

ORDINANCE NO. 9091-137

AN AMENDMENT TO THE ZONING ORDINANCE
OF THE CITY OF URBANA, ILLINOIS
(Amendments to Parking Regulations)

WHEREAS, The City of Urbana Zoning Administrator submitted a petition to amend Article VIII entitled "Parking and Access" and other sections of the Zoning Ordinance of the City of Urbana relevant to the regulation of parking structures; and

WHEREAS, said petition was presented to the Urbana Plan Commission as Plan Case #1424-T-91; and

WHEREAS, after due publication in accordance with Section XI-7, entitled "Amendments" of the Zoning Ordinance and Chapter 24, Section 11-13-14 of the Illinois Revised Statutes, the Urbana Plan Commission held a public hearing on the proposed amendment on February 7, 1991, which hearing was continued to April 18, 1991 and May 9, 1991; and

WHEREAS, the Urbana Plan Commission voted to forward said Plan Case to the Urbana City Council with a recommendation for approval; and

WHEREAS, after due and proper consideration, the Council of the City of Urbana has determined that the amendment referenced herein conforms with the goals, objectives, and policies of the Comprehensive Plan in that the amendment promotes public health, safety and welfare and encourages appropriate location and development of off-street parking; and

WHEREAS, after due and proper consideration, the Council of the City of Urbana has deemed it to be in the best interests of the City of Urbana to amend the text of the Zoning Ordinance of the City of Urbana, Illinois as described herein.

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

Section 1. Article VIII, entitled "Parking and Access", is hereby amended to change Section VIII-2-A to read as follows:

A. Design and Construction Requirements.

(1) Adjacent residential uses shall be shielded from direct rays of light from the illumination of any off-street parking areas except as otherwise provided herein.

(2) All off-street parking lots, access drives, off-street loading areas and parking spaces shall be paved with a suitable form of hard surface, including oil-and-chip, Portland Cement, asphalt and brick, 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.

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. 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.

Section 2. Article VIII, entitled "Parking and Access", is hereby amended to change Section VIII-2-C to read as follows:

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. The table contains two options for space width and corresponding aisle and module width. Either option will satisfy the requirements of the code. (See, also, Figure VIII-1):

TABLE VIII-2 PARKING LOT AND PARKING SPACE STANDARDS

PARKING ANGLE	SPACE		AISLE WIDTH	MODULE WIDTH
	WIDTH	LENGTH		(2 ROWS OF PARKING)
0 DEGREES (PARALLEL)	8.5'	22.0'	13.0'	30.0'
	9.0'	22.0'	11.5'	29.5'
15 DEGREES	8.5'	18.5'	14.0'	40.0'
	9.0'	18.5'	12.5'	39.5'
30 DEGREES	8.5'	18.5'	14.0'	47.2'
	9.0'	18.5'	12.5'	46.6'
45 DEGREES	8.5'	18.5'	14.0'	50.7'
	9.0'	18.5'	12.5'	52.9'
60 DEGREES	8.5'	18.5'	16.0'	56.5'
	9.0'	18.5'	14.5'	55.5'
75 DEGREES	8.5'	18.5'	18.5'	58.6'
	9.0'	18.5'	17.0'	57.4'
90 DEGREES	8.5'	18.5'	23.0'	60.0'
	9.0'	18.5'	21.5'	58.5'

Section 3. Article VIII, entitled "Parking and Access", is hereby amended to change Section VIII-2-E to read as follows:

E. Access Drives.

1. Any access drive shall have one of the minimum clear widths outlined in Table VIII-3.

Table VIII-3. Widths for Access Drives

	MINIMUM WIDTH IN FEET	
	ONE-WAY	TWO-WAY
Single Family Dwelling Units	9.0'	9.0'
Two to Four Dwelling Units	12.0'	20.0'
Five to Twenty-Four Dwelling Units	12.0'	23.0'
Twenty-Five or more Dwelling Units	12.0'	23.0'

Commercial and
Industrial Use

12.0'

23.0'

Section 4. Article VIII, entitled "Parking and Access" is hereby amended to change Section VIII-2-F to read as follows:

F. Screening of Off-Street Parking.

3. Special Conditions Requiring Shade Tree Planting

All off-street parking lots greater than twenty (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 also Figure VIII-5 for reference):

(a) One tree shall be provided for every nine (9) parking spaces. Trees may be planted at intervals of less than nine (9) 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 twenty (20) feet from the ends of adjoining parking rows.

(c) Trees shall have a minimum planting size of two (2) inch caliper. Acceptable tree species are shown in Table VIII-5. The minimum planting area for trees shall be eight (8) feet by six (6) feet and the maximum distance between trees shall be ninety (90) feet. Trees shall be located behind bumper stops or integral curbing, no closer than three (3) feet and no farther than eight (8) 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 Sec. VIII-2.F.

(e) All trees and shrubs shall be maintained as

living vegetation and promptly replaced within ninety (90) days when any such vegetation dies.

