewer in Figure VIII-6 shall be measured from the point of the impervious area nearest the existing storm sewer along the projected path of the proposed storm sewer.
3. All requests for developments with more than 10,000 square feet of impervious area shall prepare a storm water management plan. Said plan shall be prepared by a registered professional engineer and include drainage calculations for existing conditions and proposed conditions for two year, five year, and 50 year storm recurrence intervals. A site plan shall be included showing the proposed storm water management system, including the location and size of all drainage structures, storm sewers, swales and swale sections, detention basins, outlet lines, and analyses of the effect of said improvement on the receiving outlet pipe and storm sewer and the associated swale and high water elevations for each storm event. Additional site specific information may

need to be submitted as required by the City Engineer. (Ord. No. 8990-68, § 1, 2-5-90; Ord. No. 9091-132, § 4, 5-20-91; Ord. No. 9091-137, § 1-5, 6-3-91)

4. The owner/developer shall include in the plans a typical detail of the method of connection to the storm sewer and details for the replacement and restoration of all paved and unpaved portions of the public right-of-way. Inspection and approval of any work required by this section shall be the responsibility of the City Engineer.

Section VIII-4. Location of Parking Facilities

- A. The Zoning Administrator or his/her duly authorized agent shall cause parking citations to be issued for violations of this Section.
- B. All off-street parking spaces required by this Article shall be located on the same zoning lot as the use to which they are accessory, except as provided herein.
- C. Accessory off-street parking may be located on a lot other than on the same zoning lot where the principal use is located as provided for in Section V-3.G.
- D. Except as otherwise allowed herein, off-street parking in a required front, rear, or side yard, in a required open space area, or on an unapproved parking surface is prohibited.
- E. Except for driveways serving a single-family or two-family residence, no parking space shall be permitted where the exiting vehicle must be backed into or out of a public street. Vehicles are allowed to back out toward public alleys when proper aisle widths are provided.
- 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. Such spaces may be stacked. Accessory parking spaces provided pursuant to Section VIII.4.J. shall not be located in a required front yard.
 2. Accessory off-street parking may locate in the required side yard and rear yard, provided that the parking is located behind the rear face of the principal structure. In the case of a lot with no principal structure on which a principal use parking lot is to be located, parking may be located in the rear or side yard. (Ord. No. 9697-154, 6-16-97) (Ord. No. 1999-06-045, 06-11-99)
 3. Off-street parking in a required rear yard is prohibited in the MOR District unless it is determined by the Development Review Board that a combination of fencing and/or vegetation have been installed and maintained to meet the requirements of Section VIII-3.F and which can reasonably be expected to shield such parking from view from adjacent residential structures within five years of the date on which such parking is allowed.
 4. Parking in a B-2, B-3, B-3U, and IN district may ten feet into the required front yard setback if a five foot buffer yard is maintained in accordance with Section VI-6.A.2.(p) of this ordinance. (Ord. No. 1999-08-079, 08-03-99)

5. In the B-2 and B3-U Zoning Districts, parking is permitted to locate in the required side yard setback if the zoning district adjacent to the setback is designated B-2, B-3, or B-3U and if the adjacent area is also used for parking.
 6. In the B-3 Zoning District, parking may locate in the required side yard setback if the zoning district adjacent to the setback is designated B-1, B-2, B-3, B-3U, B-4, B-4E, IN, MIC or OP and if the adjacent area is also used for parking.
 7. Parking in the B-2, B-3, B-3U, CCD, and IN Zoning District shall be permitted to encroach ten feet into the required 15 foot front yard but no closer than five feet from the property line if the requirements set forth in Section VI-6.A.2.(p) are met.
- G. Where parking is permitted in a required yard in any zoning district, a minimum space of 18 inches shall be maintained from the nearest edge of the parking lot to the property line. A minimum of three feet is required where parking lot screening is required in conformance with Section VIII-3.F.
- H. In residential zoning districts the following shall regulate the parking of commercial vehicles, recreational vehicles, watercraft, and off-road vehicles:
1. Recreational vehicles and watercraft, either of which are greater than 20 feet in length, and off-road vehicles shall be stored only in the following manner:
 - a) Inside a carport or garage in conformance with Section V-2.D.7, or
 - b) Outside behind the face of the principal building, or
 - c) Outside in the front yard at least five feet from the front lot line provided:
 - (1) Said parking is for loading and unloading operations completed within a 24 hour period, or;
 - (2) Space is not available in the side yard, or there is no reasonable access to either the side yard or rear yard. A lot shall be deemed by the Zoning Administrator to have reasonable access to the rear yard if terrain permits and access can be had without substantial damage to existing large trees or landscaping. A corner lot shall be deemed to have reasonable access to the rear yard.
 2. The length of the watercraft for the purpose of this paragraph shall not include any portion of any trailer used for transporting the watercraft which extends beyond the watercraft itself.
 3. For any single or two-family residential use, the parking surface of accessory off-street parking for passenger, recreational, watercraft and off-road vehicles shall consist of either asphalt, concrete, brick, CA-10 or equivalent gravel contained by curbing or approved landscape edging treatment border of railroad ties, cement, or any other surface approved by the Zoning Administrator. For any multiple-family residential use, the parking surface of any such parking lot shall conform with Section VIII-3.A. Those accessory parking surfaces on the site of single- or two-family residences shall meet the requirements of paragraph HJ below.
 4. No recreational vehicle shall be used for living, sleeping, or housekeeping purposes while stored.
 5. No more than two commercial vehicles shall be on the zoning lot parked at any one time. Commercial vehicles stored outside must be parked on an approved driveway or parking space. Such commercial vehicles shall not exceed three-quarter ton capacity and shall be used by an

occupant of the dwelling for personal or business transportation. Commercial vehicles engaged in a lawful construction or service operation on the site are exempt from this requirement.

