



Planning Commission - Regular Session Agenda
Government Center Boardroom, 4th Floor, Room #400
115 E. Washington Street, Bloomington, IL 61701
Thursday, August 6, 2026 - 4:00 PM

1. Call to Order

2. Roll Call

3. Public Comment

Individuals wishing to provide emailed public comment must email comments to publiccomment@cityblm.org at least 15 minutes before the start of the meeting. Individuals wishing to speak in-person may register at cityblm.org/register at least 5 minutes before the start of the meeting.

4. Consent Agenda

Items listed on the Consent Agenda are approved with one motion; Items pulled from the Consent Agenda are listed and voted on separately.

- A. **Review and approval of the Minutes of the July 2, 2026, regular meeting of the Bloomington Planning Commission.** (Recommended Motion: The proposed Minutes be approved.)

5. Regular Agenda

- A. **Z-05-26 - Public hearing, review, and action on a request initiated by the City of Bloomington, for the approval of text amendments, modifications and additions to the Zoning Code of the City of Bloomington, Illinois (Chapter 44 of the Bloomington City Code, 1960), relating to: 1) Use Permissions in Business Districts, 2) Residential District Bulk and Site Standards, 4) Off-street Parking and Loading, 5) Accessory Buildings and Uses, and 6) general administrative corrections., as requested by the Development Services Department.** (Recommended Motion: Motion to establish findings of fact that the proposed text amendments are in the public interest, and a motion to recommend that City Council approve the proposed text amendments.)

6. New Business

7. Adjournment

Individuals with disabilities planning to attend the meeting who require reasonable accommodations to observe and/or participate, or who have questions about the accessibility of the meeting, should contact the City's ADA Coordinator at 309-434-2468 or mhurt@cityblm.org.



For Planning Commission: August 6, 2026

Ward Impacted: City Wide

Subject: Review and approval of the Minutes of the July 2, 2026, regular meeting of the Bloomington Planning Commission.

Recommended Motion: The proposed Minutes be approved.

Strategic Plan:

Core Government Function. This item fulfills a statutory, regulatory, fiduciary, or essential operational responsibility necessary to maintain continuity of municipal services and sound governance.

Background: In compliance with the Open Meetings Act, Commission Minutes must be approved within thirty (30) days after the meeting or at the second subsequent regular meeting, whichever is later. This is the first meeting since the July 2, 2026, meeting.

Community Groups/Interested Persons Contacted: N/A

Financial Impact: N/A

Attachments:

1. DRAFT Minutes
2. Presentation



MINUTES
PLANNING COMMISSION – REGULAR SESSION
THURSDAY, JULY 2, 2026, 4:00 PM

The Planning Commission convened in regular session at 4:00 PM, July 2, 2026, in Council Chambers, Government Center. Chair Peradotti called the meeting to order.

Roll Call

Attendee Name	Title	Status
Jackie Beyer	Commissioner	Present
Mary Ann Cullen	Commissioner	Absent
Goverdhan Galpalli	Commissioner	Absent
David Lewis	Commissioner	Present
Rachael Mosley	Commissioner	Present
William Peradotti	Commission Chair	Present
John Prior	Commissioner	Present
Peter Pontius	Commissioner	Present
Anna Sochotsky	Commission Vice Chair	Absent

City Staff present: George Boyle, Assistant Corporate Counsel; Alissa Pemberton, Planning Manager; Marcus Ricci, Planner III. Samantha Vazquez, Assistant Corporate Counsel.

Public Comment

No public comment was received.

Consent Agenda

Item 4.A. Review and approval of the Minutes of the April 2, 2026, regular meeting of the Bloomington Planning Commission.

Commissioner Beyer made a motion, seconded by Commissioner Lewis, to approve the Minutes, with the correction that Chair Peradotti had also recognized Commissioner Muehleck for his service during New Business.

AYES: Beyer; Lewis; Mosley; Peradotti; Pontius; Prior.

Motion carried (viva voce).

Regular Agenda

Item 5.A. **PS-02-26** – Public hearing, consideration, and action on a request submitted by COIL, LLC, for approval of a Preliminary Plan for the subdivision to be known as Maple Square, for the property commonly known as 1029 Maple Hill Road, PIN 14-31-400-038.

Mr. Ricci reviewed the staff report for the proposed preliminary plan with a staff recommendation

for approval. The Preliminary Plan would facilitate the development of a single-family detached and single-family attached community in the R-3A (Multiple-Family Residence) District. These residential uses are permitted by right; the subjects of this case were subdivision- and infrastructure-related aspects of the development, which proposes private drives with public water and sewer services. The Applicant has requested waivers from the Subdivision Code, primarily related to fees, that are in alignment with the City's current Standard Housing Incentive program and the Council's Strategic Priorities. One waiver is requested related to content of the subdivision which waives the requirement to install a public sidewalk along Maple Hill Road. Mr. Ricci reviewed the property's characteristics, zoning, available infrastructure, topography, and conformance with the City's Comprehensive Plan. A recent boundary survey determined that the north property line is 110 feet further north than shown on the County's GIS website; all improvements are proposed for inside the boundary of the property.

This Plan proposes to divide the property into 23 Lots of record to accommodate four-unit townhome structures for individual platting and ownership, similar-sized single-family detached dwellings, or larger-sized single-family detached dwellings. The fronts of most of the dwellings would face the private drives; the six smaller detached dwellings face the community garden in a courtyard fashion. Most of the lots have front-loading driveways leading to optional garages or carports; Lots 9-14 have adjacent on-drive parking. Each dwelling is served by a separate public water and sanitary sewer service and has frontage on a drive or common area that allows access for services. Outlot A would provide stormwater detention, and Lot 23 includes the private drives, greenspace and trail areas, and the community garden and pavilion space; both of these areas would remain in common or Property Owners Association (POA) ownership. The property would be developed in two phases, beginning at the north end of the property and working southward. Phase I would include installing the entire water loop and portions of the sanitary and storm sewer infrastructure, constructing Silver Maple and Sugar Maple Drives, and building 14 homes (Lots 1-14). Phase II would include completing the infrastructure, constructing Red Maple Drive and building eight homes.

Mr. Ricci reviewed the standards for Preliminary Plans, first noting that this proposal is more of a development than a standard subdivision: no "streets" – as defined by the Manual of Practice (Ch. 24) – are being proposed, and requirements that are intended to provide for integration and connection with adjacent subdivisions were not relevant in this unique context, reducing the number of appropriately-reviewable standards from 31 to 24. He reviewed early site plans as well as the Preliminary Plan and its construction sheet, showing the phasing of the project, including the off-drive parking along Sugar Maple Drive. He noted that this location is in the "Transit Zone": recent state legislation prohibits municipalities from enforcing minimum parking requirements in areas that are adequately served by mass transit. There is technically no minimum parking required at this site; any parking offered is voluntary. The construction plan includes elevations showing that the property generally slopes northward; stormwater is directed west along the drives to the west-end stormwater collection system and then north to the detention basin. He then reviewed the Principles of Planning, reiterating that the drives are private access drives, not public or private streets. Common areas will be owned and managed by a POA. Staff recommend that 15 mph speed limit signs are posted on both sides of all three drives to reduce conflict between cars and people walking and cycling. There would be significant common space, including a community garden, pavilion, and perimeter walking trail. Land use principles applicable to this development include "Conservation Neighborhoods" and

“Sustainability.”

