

JANUARY 27, 2014

Title

PC 14-02

Petitioner

Village of Lombard

Property Location

Village-wide

Approval Sought

The Village requests text amendments to Section 155.602 (A)(5) and (C), including Figure 6-1, Table 6-2, and any other relevant sections for clarity, of the Village of Lombard Zoning Ordinance.

Prepared By

Matt Panfil, AICP
Senior Planner

DESCRIPTION

Planning staff undertook a comparative analysis of the Zoning Ordinance’s existing parking space, aisle, and module dimensions against current industry standards. Finding relatively significant differences, staff is proposing a text amendment to bring the Village’s standards more in line with today’s professional engineering standards, more specifically the Institute of Transportation Engineers (ITE).

Second, planning staff saw an opportunity to further modernize the Village’s parking regulations by providing new provisions for business, employee, and compact vehicles within business-oriented zoning districts. Similar to when the Village approved a reduced parking space width for commuter parking lots, staff suggests that business and employee vehicles do not experience the same rate of parking turnover as customer vehicles and are therefore more suitable for narrower spaces.

The proposed text amendments were developed in cooperation with the Village’s traffic consultant, Javier Millan, of KLOA Inc.

INTER-DEPARTMENTAL REVIEW

Building Division:

The Building Division has no issues or concerns regarding the proposed text amendments to the Zoning Ordinance.

Fire Department:

The Fire Department response to staff’s initial proposed dimensions expressed a concern regarding insufficient drive aisle width to accommodate safe navigation and setup of Fire Department apparatus.

The proposed text amendments were then revised by staff to address the Fire Departments concerns. The proposed drive aisle for sixty degree (60°) and forty-five degree (45°) parking is now two feet (2’) wider than the Fire Department’s minimum request.

Private Engineering Services:

Private Engineering Services provided the following comments in response to staff’s initial proposed dimensions:

1. The aisle widths are really narrow as shown.

- a. 1990 ITE standards show that one-way forty-five degree (45°) parking should have a minimum fifteen foot (15') wide drive aisle, one-way sixty degree (60°) parking should have a minimum eighteen foot (18') wide drive aisle, and ninety degree (90°) parking should have a twenty-six foot (26') wide drive aisle. It is PES' opinion that the proposed drive aisles are too narrow.
 - b. If a vehicle breaks down, there is no available width for another vehicle to pass. PES proposes the existing aisle width standards be left as are. This could also be an issue for the fire department in regards to a possible vehicle fire and needing to get a fire truck through the aisles.
2. If using a two-way drive aisle, the sixty degree (60°) dimensions should be as the same as for two-way ninety degree (90°) parking.

Planning staff addressed all of PES' comments and concerns in the revised text amendments that are currently proposed.

Public Works:

The Department of Public Works has no issues or concerns regarding the proposed text amendments to the Zoning Ordinance.

EXISTING & PROPOSED REGULATIONS

New Text ~~Deleted Text~~

§155.602 Off-Street Parking (A) General Requirements (5) Size

Each off-street parking space shall have a standard length of eighteen feet, zero inches (18'-0"). For parking stalls adjacent to landscape islands and more than five feet (5') from a property line, the requisite stall length must be at least sixteen feet (16'-0"). In the case of parallel parking spaces the required length shall be twenty-four feet zero inches (24'-0"). The width of parking spaces shall depend on the district in which the parking spaces are located, as established below:

- (a). In the B1, B2, B3, B4, B4A, B5 and B5A Districts the width of parking spaces shall not be less than 9 feet, zero inches. However, parking spaces that exceed the minimum amount of parking spaces as required by Table 6-3 of this ordinance, may be reduced in width to no less than 8 feet, 3 inches, provided that the reduced spaces are specifically designated for business, employee, and/or compact vehicles.
- (b). In the O Office, I Industrial, all residence districts and publicly owned commuter lots, the width of parking spaces shall not be less than 8 feet, 3 inches.

The requirements for handicapped parking, both in terms of stall size and number of spaces required are established in Section 155.602 (B), below.

§155.602 (C) Specific Requirements

All off-street parking spaces hereinafter required by this ordinance, except those required for one and two family dwellings, shall be designed in accordance with one of the formulae set forth in Figure 6-1 and

Table 6.2, which is attached hereto and made a part hereof. Off-street parking spaces shall be provided in accordance with the specific uses listed in Table 6.3. Parking spaces for accessory activities not specifically enumerated within a parking class shall be assumed to be included in the principal (permitted or conditional) use requirement. If a use is not specifically listed on Table 6.3, the Director of Community Development shall determine like uses listed in the table for the purposes of determining parking space requirements.

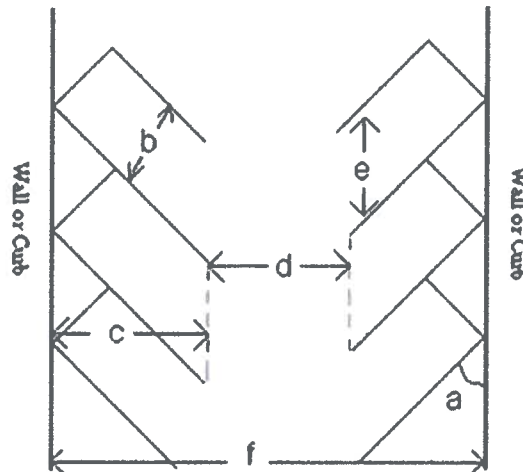


Figure 6-1

Legend	
a. Parking Angle (Degrees)	d. Aisle Width (Ft.-In.)
b. Space Width (Ft.-In.)	e. Width Parallel to Aisle (Ft.-In.)
c. Depth to Wall or Curb (Ft.-In.)	f. Wall to Wall (Curb to Curb) (Ft.-In.)