- I. Any vehicle regulated by this section that is stored outside shall be in mechanically and legally operable condition.
- J. In order to provide single and two family residential uses an opportunity to establish an accessory parking area, a maximum of two accessory, off-street parking spaces may be constructed for single and two family residences for passenger vehicles, recreational vehicles, watercraft and off-road vehicles. Said accessory parking must be in addition to and on other than the access drive and shall not be located in the required front yard. The surface for such a storage area shall consist of either asphalt, concrete, brick, CA-10 or equivalent gravel contained by curbing or approved landscape edging treatment border of railroad ties, cement, or any other surface acceptable to approved by the Zoning Administrator. Said accessory parking area shall have approved access thereto. Dirt, woodchip, or sod surfaces are prohibited. (~~Ord. No. 1999-08-079, 08-03-99~~)
- K. Parking located at ground level below any portion of a principal structure shall be prohibited in the MOR District. Parking located underground below a principal structure shall be allowed in the MOR District in accordance with the provisions of Article VIII of this Ordinance.
- L. In any zoning district, accessory off-street parking associated with a permitted principal use, other than a non-conforming use, may be located on any separate zoning lot within 600 feet (exclusive of rights-of-way) of the principal use, subject to the following:
 1. If the principal use and the off-site parking are located in the same district, and the off-site parking is not located in a principal use parking lot as defined in Article II, the off-site parking is permitted under the same terms as the principal use. Conditional use or special use permits for the off-site parking, if applicable, may be requested simultaneously with the conditional use or special use permit for the principal use.
 2. If the principal use and the off-site parking are located in separate zoning districts, and the off-site parking is not located in a principal use parking lot as defined in Article II, the off-site parking shall be permitted according to the following rules:
 - a) The off-site parking shall be permitted by right if either the principal use or a "principal use parking lot," or both, are principal uses permitted by right at the location of the off-site parking, according to Table V-1, Table of Uses.
 - b) The off-site parking shall require a special use permit if a) above is not applicable.
 - c) The petitioner must demonstrate to the Zoning Administrator that the number of off-street parking spaces, plus any parking spaces maintained off-site, satisfies parking requirements for the principal use, and that said parking spaces are dedicated to serve the principal use.
 3. If the off-site parking is located within 600 feet of property zoned R-1, R-2, or R-3, it shall require a special use permit subject to the provisions of Section VIII-2.
 4. If the off-site parking is located in a principal use parking lot, then its location is permitted by right or as a special use according to Table V-1, Table of Uses.
 5. In all cases in which off-site parking is permitted, the Certificate of Occupancy for the principal use shall specify the required number of parking spaces to be maintained in the accessory off-site

parking. The Certificate of Occupancy shall state that the parking space sufficient to meet ordinance requirements is maintained on and/or off-site.

Section VIII-5. Amount of Parking Required

- A. Except as otherwise provided herein whenever a use is established or a building or structure is erected or converted to any use listed in this Section or the use amount required by Table VIII-6, "Parking Requirements by Use." When a building or structure is enlarged, expanded, or structurally altered, and the existing parking is legally nonconforming, the total parking requirement shall be calculated by adding the number of existing off-street parking spaces to the number of newly required parking spaces for the additional floor area as determined by Table VIII-7.
- B. In the case of a use that is not specifically mentioned in Table VIII-7, parking shall be provided according to the requirements for the use to which it is most related or similar as determined by the Zoning Administrator.
- C. Off-street parking is not required in the B-4 Central Business Zoning District. Any off-street parking that is provided shall be in conformance with Article VIII of this Ordinance.
- D. The off-street parking required by Section VIII-5 for land uses that are located in the B-4E Central Business Expansion Zoning District shall be provided at a rate equal to 50% of the amount required by Table VIII-7, entitled "Parking Requirements by Use". However, this reduction in parking within the B-4E District shall not apply to residential and related uses which shall be required to provide the full amount of off-street parking as required in Table VIII-7.
- E. Where the applicable zoning district regulations permit, nothing in this Article shall be construed to prevent the provision of collective off-street parking facilities for two or more business or industrial uses. The required total of such off-street parking spaces supplied collectively shall not be less than 85% of the sum of the requirements computed separately. In cases of collective usage involving dwelling units, there shall be no reduction in the requirements of this Article. All such parking spaces shall be located in accordance with Section VIII-4.
- F. Drive-through facilities shall provide a lane(s) for the stacking of motor vehicles waiting to use the drive thru facility. The minimum length of each stacking lane for drive-in facilities other than fast-food restaurants (such as automobile washes, banks) shall be 60 feet per drive-up facility or window. The minimum total capacity of each stacking lane for fast-food restaurants shall be 90 feet per drive-up facility or window. Each stacking lane shall have a minimum width of seven and one-half feet. Such stacking lane(s) shall not include any portion of any access aisles for off-street parking lots. This subsection shall not apply to gas stations.
- G. Drive-through facilities for any use in the B-1, Neighborhood Business Zoning District shall be considered accessory to the principal use and shall require the granting of a Special Use Permit under the provisions of Article VII herein.
- H. For the purposes of determining off-street parking requirements listed in Table VIII-7, the following units of measurement shall apply:
 - 1. *Floor area.* In the case of uses where floor area is the unit for determining the required number of off-street parking spaces, floor area shall mean the gross floor area as defined in Article II, Definitions, of the Zoning Ordinance but exclusive of such floor areas the Zoning Administrator determines to be storage closets.

2. *Places of Public Assembly*

- a) In stadiums, sports arenas, churches, and other places of public assembly in which those in attendance occupy benches, pews, and other similar seating facilities, each 22 inches of such seating facilities shall be counted as one seat for the purpose of determining the off-street parking requirements of the Urbana Zoning Ordinance.
- b) For open assembly areas (no seats), the number of parking spaces shall be equal in number to 25% of the capacity in persons as determined by the Zoning Administrator.
- c) In cases where a place of assembly has both fixed seats and open assembly areas, requirements shall be computed separately for each type and then added together to determine total parking requirement.