Minor adjustments to the sizes of Outlots and Lots of record may be needed, as well as adjusting or adding easements for utilities and drainage. The overall lot, prior to subdivision, complies with the Zoning Code and would allow the proposed structures to be developed without subdivision, since the current R-3A (Multi-Family Residential) district allows multiple principal structures on a single lot as a permitted use. A provision that specifies that multiple lots of record may make up a zoning lot allows the platting of lots within the current property that does not require *individual* lots of record to meet size minimums, since the *overall development* meets those minimums; many of the relevant setbacks are met even for the resulting individual parcels. Mr. Ricci summarized that staff found that the proposal met all of the standards for review and recommends approval.

Commissioner Beyer asked how residents would have access to public transportation if there are no sidewalks along Maple Hill Road, and asked if there would be a bus stop at one of the access points or nearby. Discussion determined that there is a bus stop along Wylie Drive. Mr. Ricci clarified that being in the “Transit Zone” delineated by State legislation does not mean that every property in that zone has easy access to transit. He also confirmed that the development is proposing to provide enough parking to meet the minimum parking requirement that would be in force if the State legislation did not waive the minimum parking requirement.

Commissioner Prior asked why the waivers for substandard road fees and parkland dedication were requested; Mr. Ricci deferred to the Applicant.

Ms. Pemberton provided history of the Standardized Housing Incentive that was passed a few years ago, which included incentives that could waive these fees that are required under Chapter 24 – Subdivision Code, which can be substantial depending on the size of the development. Providing the waivers during the Preliminary Plan process substitutes for the more complicated process of negotiating a Development Agreement, and the City Engineer and Director of Development Services were comfortable addressing the request through this process.

In response to requested clarification by Commissioner Mosley, Mr. Ricci reiterated that, for full transparency and understanding, staff were sharing all of the waivers that were being requested by the Applicant, but that Planning Commission is providing a recommendation on only the sidewalk construction requirement and waiver of water tap-on fees, as they were the only ones in their purview because due to their jurisdiction under the Subdivision Code. The requested waivers of substandard road fees and parkland dedication or fee in lieu of are different sections of City Code outside the purview of the Planning Commission.

Commissioner Mosley asked for more information about the water tap-on fees. Mr. Ricci explained that, as a conservation subdivision, the development will be collecting rainwater in rainbarrels, which will reduce the amount of stormwater that will need to be managed. He reminded the Commission that there is no discharge from this development into the City’s stormwater management system. Ms. Pemberton stated that the water tap-on fee is estimated to be around \$22,000 – \$5,600 in principal and \$16,000 in interest – for the entire property.

Commissioner Pontius expressed concern about waiving the sidewalk requirement, especially

because many of the new homes would likely have children living there. Mr. Ricci explained that there are no existing sidewalks along the road, and this section would not connect to anything. Ms. Pemberton agreed, adding that the City would then be responsible for maintaining a sidewalk that provided little or no benefit. Additionally, the sidewalk would have to be located in the existing swale along the road, which would require enclosing that drainageway for that segment of the swale, leveling the ground, and building the sidewalk on top of the new stormwater pipe; all to allow for a sidewalk that does not connect to any sidewalk network. Discussion continued.

Commissioner Mosley noted that this was located in Ward 7, not Ward 5 as stated in the agenda; staff said they would correct this. She asked who was responsible for approving construction plans; Ms. Pemberton stated this was a joint responsibility of the Development Services Department and the Engineering Department.

Commissioner Pontius asked who would be responsible for maintaining the private drives. Mr. Ricci stated that the POA would maintain the drives. Commissioner Pontius asked if they would maintain the electric vehicle (EV) chargers proposed at the ends of Sugar Maple Drive; Mr. Ricci deferred to the Applicant.

Chair Peradotti opened the public hearing.

Rebecca Dorise-Johnson, Applicant, addressed the Planning Commission. She stated that she has a child and she would be living at the development. She appreciates the Commission's concerns about safety, which is why they are developing the pedestrian network around the development so that people don't have to go onto Maple Hill Road to get to the different areas of the neighborhood. She stated that the EV chargers are primarily designed to provide EV charging for the six (6) "cottage cluster" units and would be maintained by the POA.

Commissioner Prior asked her to explain the water tap-on fee waiver justification. She responded that they would be installing 1,500-gallon water cisterns at each home; this collected rainwater would be used for toilet flushing and landscaping, which should save the City over 300,000 gallons of water every year, which is an important community benefit. He asked why the streets in Phase II were not being developed during Phase I; she replied that was for cost-effectiveness and financing.

Chair Peradotti asked Ms. Dorise-Johnston if she wanted to comment on the public transit or other discussion items. She responded that there is a bus stop by the *Marcus Theater* and *Stake and Shake*, which is a walkable distance. This walkable accessibility to entertainment, grocery stores and other food sources qualifies this development for WELL Certification [International WELL Building Institute], one of the goals of the proposal.

Chair Peradotti closed the public hearing.

Commissioner Mosley asked how they could note the water conservation justification for the requested waiver in their motion, for documentation purposes on why they voted as they did. Ms. Pemberton stated they could add language to the Findings of Fact explaining their justification. Commission members and staff discussed the desired language.

Commissioner Mosley wondered if Alderman Ward might have questions about the sidewalk waiver and should the Commission add language regarding that waiver to the Findings. Mr. Boyle confirmed they could add language regarding the sidewalk waiver to the Findings. Commission members and staff discussed the desired language.

Commissioner Lewis made a motion, seconded by Commissioner Mosley, to establish findings of fact that the proposed Preliminary Plan does conform with the standards of the Subdivision Code, and that waiving of the public water tap-on fees supports the implementation of the plan in a manner that would conserve 300,000 gallons of water per year, and to amend the finding for Subdivision Principle A to include that a public sidewalk along Maple Hill Road would not be required to be constructed due to the lack of connectivity to the north and south, and that the design of the existing road uses a potential sidewalk's location as stormwater conveyance; that the Preliminary Plan does conform with the Zoning Code and does conform with the Official Comprehensive Plan; and to recommend approval of the request with the following waivers and conditions: waiver of the required form of content of a preliminary plan, waiver of a public water tap-on fee, waiver of sidewalk construction along Maple Hill Road, and a condition to post 15 mile per hour speed limits along both sides of all drives.

AYES: Beyer; Lewis; Mosley; Peradotti; Pontius; Prior.

Motion passed.

Chair Peradotti noted that the case would proceed to City Council on July 27.

New Business

Mr. Ricci introduced Peter Pontius as a new Commissioner, who had previously been serving on the Cultural Commission.

Mr. Ricci briefed members on the upcoming data center forum, which would be held some time during the last two weeks of August at the Bloomington Center for Performing Arts. There would be a panel of experts presenting both sides of the issue, and then staff would be drafting a zoning ordinance text amendment for the Commission to review during September and October. Commission Beyer asked if this would be a Planning Commission public hearing; Ms. Pemberton clarified that the August meeting would not be a public hearing. Members of the public would be able to submit questions in advance. There would be the first public hearing at Planning Commission on the draft amendment in September to get feedback, and then a second public hearing with the amendment expected to go to Council at the end of October.