Table 6.2

Parking Space, Aisle and Module Dimensions ¹				
a b Parking Angle (Degrees)	c Space Depth To Wall (Ft.-In.)	d Aisle Width (Ft.-In.)	e Space Width Parallel (Ft.-In.)	f Module Wall To Wall (Ft.-In.)
Parallel Spaces*	9'-0"		24'-0"	
45 Degrees				
8'-3"	18'-7" <u>16'-6"</u>	14'-0" <u>15'-0"</u>	11'-9"	51'-2" <u>48'-0"</u>
9'-0"	19'-1" <u>16'-6"</u>	13'-0" <u>15'-0"</u>	12'-9"	51'-2" <u>48'-0"</u>
60 Degrees				
8'-3"	19'-1" <u>18'-0"</u>	18'-0"	9'-6"	57'-6" <u>54'-0"</u>
9'-0"	20'-1" <u>18'-0"</u>	17'-0" <u>18'-0"</u>	10'-5"	57'-2" <u>54'-0"</u>
90 Degrees*				
8'-3"	18'-0"; or 16'-0" for stalls abutting an internal landscape island	25'-0" for two-way aisles; 20'-0" for one-way aisles	8'-3"	61'-0" unless reduced by parking stall landscape overhang

Table 6.2 (cont.)

Parking Space, Aisle and Module Dimensions¹				
a b Parking Angle (Degrees)	c Space Depth To Wall (Ft.-In.)	d Aisle Width (Ft.-In.)	e Space Width Parallel (Ft.-In.)	f Module Wall To Wall (Ft.-In.)
9'-0"	18'-0"; or 16'-0" for stalls abutting an internal landscape island	24'-0" for two-way aisles; 20'-0" for one-way aisles	9'-0"	60'-0" unless reduced by parking stall landscape overhang
16'-0"	18'-0"; or 16'-0" for stalls abutting an internal landscape island	24'-0" for two-way aisles; 20'-0" for one-way aisles	16'-0"	60'-0" unless reduced by parking stall landscape overhang

¹ For parking angles other than those established above, please consult the most recent standards established by the Institute of Transportation Engineers (ITE) for "Large-Size Parking Layout Dimension Guidelines."

* Please note that in PC 05-35 (September 19, 2005), the Plan Commission approved text amendments regarding the parking space, aisle, and module dimensions for parallel and ninety-degree (90°) parking spaces. The standards established in 2005 are still adequate in comparison to current industry standards.

STANDARDS FOR TEXT AMENDMENTS

1. *The degree to which the proposed amendment has general applicability within the Village at large and not intended to benefit specific property;*

Should the text amendments be approved, they will be applicable throughout the Village.

2. *The consistency of the proposed amendment with the objectives of this ordinance and the intent of the applicable zoning district regulations;*

The proposed text amendments are intended to address outstanding issues related to off-street parking by updating the Village's standards for parking space, aisle, and module dimensions to be more similar to industry-standards that are deemed the best dimensions for the optimization of parking lot efficiency.

3. *The degree to which the proposed amendment would create nonconformity;*

The proposed text amendments would not create any nonconformities, as they actually lessen the existing standards in their recognition that not all parking space, aisle, and module dimensions need to be as large as are currently required.

4. *The degree to which the proposed amendment would make this ordinance more permissive;*

The proposed text amendment will make the ordinance more permissive because the overall effect is to require less space for parking spaces, aisle, and modules, with the exception of the establishment of a minimum eighteen foot (18') minimum drive aisle for sixty degree (60°) nine foot (9') wide parking spaces.

5. *The consistency of the proposed amendment with the Comprehensive Plan; and*

The Comprehensive Plan recommends and encourages a regular review of development regulations, such as the Zoning Ordinance, as a means of implementing the Plan (Part IV, B). The proposed text amendments are intended to be consistent with this provision. Moreover, the text amendments are also intended to provide for better parking design within the community.

6. *The degree to which the proposed amendment is consistent with village policy as established in previous rulings on petitions involving similar circumstances.*

The Village has a history of amending its Zoning Ordinance to address evolving circumstances presented by petitions or to clarify the intent of the Ordinance provisions. In 2005 (PC 05-35), text amendments to the Zoning Ordinance were adopted that; provided for a reduction in minimum width for commuter parking lots; provided for a reduction in minimum stall length for parking spaces immediately adjacent to parking lot landscape islands; clarified computation for off-street parking demand; amended parking space, aisle, and module dimensions for parallel parking spaces and for one-way drive aisles with perpendicular or parallel spaces; amended parking requirements for multiple family dwellings; and amended height requirements for light poles within parking lots.

The proposed text amendments are similar in scope as they seek to address the ever-evolving parking standards that result from shifts in the dimensions of vehicles over time.

FINDINGS & RECOMMENDATIONS

Staff has prepared the requisite responses to standards for text amendments (above). Staff finds that the proposed amendment is consistent with the objectives of the Zoning Ordinance. The proposed amendment is also consistent with the intent of the Comprehensive Plan in general.

Based on the above findings, the Inter-Departmental Review Committee has reviewed the petition and finds that it meets the standards required by the Zoning Ordinance. As such, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending **approval** of this petition:

Based on the submitted petition and the testimony presented, the requested text amendments **comply** with the standards required by the Village of Lombard Zoning Ordinance; and, therefore, I move that the Plan Commission accept the findings and recommendations of the Inter-Departmental Report as the findings of the Plan Commission and I recommend to the Corporate Authorities **approval** of PC 14-02.

Inter-Departmental Review Committee Report approved by:



William J. Heniff, AICP
Director of Community Development

c. Petitioner