3. When units of measurement determining the number of required parking spaces result in requirements of a fractional space, any fraction under one-half shall be disregarded, and any fraction of over and including one-half shall require one full parking space.

I. Off-street parking required for **commercial Planned Unit Developments/General Shopping Centers** may be reduced in accordance with the provisions of Section XIII-3.E.3.(i)1 (Ord. No. **2000-11-135, 12-4-00 2007-01-003 04-04-07**)

J. At least 60% of the total number of parking spaces in an accessory use parking lot must be dedicated to serve that principal use. If the accessory use parking lot is located in the R-1, R-2, R-3, R-4, R-5, R-6, R-6B, or R-7 use must be reserved for occupants of residential uses. If an off-site accessory use parking lot which is accessory to a residential use is located within 600 feet of any property zoned R-1, R-2 or R-3, at least 90% of the total number of parking spaces in the accessory use parking lot must be dedicated to serve the principal use. (Ord. No. 2005-02-017, 02-18-05)

K. *CCD, Campus Commercial District Parking Requirements.* Parking requirements shall be calculated for individual uses permitted in the CCD, Campus Commercial District, as specified in Table V-1. Each use shall provide parking at a rate of one-half of the requirement for said use outlined in Table VIII-7, with the following exceptions:

1. *Restaurants, Cafés, and Coffee Shops.* 1 space per 400 square feet of floor area, including outdoor seating areas.
2. *Multiple Family Dwellings.* 0.75 spaces per bedroom; no less than 1 space per dwelling unit.
3. *Technical Training and Test Preparation.* 1 space per 600 square feet of floor area.

Section VIII-6. Off-Street Loading Regulations

- A. All off-street loading spaces shall have a vertical clearance of at least 14 feet.
- B. All off-street loading spaces shall be designed with adequate means of vehicular access to a street or improved alley in a manner that will least interfere with traffic movement.
- C. Off-street loading spaces shall be screened in accordance with Section VIII-3.F of this Article.

- D. Off-street loading berths and spaces shall be improved in accordance with Section VIII-3.A of this Article.
- E. In no case shall an off-street loading space be considered as part of the area provided to satisfy off-street parking requirements as listed herein.
- F. Off-street loading spaces may be located in a required rear yard.

Section VIII-7. Bicycle Parking

- A. Provisions must be made for the parking of bicycles for multiple-family residential or commercial uses in those instances where ten or more automobile parking spaces are required. Bicycle racks with a minimum capacity for four 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. Provisions for the convenient and accessible parking of bicycles shall be made in accordance with Table VIII-6. 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-6, based upon demand generated by the use, the locations 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-7.
 - 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 Zoning Administrator 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-5 and Table VIII-7.

- 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 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 the R-1, R-2, R-3, R-4, R-5, R-6, R-6B, R-7 Zoning Districts.
- k) Bicycle parking areas shall be permitted within the side and rear yard setbacks in all zoning districts.
- l) The amount of off-street automobile parking required by Section VIII-5 for non-residential uses may be reduced by up to two spaces when bicycle racks occupy the automobile parking spaces, and where the spaces occupied by the bicycle racks are located in a convenient and accessible manner.

TABLE VIII-6. BICYCLE PARKING REQUIREMENTS BY USE¹

Use	Number of Spaces Required
Multi-family, Boarding or Rooming House, or Dormitory	1 for every 2 dwelling units
Public and Quasi Public Uses²	
All schools	4 for every classroom
All other uses	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Commercial Uses^{2,3}	
All uses	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Industrial, Transportation & Related Uses²	
All uses	4% of required automobile parking up to a maximum of 25 bicycle parking spaces
<p>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 generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.</p> <p>2. 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.</p> <p>3. For non-residential uses, bicycle parking spaces shall be required only for developments with 20 or more automobile parking spaces required.</p> <p>4. Commercial uses include the following categories from Table VIII-7: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.</p>	