Commissioner Pontius asked if the owners of the two existing data centers could be asked to provide their billing data for water and electricity for their facilities. Mr. Ricci stated that staff could request that information from those facilities, and that data could be good justification for allowing more facilities of that size.

Chair Peradotti congratulated Mr. Boyle on his retirement from the City. Mr. Ricci introduced Ms. Vazquez as the City's new Assistant Corporate Counsel. She gave a brief history of her service in McLean County.

Adjournment

Vice Chair Beyer made a motion, seconded by Commissioner Pontius, to adjourn the meeting.

AYES: Beyer; Lewis; Mosley; Peradotti; Pontius; Prior.

Motion carried (viva voce).

The Meeting Adjourned at 5:16 p.m.

Attachments:

1. Meeting Presentation

CITY OF BLOOMINGTON

Bill Peradotti, Chair

Marcus Ricci, AICP, Staff Liaison



City of Bloomington Planning Commission

July 2, 2026



CITY OF BLOOMINGTON
PLANNING COMMISSION
JULY 2, 2026

Agenda

Item	Case Number	Description
4A	N/A	Review and approval of the Minutes of the May 7, 2026, regular meeting of the Bloomington Planning Commission.
5A	PS-02-26	Public hearing, consideration, and action on a request submitted by COII, LLC, for approval of a Preliminary Plan for the subdivision to be known as Maple Square, for the property commonly known as 1029 Maple Hill Road, PIN:14-31-400-038
6	N/A	Any new business that may arise.

PS-02-26

Public hearing, consideration,
and action on a request
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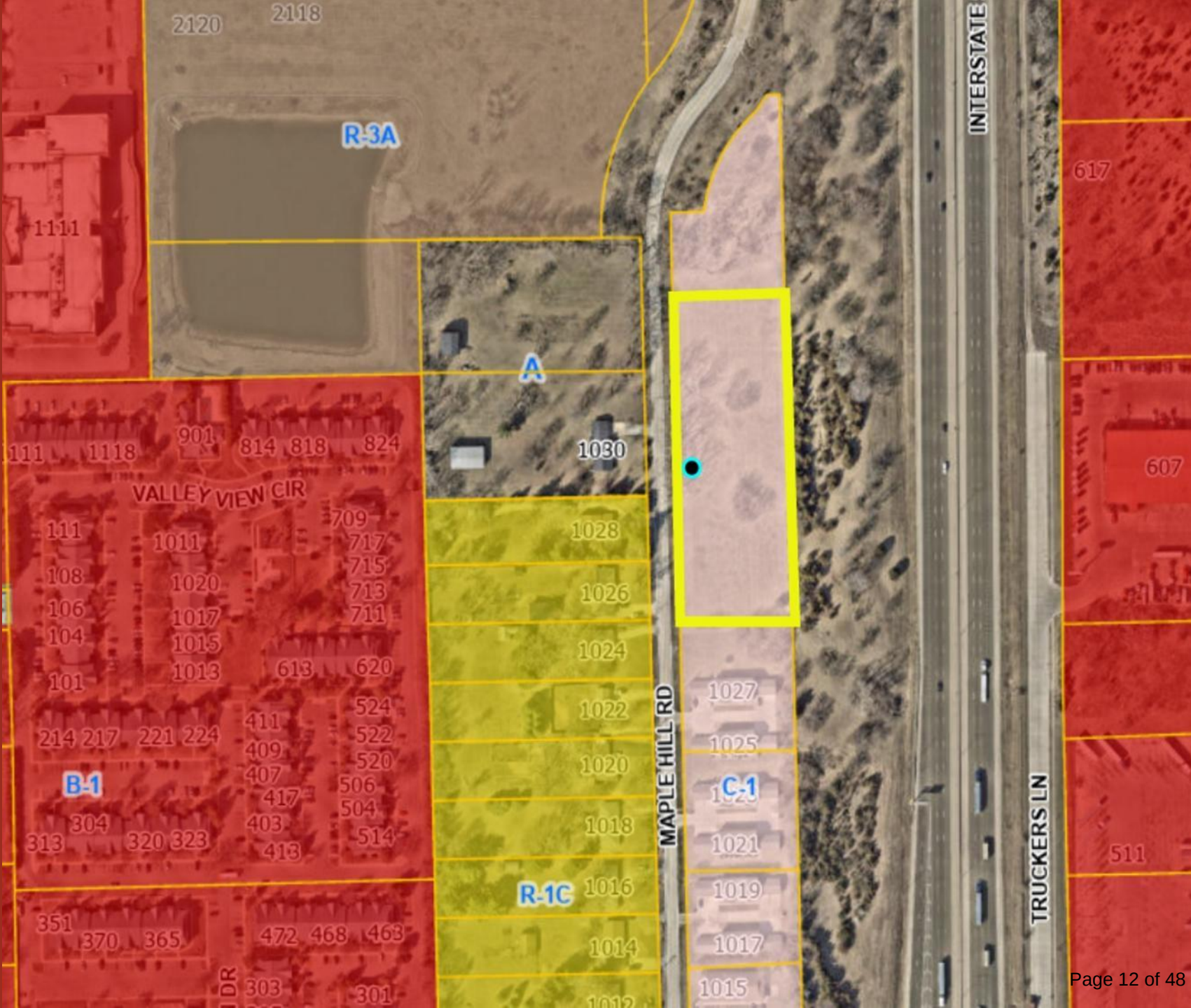
AERIAL MAP



