



**DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES**

*Planning Division*

**m e m o r a n d u m**

**TO:** Urbana Plan Commission

**FROM:** Matt Wempe, Planner I

**DATE:** March 17, 2006

**SUBJECT:** Addendum to Staff Memo for Plan Case 1979-T-06: Omnibus Text Amendment to the Urbana Zoning Ordinance

The following changes are based on input received at the March 9, 2006 Plan Commission meeting. Changes from the previous memo are highlighted with the strikethrough and underline system. At this meeting, the Plan Commission should continue their discussion of the omnibus text amendment, and may choose to formulate a recommendation to the City Council based on the options presented in the original staff memo from the February 23, 2006 Plan Commission meeting.

***Article VIII. Parking and Access***

- Revise Table VIII-3. Widths for Access Drives as follows:

	<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 - <u>30</u> 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	
Commercial or Industrial Uses	12	22	If a zoning lot has a linear street frontage greater than 150 feet, the maximum width shall be 50 feet	

*Commentary:* After discussion with the City Engineer and conducting field work, staff supports a maximum driveway width of no less than 30 feet for single-family dwelling units. Driveway widths observed throughout the City were largely dependant on lot and building size. Many homes in older

neighborhoods, such as WUNA and HEUNA, have smaller driveways which are required because of narrow lots and smaller homes and garages. New subdivisions, such as Stone Creek and Beringer Commons, have wider driveways to accommodate multi-car garages on larger lots. Three car garages in these neighborhoods are not uncommon. One similarity noted between the majority of driveways in the City is that they “bulb out” when near a garage, but that otherwise width is minimized as much as possible. This is beneficial since it allows some degree of maneuverability on a driveway and permits access to multi-car garages. commercial in areas a max driveway width is advisable for traffic flow and safety, good design. Instances of max width being helpful.

**Article IX. Sign Regulations**

- Revise certain parts of Section IX-5.B.3 to read as follows:
  1. Rental Property Identification Signs: Signs which identify the owner, manager, address and/or phone number of a multi-family building or structure. There may be no more than two such signs per premise. The total area of such signs shall not exceed 20 square feet and the total height of such a sign, if freestanding, shall not exceed five feet.
  2. Private Traffic Direction Signs and Related Signs: Signs directing traffic movement onto a premise or within a premise. The total area shall not exceed five square feet, and the total height shall not exceed five feet. The area of such signs shall consist of not less than 50% words and/or symbols that indicate the desired traffic movement instruction. Such signs are considered to include parking directions, exit or entrance signs, drive-up window signs, restroom signs, and the like. Horizontal directional signs on the flush with paved areas are exempt from these standards.
  9. Subdivision Sign: Any sign announcing the names of a residential subdivision or neighborhood.
    - a) These signs shall be confined to the major road accessing a subdivision or neighborhood.
    - b) Subdivision signs shall be subject to the provisions and standards specified in Table IX-8.
  10. Sandwich Boards: Any portable sign that advertises daily specials or sales for a business. Such signs shall not be located in the public right of way or block pedestrian traffic, and shall be moved indoors at the end of business hours. Such signs shall be permitted in the B-1, B-2, B-3U, B-4, B-4E, or MOR Zoning Districts, and shall not exceed eight square feet in area and four feet in height.

*Commentary:* Staff recommends making only the above revisions at this time. Additional revisions to Section IX-5, such as setting more restrictive standards which may differ by zoning

district or requiring permits for certain types of signs, would require a separate text amendment and a public hearing.

With regard to rental property identification signs, staff conducted field work to determine the typical placement and size of such signs. The majority of these signs are related to multi-family residential buildings, and are monument-style or wall signs. The average size of these signs is 18-20 square feet. At this time, staff recommends setting a maximum square footage that recognizes existing sign sizes.

With regard to private traffic directional signs, the proposed language continues to apply to all zoning districts. Such signs can be found in larger residential complexes, churches, and fast-food establishments. The intent of the regulation is to ensure that such signs are only used for the purpose of directing traffic. The revised language more clearly supports this intent.

With regard to subdivision signs, staff wanted to specify that the regulations are intended to apply to residential subdivisions.

The new language for sandwich boards represents the suggested changes from the Plan Commission.