FIGURE VIII-1. Parking Modules with Flexible Aisle Widths

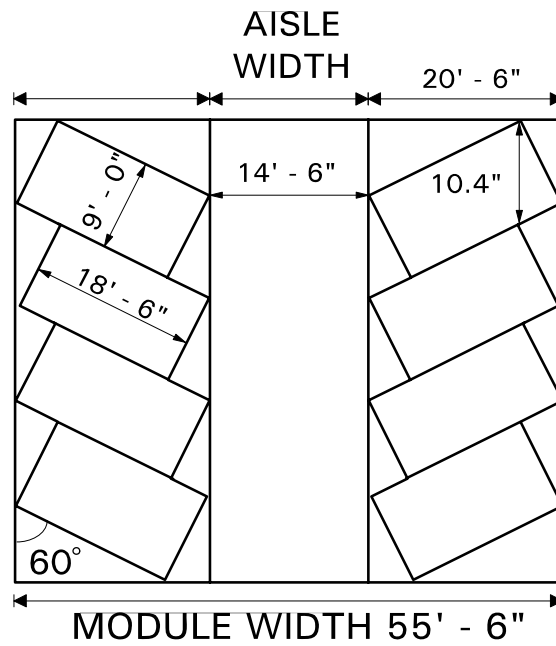
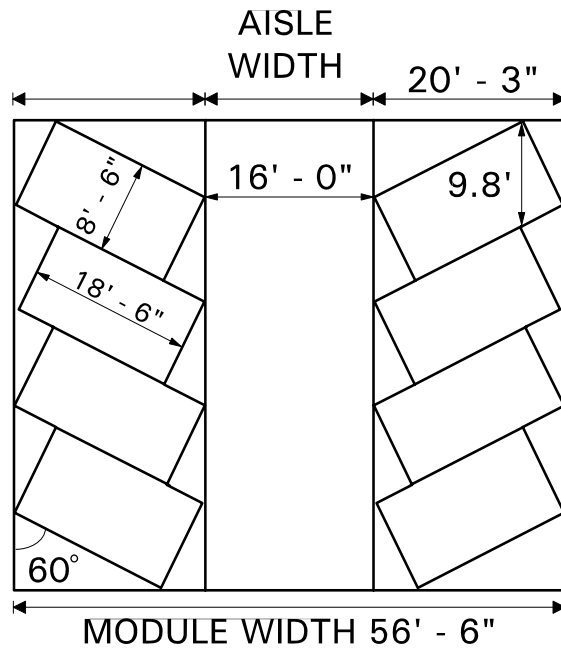
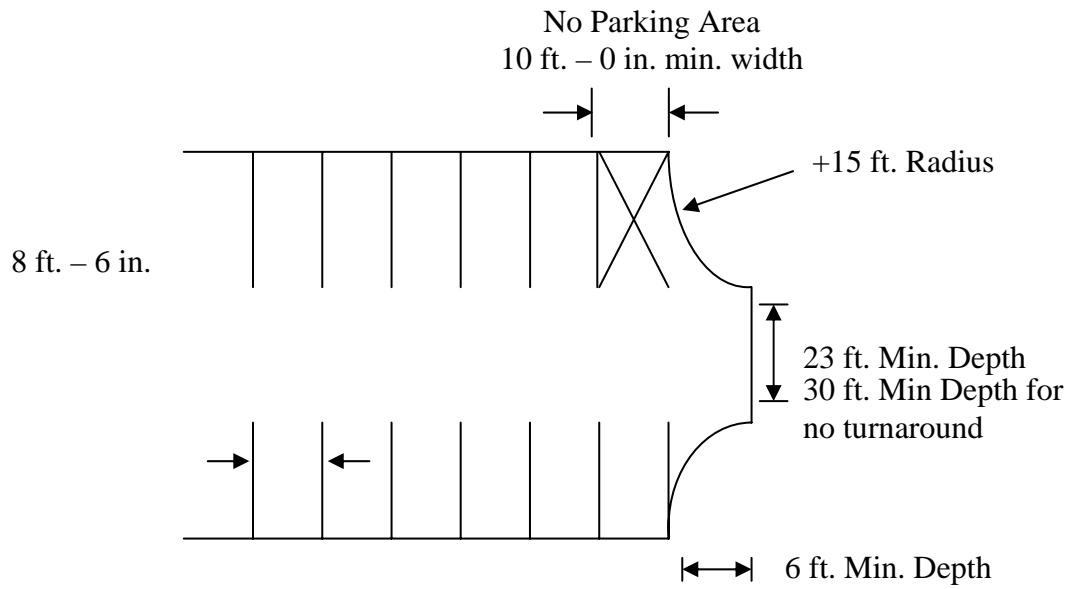


FIGURE VIII-2. Typical Turnaround Design for 90° Parking Access Drive



(Not Drawn to Scale)