PS-02-26

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ZONING MAP



PS-02-26

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WATER UTILITIES



PS-02-26

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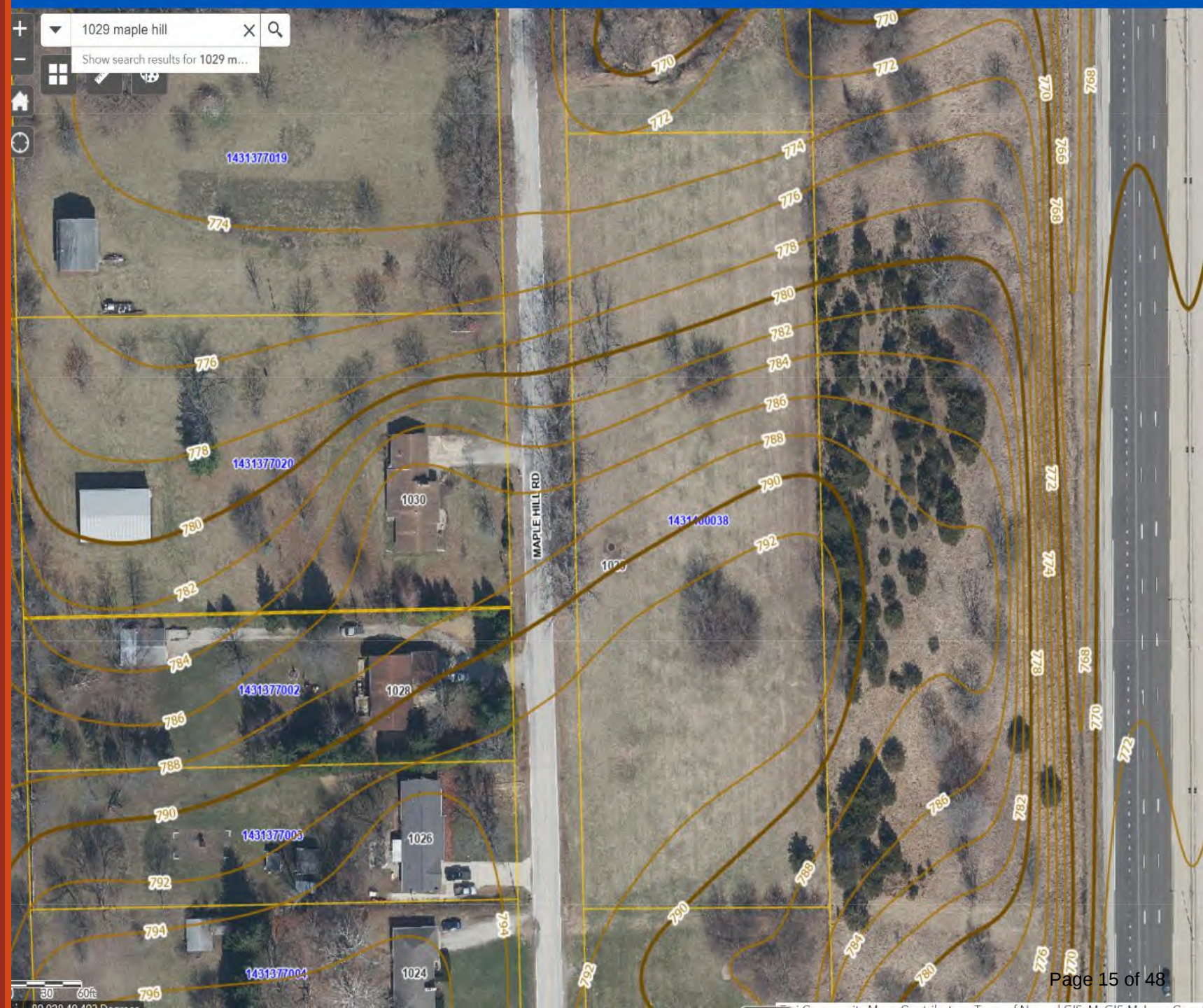
SANITARY SEWER
STORM SEWER (NONE)



PS-02-26

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TOPOGRAPHY (2')
NO FLOOD ZONES



Compliance with the 2035 Comprehensive Plan

The proposed Preliminary Plan contributes to:

- Goal H-1 (Ensure the availability of safe, attractive, and high-quality housing stock to meet the needs of all current and future residents of Bloomington)
 - H-1.1 (Ensure that the housing to accommodate the new growth is a broad range (of types, sizes, ages, densities, tenancies and costs) equitably distributed throughout the City, recognizing changing trends in age-group composition, income, and family living habits).
- Goal UEW-1 (Provide quality public infrastructure within the City to protect public health, safety and the environment)
 - UEW-1.2 (Expand City's infrastructure, as needed, while supporting the overall goal of compact growth and vibrant urban core).

PS-02-26

Public hearing, consideration, and action on a request submitted by COII, LLC, for approval of a Preliminary Plan for the subdivision to be known as Maple Square, for the property commonly known as 1029 Maple Hill Road, PIN:14-31-400-038

COMPREHENSIVE PLAN: FUTURE LAND USE - RESIDENTIAL

- ☒ Future Land Use Planning
 - ☐ General Growth Areas
 - ☐ Future Area 1 without Hershey RR Crossing
 - ☐ Future Area 1 with Hershey RR Crossing
 - ☐ Future Area 2 without Hershey RR Crossing
 - ☐ Future Area 2 with Hershey RR Crossing
 - ☒ Proposed Future Land Use Working
 -  Future Commercial/Retail
 -  Future Industrial/Employment Center
 -  Future Institutional/Public/Recreation
 -  Future Mixed Use
 -  Open Space or Undeveloped
 -  Future Residential
 -  Future Planning - See Inset
- ☐ Future Land Use Comp Plan Figures



PS-02-26

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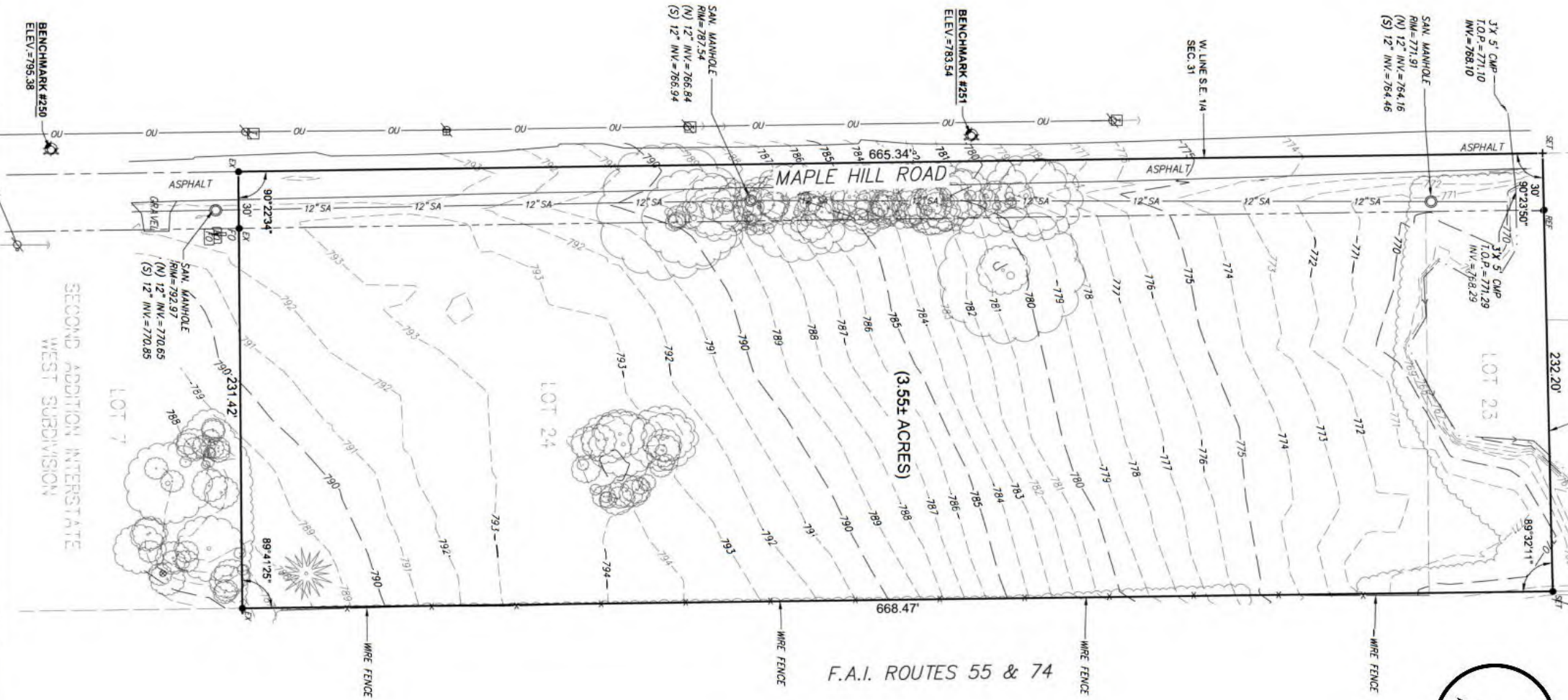
COMPREHENSIVE PLAN: BUILT
AREAS – HIGH-DENSITY
RESIDENTIAL