TABLE VIII-5

Shade Tree Species

Green Ash-Male Cultivars
White Ash-Male Cultivars
Male Ginkgo
Linden Species
Red Maple Species
Sugar Maple Species
English Oak
Bald Cypress
Hackberry
Honey Locust (Seedless/Thornless)
Cultivars

Section 5. Article VIII, entitled "Parking and Access", is amended to change Section VIII-2-G to read as follows:

G. Wheelstops and Sidewalks.

In any zoning district, for any parking space (except parallel spaces) a minimum space (paved or unpaved) of eighteen (18) inches shall be maintained from the nearest edge of the parking space to the property line. A minimum space of three (3) feet (unpaved) is required only in cases when the parking area is to be screened by means of a shrub planting hedge [see Sec. VIII-2 (2-b)]. In cases of parking next to public alleys and common access drives an 18" space for screening purposes shall only be required for head-in parking facing the alley. Wheelstops of masonry, steel or heavy timber shall be placed two (2) feet from the end of the parking space. When a private walkway or sidewalk is located at least four (4) inches but no more than six (6) inches above the grade of the adjoining parking spaces and said sidewalk is a minimum width of five (5) feet, the sidewalk may act as a wheelstop. A two (2) 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 (2) feet.

Section 6. Article VIII, entitled "Parking and Access", is amended to change Section VIII-3-F to read as follows:

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 forty-five (45) percent of the total lot width. Such spaces may be stacked.

2. Accessory off-street parking may encroach into the required side yard and rear yard, provided that the parking is located behind the rear face of the principal structure and the parking complies with the provisions of Sec. VIII-2 (G).

Section 7. Article VIII, entitled "Parking and Access", is amended to change Section VIII-4-E to read as follows:

E. Provisions must be made for the parking of bicycles for multiple family residential or commercial uses in those instances where ten (10) or more automobile parking spaces are required. Bicycle racks with a minimum capacity for four 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.

Section 8. Article V, entitled "Use Regulations" is amended to change Section V-3-E to read as follows:

E. In any zoning district, accessory off-site parking associated with a permitted principal use, other than a nonconforming 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 zoning district, 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, 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 "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.

3. 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 Certificate of Occupancy is valid only as long as a number of parking spaces sufficient to meet ordinance requirements is maintained on and/or off-site. If parking is maintained off-site, the petitioner must demonstrate to the Zoning Administrator that the number of off-site parking spaces, plus any parking spaces maintained on-site, satisfies parking requirements for the principal use, and that said parking spaces are dedicated to serve the principal use.

4. The Certificate of Occupancy shall be recorded at the Office of the Champaign County Recorder. If the location of the off-site parking changes, the petitioner must notify the Zoning Administrator of said change and must demonstrate that off-site parking at the new location satisfies parking requirements for the principal use as required by the parking standards under which the principal use was established.

Section 9. Article VI, entitled "Development Regulations", is amended to change Section VI-5-D to read as follows:

D. Front yards.

In the R-1, R-2, R-3, R-4, and R-5 Districts, where lots comprising more than forty (40) percent of the frontage in a block are improved with buildings, not less than the average depth of the front yards of all lots in the block shall be maintained by all new buildings and by all alterations of the existing buildings in the block, except that this provision shall not require a front yard of more than sixty (60) feet, nor less than the minimum required in the district in which they are located, nor shall it reduce the buildable dimension of the lot to less than thirty (30) feet. For the purpose of computing such an average depth, vacant lots within such frontage shall be considered as having the minimum front yard required in the district.

Section 10. Figure VIII-1, entitled "Parking Modules with Flexible Aisle Widths" is amended to insert the dimensions 20'-3" and 20'-6" on the parking space segments of the Module Widths.

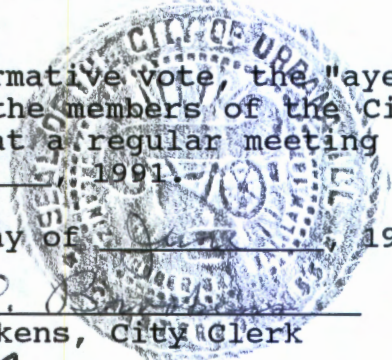
Section 11. Figure VIII-2, entitled "Typical Turnaround Design for 90 Degree Parking Access Drive" is amended to insert the dimensions 15'-0" Minimum Radius, 6'-0" Minimum Depth, and 23'-0" Minimum

Width in the appropriate spaces.

This ordinance shall be in full force and effect from and after its passage and publication in accordance with the terms of Section 1-2-4 of the Illinois Municipal Code.

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 3rd day of June, 1991.

PASSED by the City Council on this 3rd day of June, 1991


Ruth S. Brookens
Ruth S. Brookens, City Clerk

APPROVED by the MAYOR this 17th day of June, 1991.

Jeffrey T. Markland
Jeffrey T. Markland, Mayor

Certificate of Publication

I, Ruth S. Brookens, City Clerk, City of Urbana, Illinois, do herewith certify that I caused the above Ordinance to be duly published in the News-Gazette on the 27th day of June, 1991, and a Certificate of Publication is attached hereto.

Ruth S. Brookens
Ruth S. Brookens, City Clerk



(amend.pkg)