FIGURE VIII-3. Requirements for Access Drive

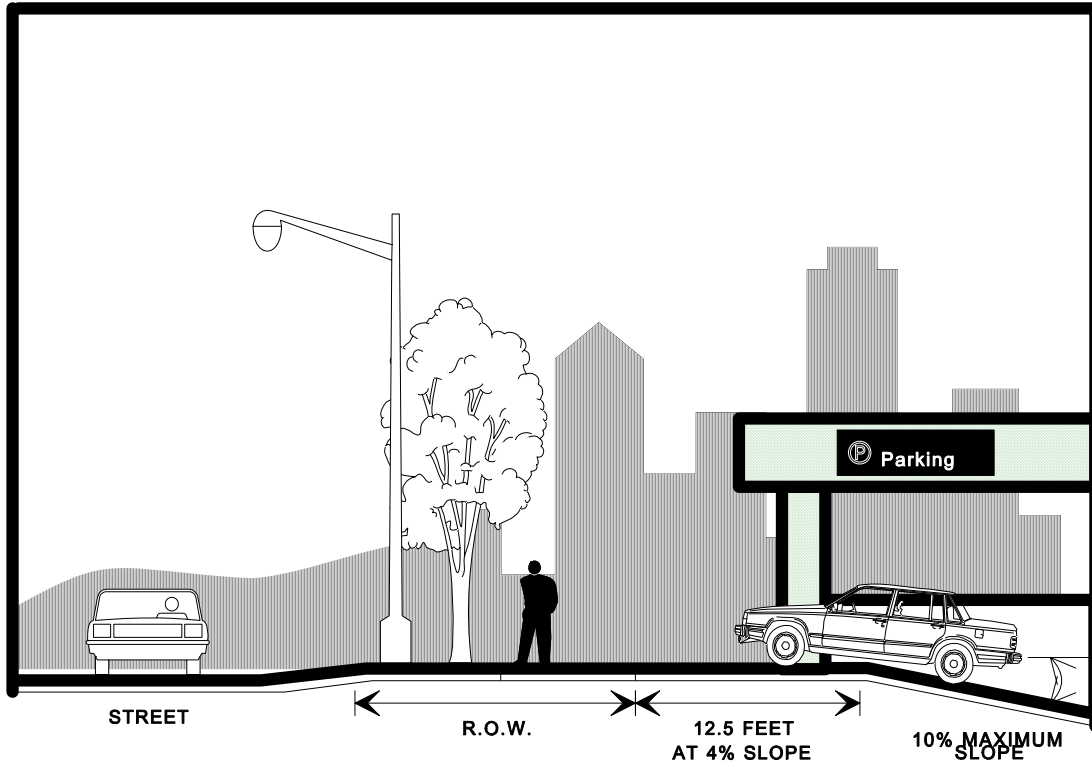


FIGURE VIII-4. Required Screening Between Uses

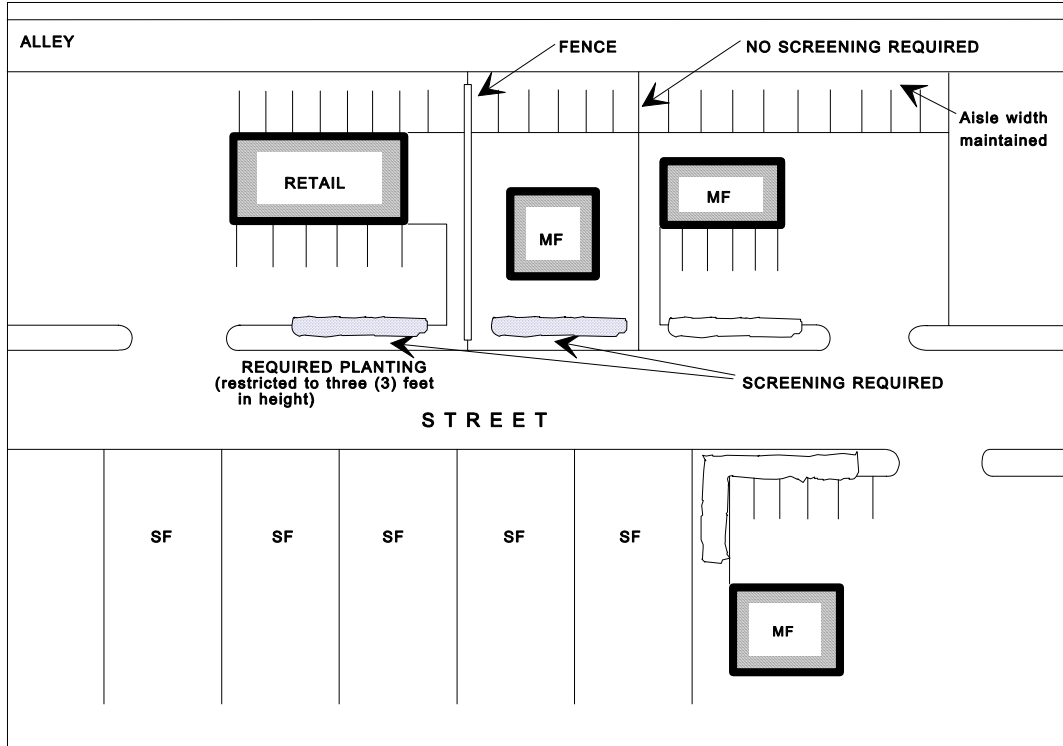


FIGURE VIII-5. Requirements for Shade Tree Planting in Parking Lots

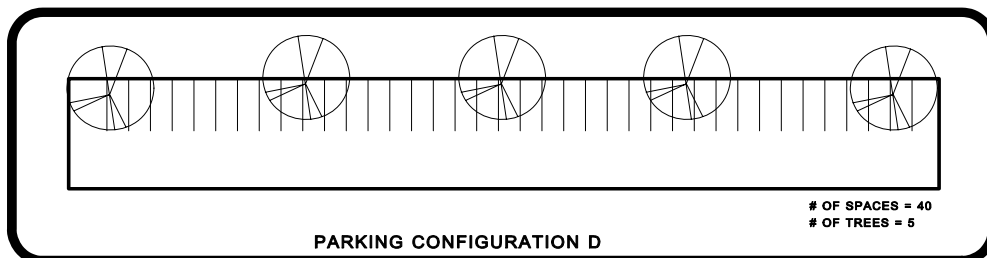
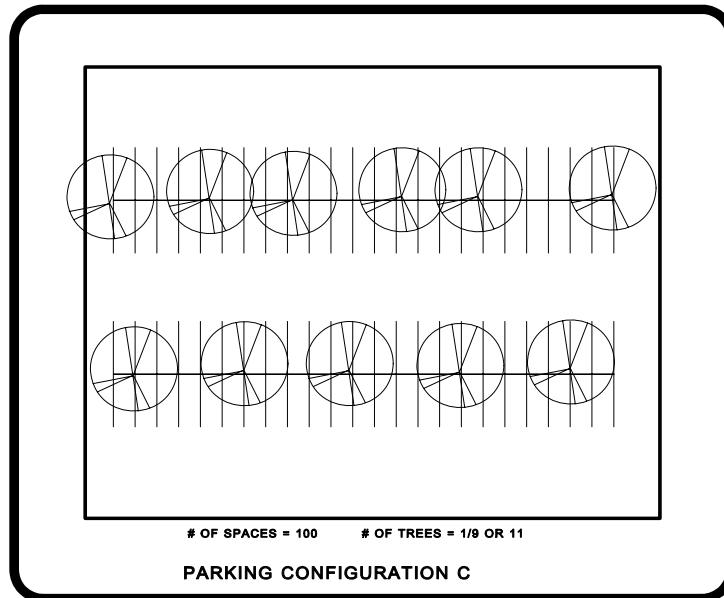
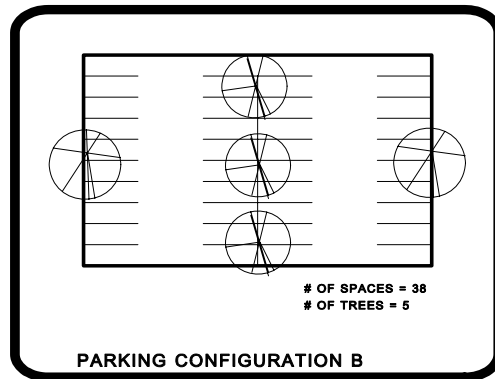
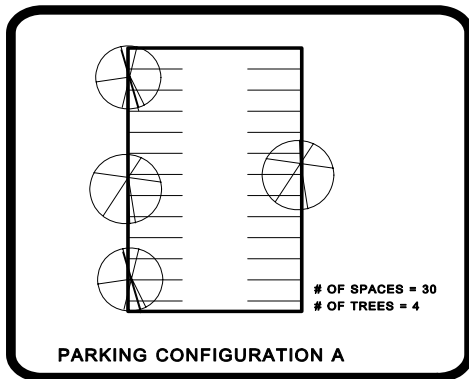