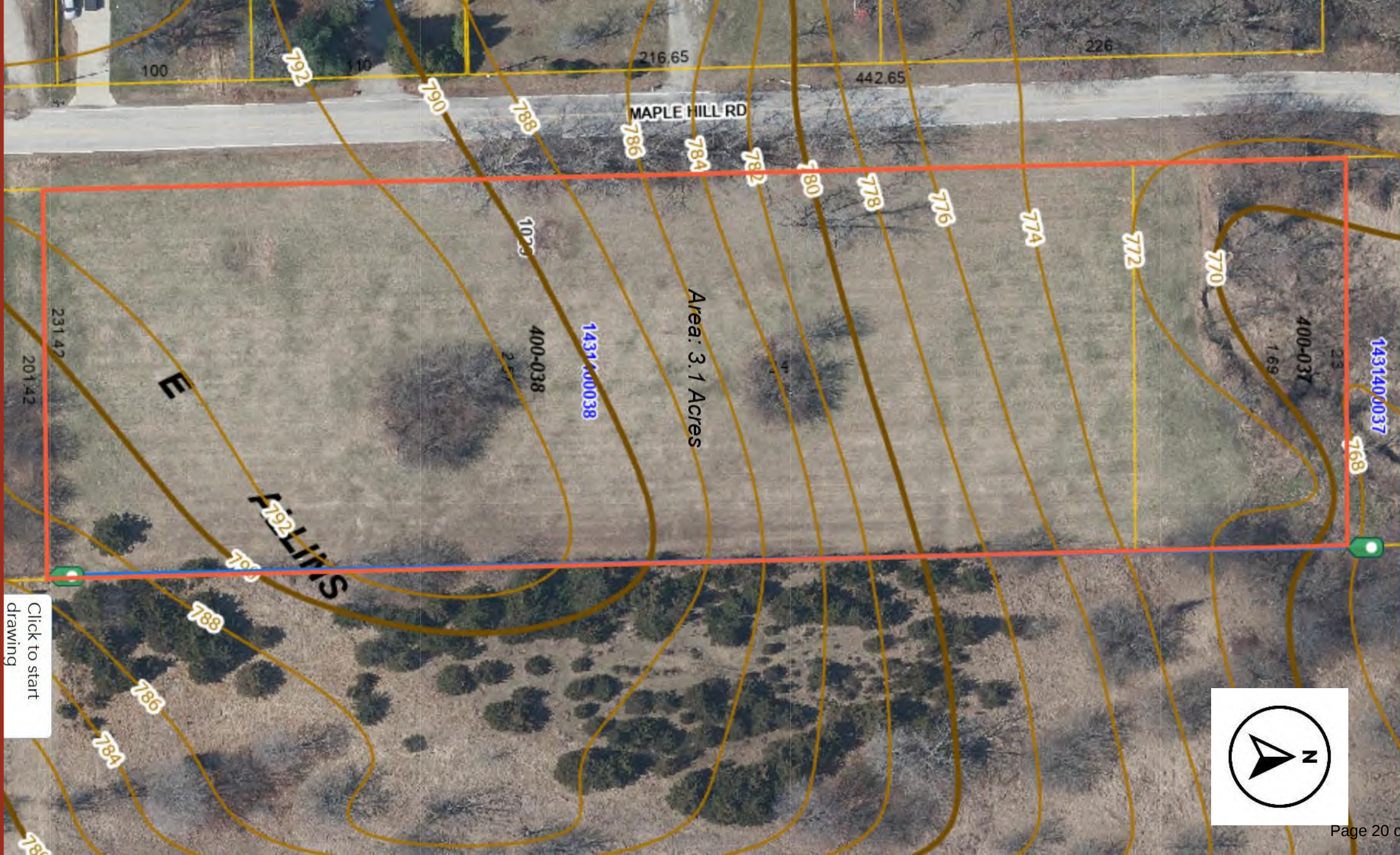


BOUNDARY & TOPOGRAPHIC

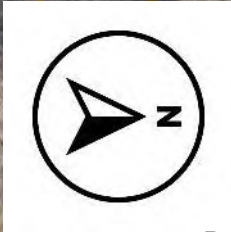
PART OF SE 1/4 SECTION 31, TOWNSHIP 24 NORTH, RANGE 2 EAST OF THE THIRD CITY OF BLOOMINGTON, McLEAN COUNTY, ILLINOIS

