

October 6, 2005

Mr. William J. Mueller,
Village President, and
Board of Trustees
Village of Lombard

Subject: PC 05-35: Text Amendments to the Lombard Zoning Ordinance (Off-Street Parking Regulations)

Dear President and Trustees:

Your Plan Commission transmits for your consideration its recommendation regarding the above-referenced petition. The Village of Lombard is proposing amendments to the following sections of the Lombard Zoning Ordinance as it pertains to off-street parking requirements:

Section 155.602 (A)(5) – providing for a reduction in minimum stall width for commuter parking lots.

Section 155.602 (A)(5) – providing for a reduction in minimum stall length for parking spaces immediately adjacent to parking lot landscape islands.

Section 155.602 (A)(8) – clarifying computation section for off-street parking.

Section 155.602 (C), Table 6-2 – establishing and amending parking space aisle and module dimensions for parallel parking spaces and for one-way drive aisles with perpendicular or parallel spaces.

Section 155.602 (C), Table 6-2 – amending parking requirements for multiple family dwellings.

Section 155.602(A)(4) – amending height requirements for light poles within parking lots.

After due notice and as required by law, the Plan Commission conducted a public hearing for this petition on September 19, 2005. William Heniff, Senior Planner, presented the petition, indicating that the purpose of the text amendments were to clean-up selected sections of Section 155.602 (i.e., the parking regulations) and provide amendments to the Code as warranted, as follows:

Parking Lot Stall Width

In the B Business Districts, the minimum stall width is required to be nine feet (9') wide. In the residential, office and industrial districts, the stall width can be reduced to eight feet, three inches (8'3"). This reduction is offered within the code as the number of trip movements in and out of these stalls are typically less than commonly found in the B Districts.

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The proposed amendment will add commuter parking lots to the sites in which reduced stall widths are permitted. Staff finds that these lots function more like the office district spaces (commuters park in the morning, stay away during the day and return and exit in the evening). This reduction can also provide additional parking flexibility for the Village should additional commuter parking stalls be desired in the downtown in the future.

Parking Stall Length

Parking stalls for perpendicular parking spaces must be eighteen feet (18') in length. Landscape islands must be at least five feet (5') in width around the parking lot perimeter adjacent to a property line. However, the island size is not defined when such islands are located within the interior of the parking lot. In order to provide a greater amount of green space within the parking lot and/or to provide more parking on a lot, staff has allowed for a two foot (2') overhang for parking spaces that abut interior parking lot islands. The proposed amendment attempts to more clearly codify this provision into the parking standards.

Off-Street Parking Computations

Section 155.602 (A)(8) is being modified to clarify the computation section for off-street parking. No substantive changes are being proposed with this amendment.

Parking Space Dimensions

Staff proposed amendments to Section 155.602 (C), Table 6-2. The modifications will add the 24-foot parallel parking space dimension noted in Section 155.602 (A)(5) into the table and will add drive aisle widths for establishing and amending parking space aisle and module dimensions for parallel parking spaces and for one-way drive aisles with perpendicular or parallel spaces.

Parking Requirements for Multiple Family Dwellings

Section 155.602 (C), Table 6-2 sets forth the parking lot requirements for various land uses. Staff is proposing an amendment to the parking requirements for multiple family dwellings for cases in which parking spaces are specifically assigned and designated. This amendment is intended to provide a location for visitor parking.

Historically, many multiple family dwelling projects use a parking float – residents and guests both use the field of available parking to accommodate their parking demand and needs. For most complexes, this configuration works quite well. However, for selected projects where specific spaces are assigned, the ability to provide a float of available spaces is lost. Consequently visitors are forced to park off-site, on-street or in an assigned space. The proposed amendment would place a requirement to provide for unassigned parking in cases where assigned parking spaces are implemented. This provision is not intended to necessarily increase the requisite parking spaces above code requirements, but instead is intended to ensure that after all assigned spaces are given away that there is still a supply available for visitors.

Staff is proposing the following formula for unassigned parking spaces:

For multiple family dwellings that are utilizing assigned parking spaces for dwelling residents, unassigned parking spaces must be provided based upon the following formula:

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0.2 spaces must be provided for each unit of the first twenty (20) units plus 0.05 spaces for each unit above the first twenty units.

Based upon an empirical review of the figures relative to operations for multiple family developments, staff believes that this computation would give site an ample supply of a parking float to meet the demand for such projects.

Parking Lot Light Pole Height Requirements

Light pole height restrictions are established to ensure that excessive light spill is minimized and that light poles do not create a “beacon” effect. The Zoning Ordinance currently caps the maximum height for a parking lot light pole at forty feet (40’). In discussions with lighting contractors working on improvements at Yorktown Mall, they note that many standard light poles for regional malls are 39 feet in length. As they like to put the poles onto three-foot high concrete pedestals to minimize vehicle damage to the poles, this would result in the pole height being 42 feet.

Staff is proposing an amendment to relax the pole height requirements to allow for light poles within parking lots for Shared Pedestrian Access Shopping Centers (i.e., shopping malls) to be up to forty-five feet (45’) in height. This amendment allows for a better overall light coverage over large spans of customer parking lot area but is still in keeping with the intent of the regulations. Moreover, by limiting it to regional malls, other commercial uses in close proximity to residential areas (i.e., strip shopping centers, automotive dealers, commuter parking lots), the impacts on adjacent properties will be minimal. This amendment does not change the foot-candle light standards for parking lots.

Chairperson Ryan then opened the meeting for public comment. There was no one in the audience to speak in favor of or against the petition. There were no comments from the Plan commissioners as well.

After due consideration of the petition and the testimony presented, the Plan Commission found that the proposed text amendments do comply with the standards of the Lombard Zoning Ordinance. Therefore, the Plan Commission, by a roll call vote of 5 to 0, recommended to the Corporate Authorities, approval of PC 05-35.

Respectfully,

VILLAGE OF LOMBARD

Donald F. Ryan
Chairperson
Lombard Plan Commission

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