

C. PARKING & DRIVES

PARKING

- (1) Off-street parking spaces must be provided per type of use. The maximum number of off-street parking spaces shall be one stall per 200 square feet of gross building space (5 per 1000), except restaurants (1 per 1000) and institutional uses. Maximum parking ratios are only permitted if strict adherence to the design standards is met.
- (2) Off-street parking areas shall be located to the side and rear of buildings. Rear parking areas should connect to the rear alleys, service road, or be connected by cross-access drives (with easements).
- (3) All rear alleys and cross-access drives should allow for two-way traffic flow.
- (4) Parking should be consolidated into shared or public parking lots (behind or between buildings). Parking lots should be interconnected to encourage shared parking among buildings and to reduce the overall paved areas. Written shared parking agreements are preferred and recommended in situations of private parking lot ownership. Shared parking can take advantage of alternate peak uses and can count toward the off-street parking requirements for all sharing parties.
- (5) Off-street parking areas shall be paved with a durable surface such as asphalt or concrete, including concrete curbs where needed. The minimum stall width shall meet code requirements (Chapter 1133 in the Urbana Zoning Code).
- (6) Points of access and egress to and from the corridor road, side streets, and the alleys shall be shared where applicable. This reduces the number of curb cuts on the corridor road and vehicular

crossings of the pedestrian zone.

(8) Entrance and exit drives are encouraged to be identified either with on-premise directional signs or painted arrows (see Directional Signs, D(61)-D(65))

(9) A servicing plan shall be provided with required site plan submittal for a building. The servicing plan should describe the operations of the project concerning deliveries to and from the site, employee parking, access and egress, vehicle and equipment storage, waste storage and removal, and other operational needs during peak times.

(10) Parking lots visible from a public street (excluding alleys) shall be screened from public view. Combinations of walls, fencing, landscaping, and the like can be utilized. All screening should be consistent with the building materials of the associated structure (see Landscaping and Screening A(28)).

(11) Non-automotive transportation such as bicycling is encouraged. Bicycle parking should be conveniently located near building entrances or within the amenity zone.

DRIVES

Curb cuts located along thoroughfare roads can decrease traffic safety as well as the safety of pedestrian on the sidewalk. Curb cuts shall be systematically eliminated or minimized on the primary corridor road and other major thoroughfare streets. This will reduce the number of vehicle conflicts located on the thoroughfare road and the number of crossing across the sidewalk. It also allows for the creation of an uninterrupted tree lawn and landscape treatment along the corridor road.

(12) Primary vehicular access should be provided off a secondary side road, rear service road, or alley

where possible. Access from the corridor road is discouraged.

(13) The number of curb cuts allowed for each property shall be determined by the length of road frontage. A maximum of one curb cut will be permitted for properties 400 feet and less, two curb cuts for properties between 401 and 900 feet, three curb cuts for properties between 901 feet and 1,500 feet, and four curb cuts for properties greater than 1,500 feet.

(14) Curb cuts shall be considered a Conditional Use. Any additional curb cuts over the number of permitted curb cuts as provided in Table 2 shall require approval from the Board of Zoning Appeals.

(15) Residential driveways shall not exceed 24 feet in width within the pedestrian zone. Commercial and industrial drive widths shall not exceed 30 feet.

(16) Commercial and industrial curb cuts shall not be located within 200 feet of an intersection on the primary corridor road, or 100 feet on a secondary side road or service road measured from the right-of-way of an intersection to the centerline of the drive. The minimum distance from centerline of any drive to the centerline of the next drive is to be 200 feet, except where the property has less than that frontage (i.e. access point must be allowed).

Table 2.

NUMBER OF PERMITTED CURB CUTS	
Length of Street Frontage	Number of Curb Cuts
400 ft or less	1
401 - 900	2
901 - 1,500	3
More than 1,500	4