S. LINE PROPERTY CONVEYED
TO TOWN OF NORMAL IN SECOND
PART EXHIBIT A, DOC. NO. 94-19031





Click to start
drawing



ED SUB-GRADE
6" P.C. CONCRETE
4" P.C. CONCRETE WALK OR
6" P.C. CONCRETE PAVEMENT

TYPICAL STREET SECTION

PHASE 2
PHASE 1

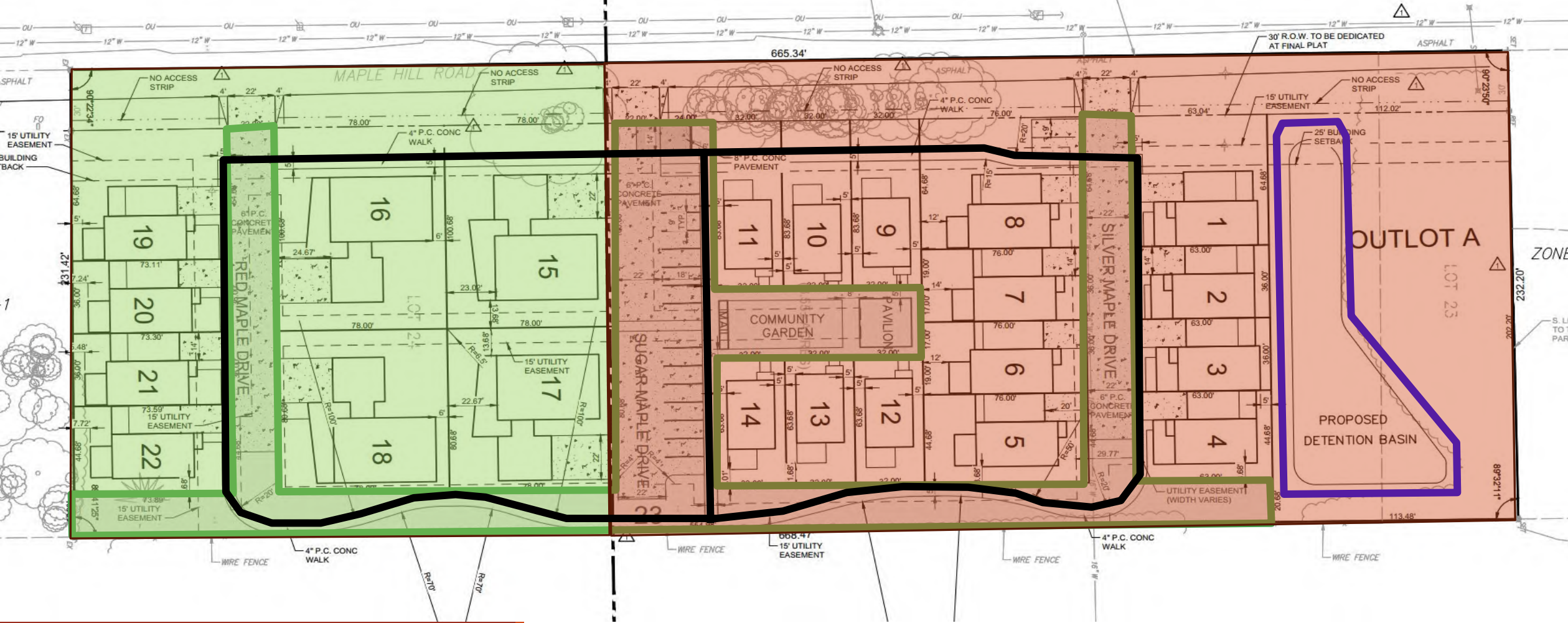


AREAS TO BE PLATTED IN
COMMON OWNERSHIP OR
POA OWNERSHIP (LOT 23)



BENCHMARK #251
ELEV.=783.54

W. LINES E. 1/4
SEC. 31



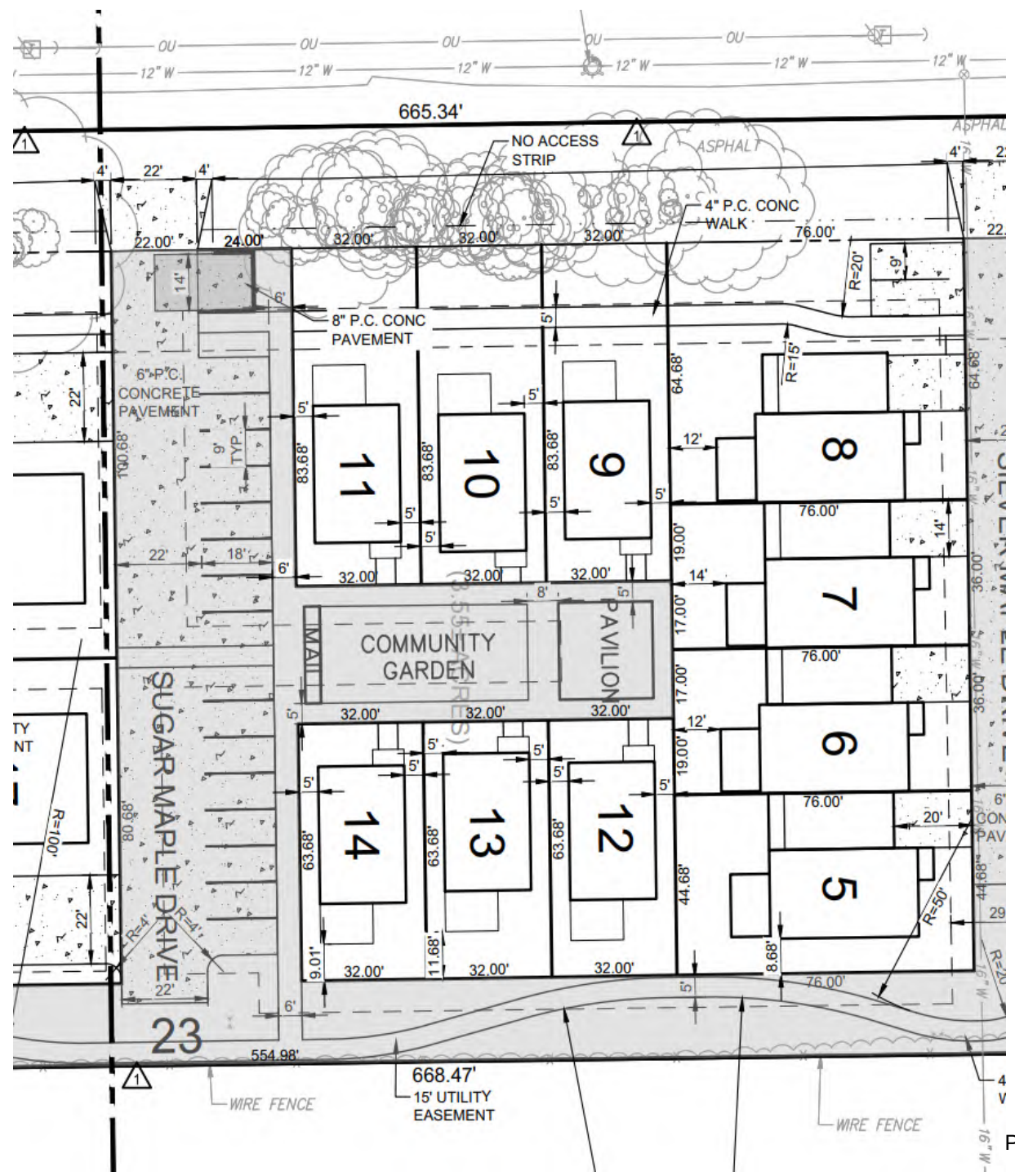
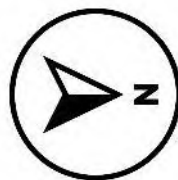