FIGURE VIII-6. Surface Drainage

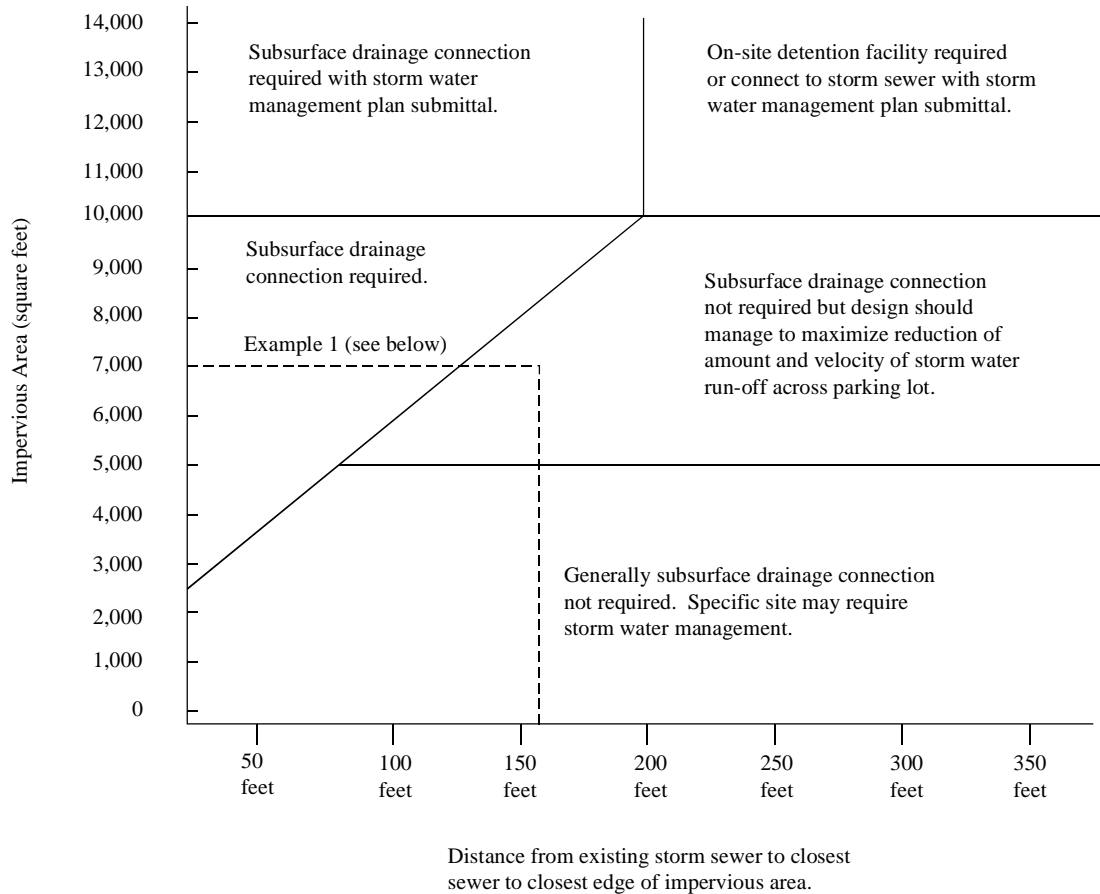


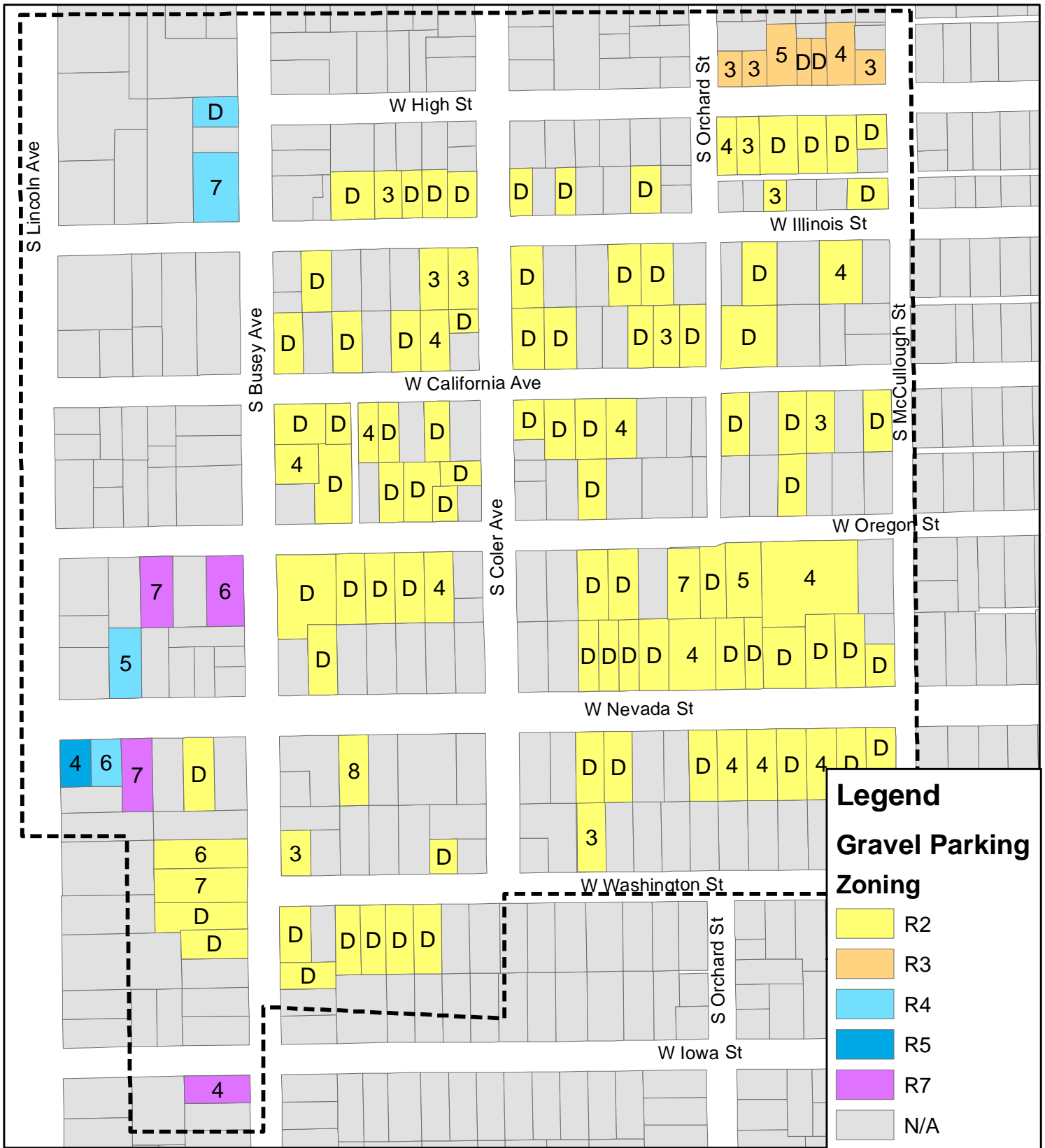
Figure VIII-6

Example 1

Given: Impervious area of development is 7,000 square feet and nearest public storm sewer is 160 ft. away. Enter left side Fig. VIII-6 at 7,000 square feet and then move across to intersect line at 160 ft. mark.