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PS-02-26

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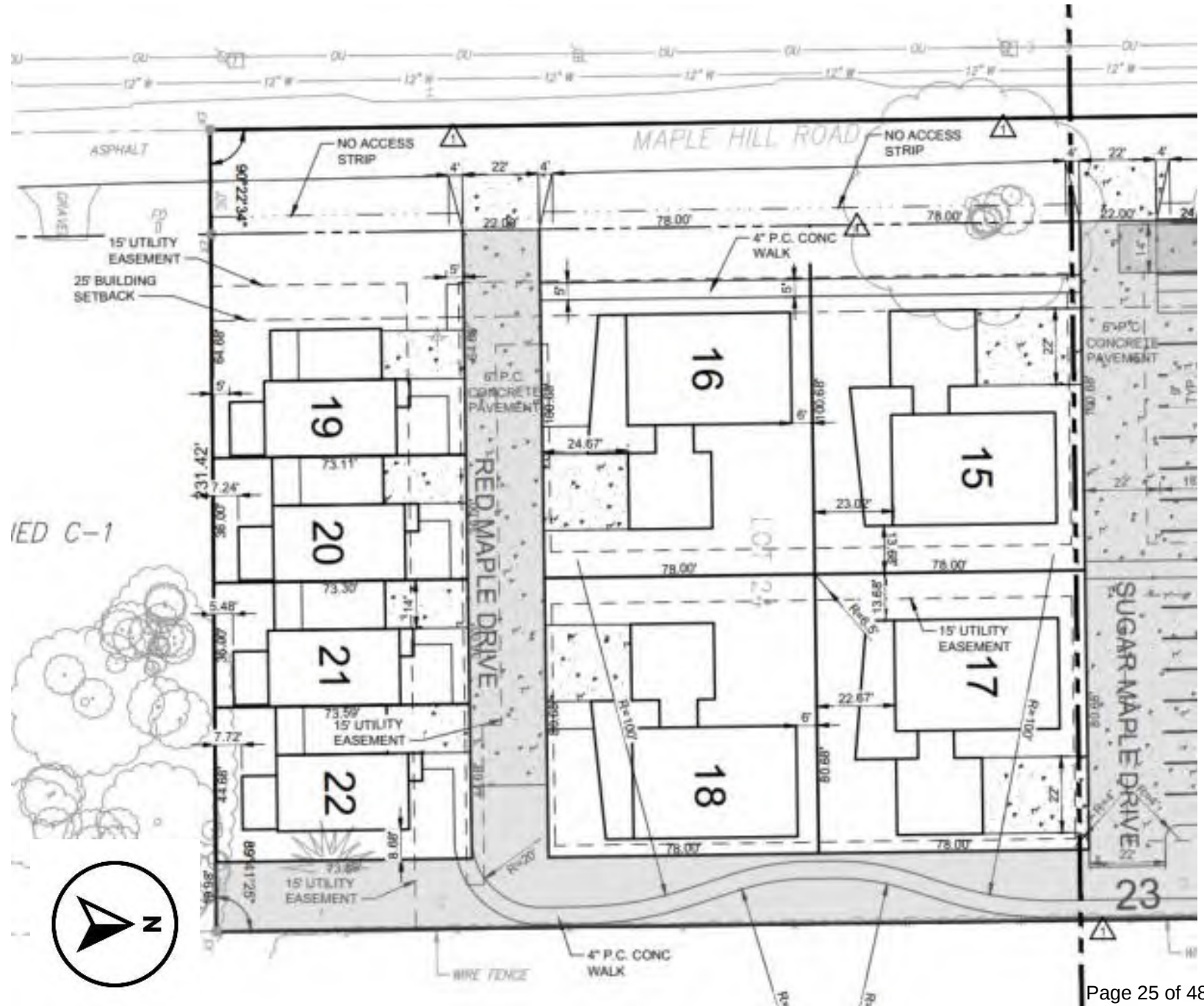
PRELIMINARY PLAN LAYOUT
– PHASE 1 – SOUTH 1/2



PS-02-26

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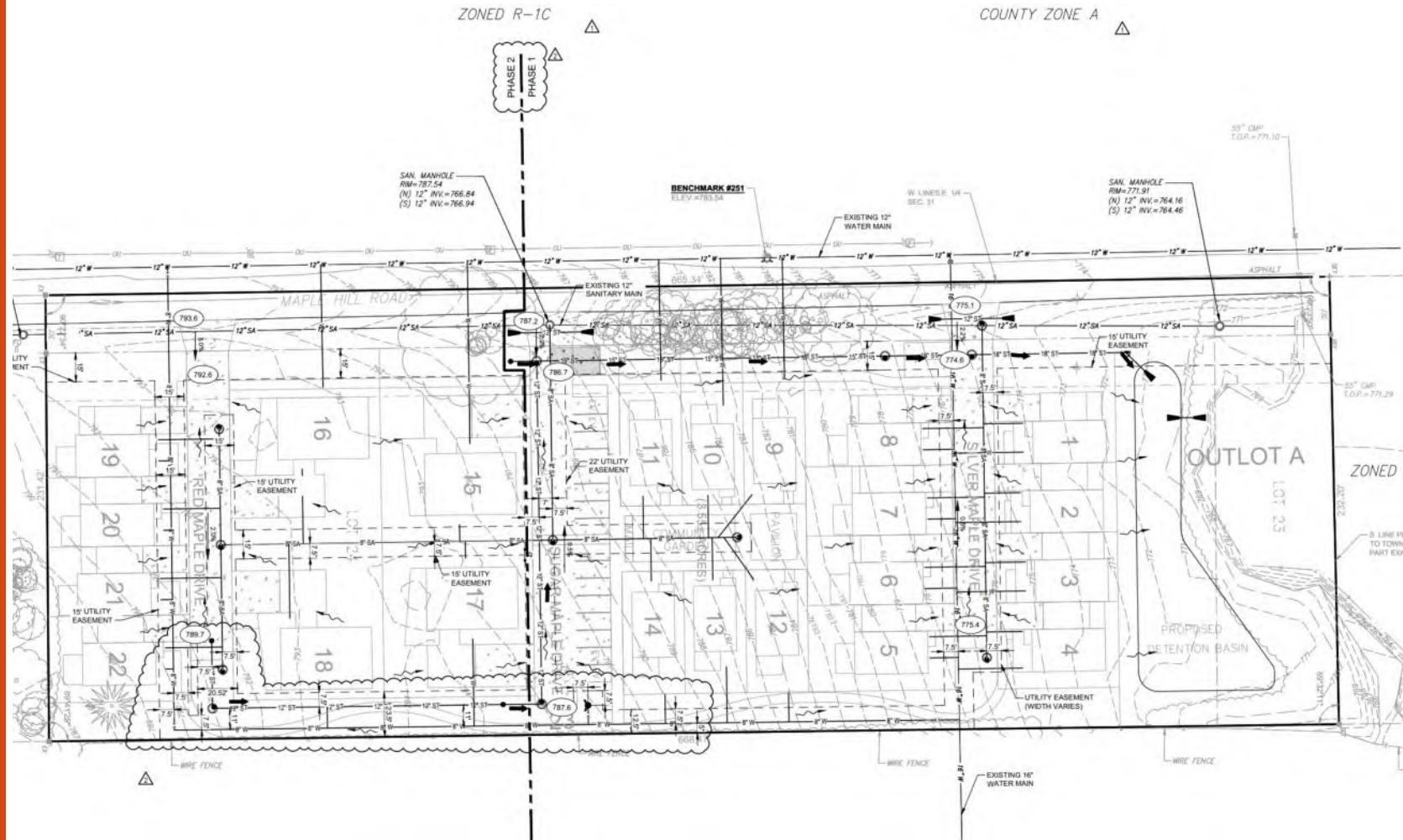
PRELIMINARY PLAN LAYOUT
– PHASE 2