Result: Subsurface drainage connection not required but design needs to maximize reduction of surface run-off amount & velocity.

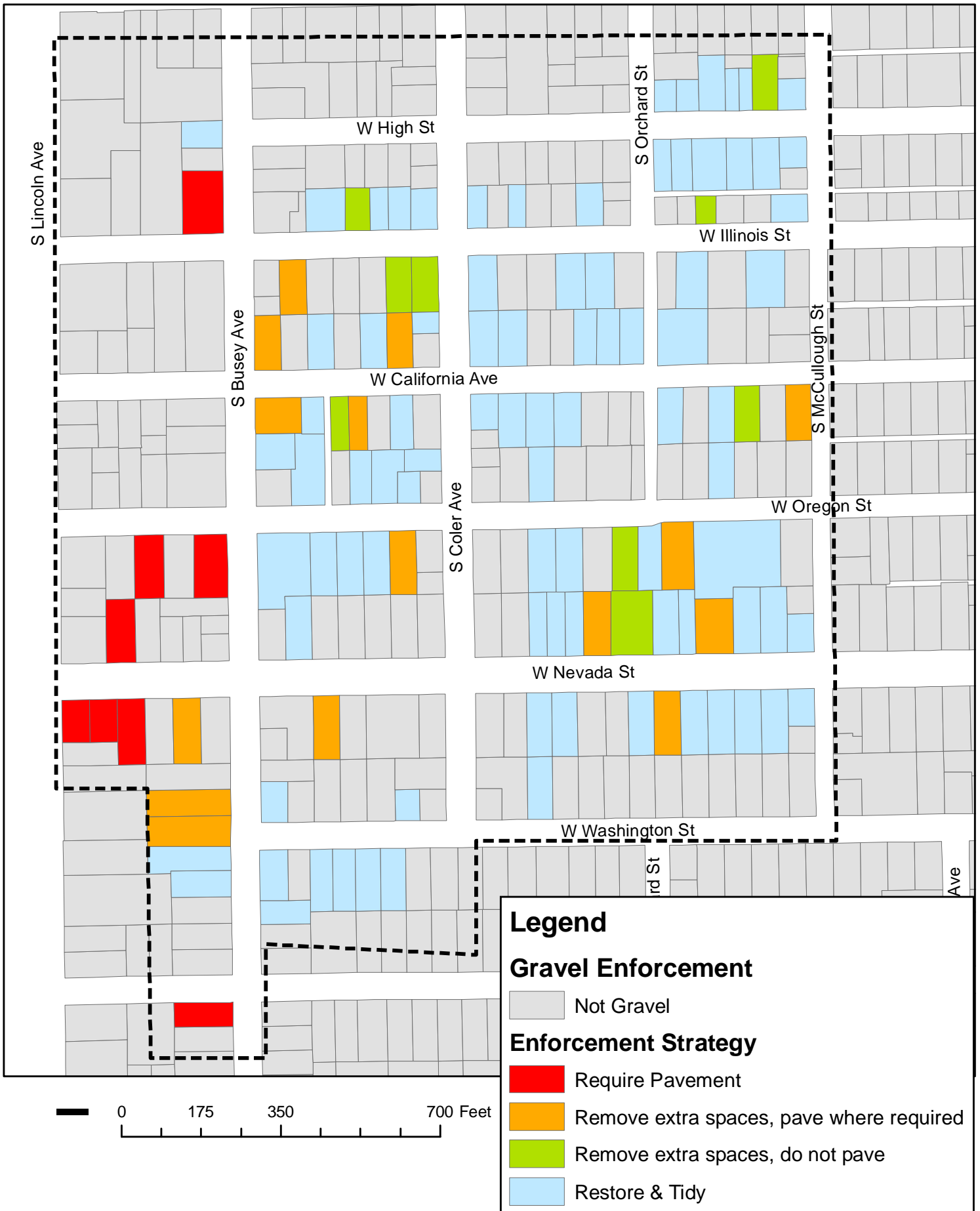
Exhibit A: Gravel Parking Spaces* by Zoning in Survey Area



*Estimated Number of Parking Spaces
 Appears in Each Parcel

Gravel Driveways are represented by the letter D.

Exhibit B: Preliminary Study Area Enforcement Strategy Map



MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

APPROVED

DATE: May 10, 2007

TIME: 7:30 P.M.

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

MEMBERS PRESENT: Jane Burris, Tyler Fitch, Lew Hopkins, Michael Pollock, James Ward, Don White

MEMBERS EXCUSED: Ben Grosser, Bernadine Stake, Marilyn Upah-Bant

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

OTHERS PRESENT: Brian Adams, Scott Dossett, Mary Kent

NEW PUBLIC HEARINGS

Plan Case No. 2002-T-06: A request by the Zoning Administrator to amend VIII of the Urbana Zoning Ordinance regarding allowed surfaces and location of parking.

Jeff Engstrom, Planner I, presented this case to the Plan Commission. He said that the written staff report is in three parts which are: 1) enforcement strategies, 2) proposed text amendments to the Urbana Zoning Ordinance, and 3) evaluation of our open space ratio requirements. He discussed the requirements of the Zoning Ordinance regarding required parking space and gravel parking lots. He referred to and talked about Exhibits A (Gravel Parking Spaces by Zoning in West Urbana) and B (Enforcement Strategies) and the communication (Proposed Enforcement Strategies). He explained the difference as defined in the Zoning Ordinance between a “parking lot” and a “driveway”. He explained about Categories 1, 2, 3 and 4 in terms of proposed enforcement. He stated the proposed changes to the Zoning Ordinance and how they would relate to the 2005 Comprehensive Plan. He also talked about Open Space requirements. 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 recommended that the Plan Commission recommend approval of the proposed text amendment, with the following exception:

Page 81 – Section H.3: City staff recommends not removing the word “passenger” from the text.

Mr. Hopkins asked if this would preclude the construction of driveways that have grass in the middle and two treads. Mr. Engstrom believes that it would be the Zoning Administrator’s interpretation, because the surface of driveways could be approved by the Zoning Administrator.

Mr. Hopkins understood the text to read that a person would have to pave the center of a parking space for a recreational vehicle. Mr. Myers replied that there would need to be a hard surface where the grass could not grow up beneath or between it. If it is not a hard surface, then when a vehicle rocks back and forth it creates ruts.

Mr. Hopkins inquired if a driveway, where presumably things would be moved, could be approved in a relatively more permanent parking space. It would not be allowed under the proposed ordinance be allowed. Mr. Myers mentioned a parking surface called “grasscreeet” which is basically interlocking rings. It is a hard surface, but would allow grass to grow through it. This is a parking surface the Zoning Administrator review and possibly approve.

Mr. Hopkins noted that the proposed ordinance explicitly acknowledges permeable hard surfaces. Mr. Myers clarified that City staff wanted to make it explicit that permeable asphalt is allowed. There is some different maintenance required though. Water needs to go somewhere after it soaks through this asphalt so the sub-surface may need to be drainable. Another thing is that permeable asphalt needs to be vacuumed once a year to prevent the pores from clogging. The third thing is during the winter time and the ground is frozen, water will run off because it cannot be absorbed by the ground.

Mr. Fitch inquired as to how City staff decided whether to require paving or not for Categories 2 and 3. Mr. Engstrom replied that City staff will look at the use of the property. If the property is being used for multi-family residential then they are generally required to provide parking lots, and City staff will ask for the parking lot to be paved.

Mr. Myers pointed out that the enforcement material in the written staff report is only to provide context on how the ordinance changes fit into it. The proposed changes to the ordinance although pretty small are meaningful. In terms of enforcement he feels that Categories 2 and 3 properties would have to be taken on a case-by-case basis. The first category where there is multi-family parking lots that are gravel and are zoned multi-family, it only seems right to require the owner to pave them, especially due to all of the traffic and because it is a income generating property. In Categories 2 and 3, under the current Zoning Ordinance, a single-family home is allowed to park in the driveway, in the garage, or in two additional off-street parking spaces. Over the years, we have had many backyards mushroom into parking. Therefore, staff would need to take these on a case-by-case basis because some of the parking may have existed for several years before the regulations changed. If some of the parking areas came after a certain period of time, it is likely illegal; and then the City may ask the property owners to remove the additional parking spaces.

There are many gravel driveways in the City. Most of them are grandfathered, and the only thing the City should do is to require the property owners to refresh the gravel every so often and to provide a border to keep the gravel in place rather than allowing them to widen and enlarge.

Mr. Ward moved that the Plan Commission forward Plan Case No. 2002-T-06 to the City Council with a recommendation for approval as presented. Mr. Fitch seconded the motion.

Mr. Hopkins pointed out that this is an instance of actually what the Plan Commission was talking about in the previous discussion regarding Plan Case No. 2023-T-06 in two important ways. First, the proposed text amendment in Plan Case No. 2002-T-06 is actually figuring out how to solve a problem. The problem is gravel parking lots, and City staff has figured out an enforcement strategy using both an existing ordinance and proposing to tweak the ordinance to make the enforcement strategy fit. Second, because of the way it is presented and the nature of how it arose, it is one more case where it appears that this is the City of West Urbana. We are addressing West Urbana's issues, and we are presenting material as if it only applies to West Urbana. It needs to be clear that this does not only apply to West Urbana. In fact, he can recall at least one place in East Urbana that could benefit from the proposed text amendment.

Roll call was taken and was as follows:

Mr. White	-	Yes	Mr. Ward	-	Yes
Mr. Pollock	-	Yes	Mr. Hopkins	-	Yes
Mr. Fitch	-	Yes	Ms. Burris	-	Yes

The motion was passed by unanimous vote. Mr. Myers noted that this case would go before the City Council on May 21, 2007.