PS-02-26

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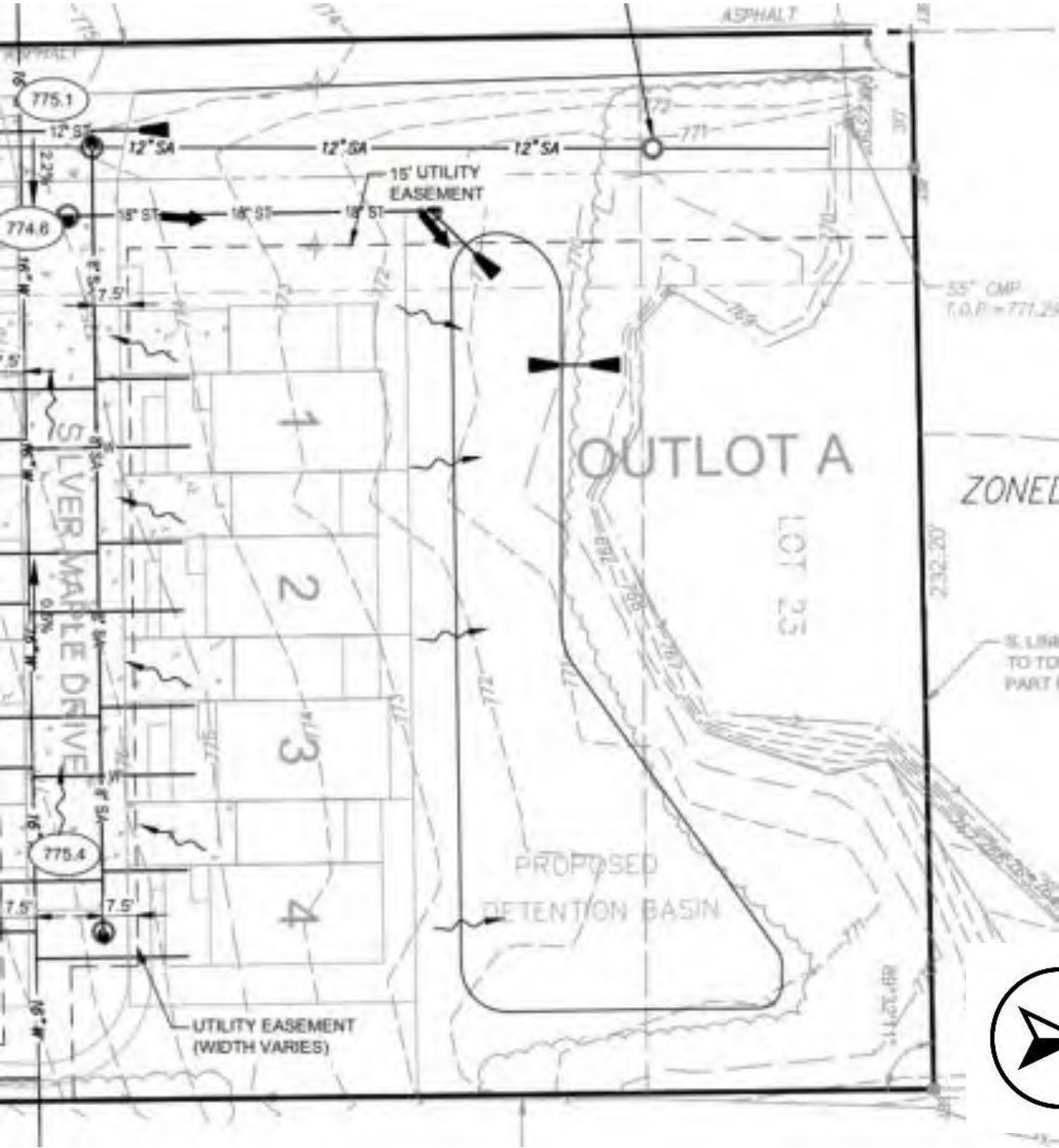
PRELIMINARY PLAN UTILITIES



PS-02-26

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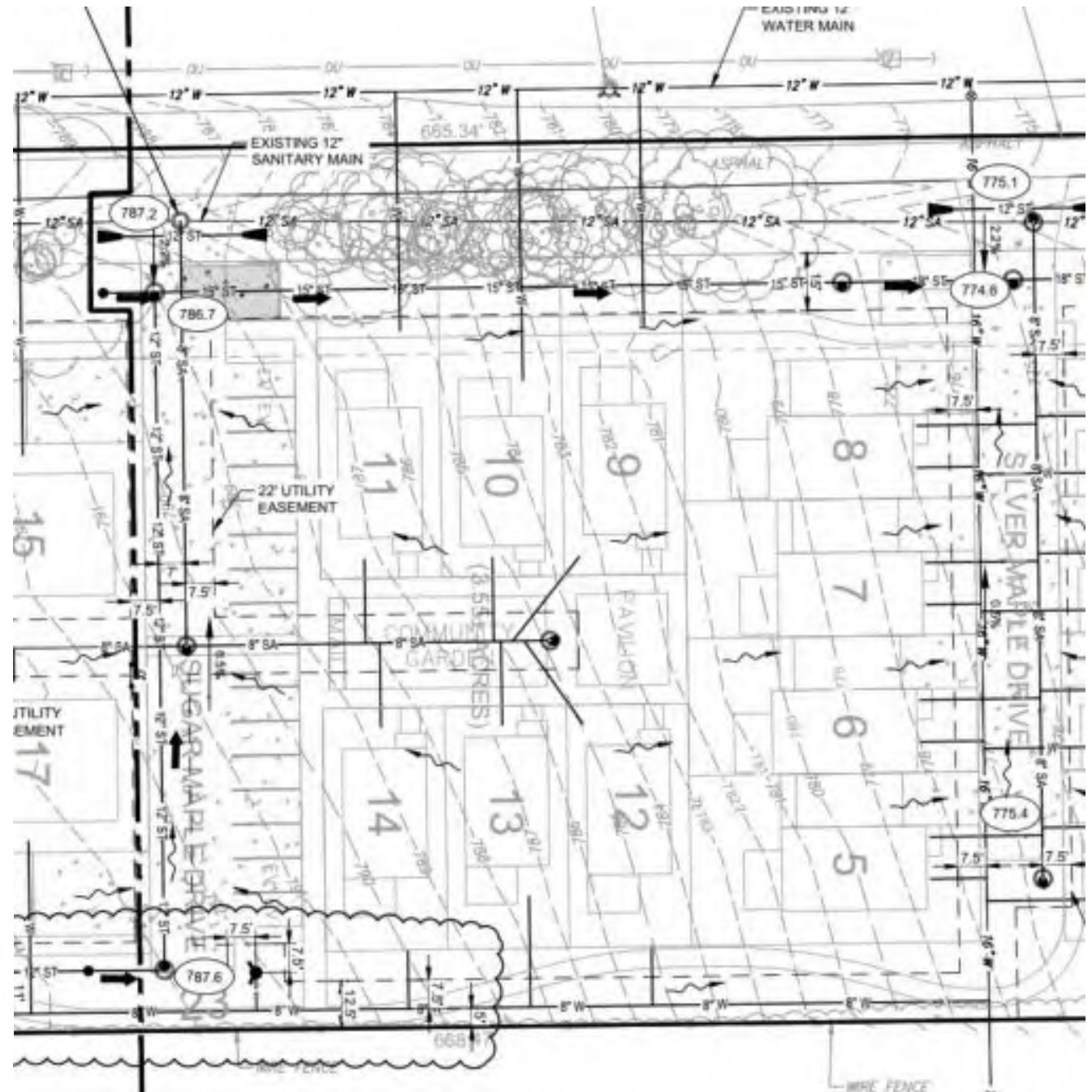
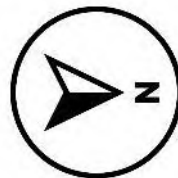
PRELIMINARY PLAN UTILITIES
- PHASE 1 – NORTH 1/2



PS-02-26

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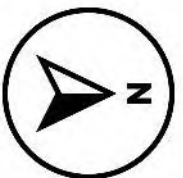
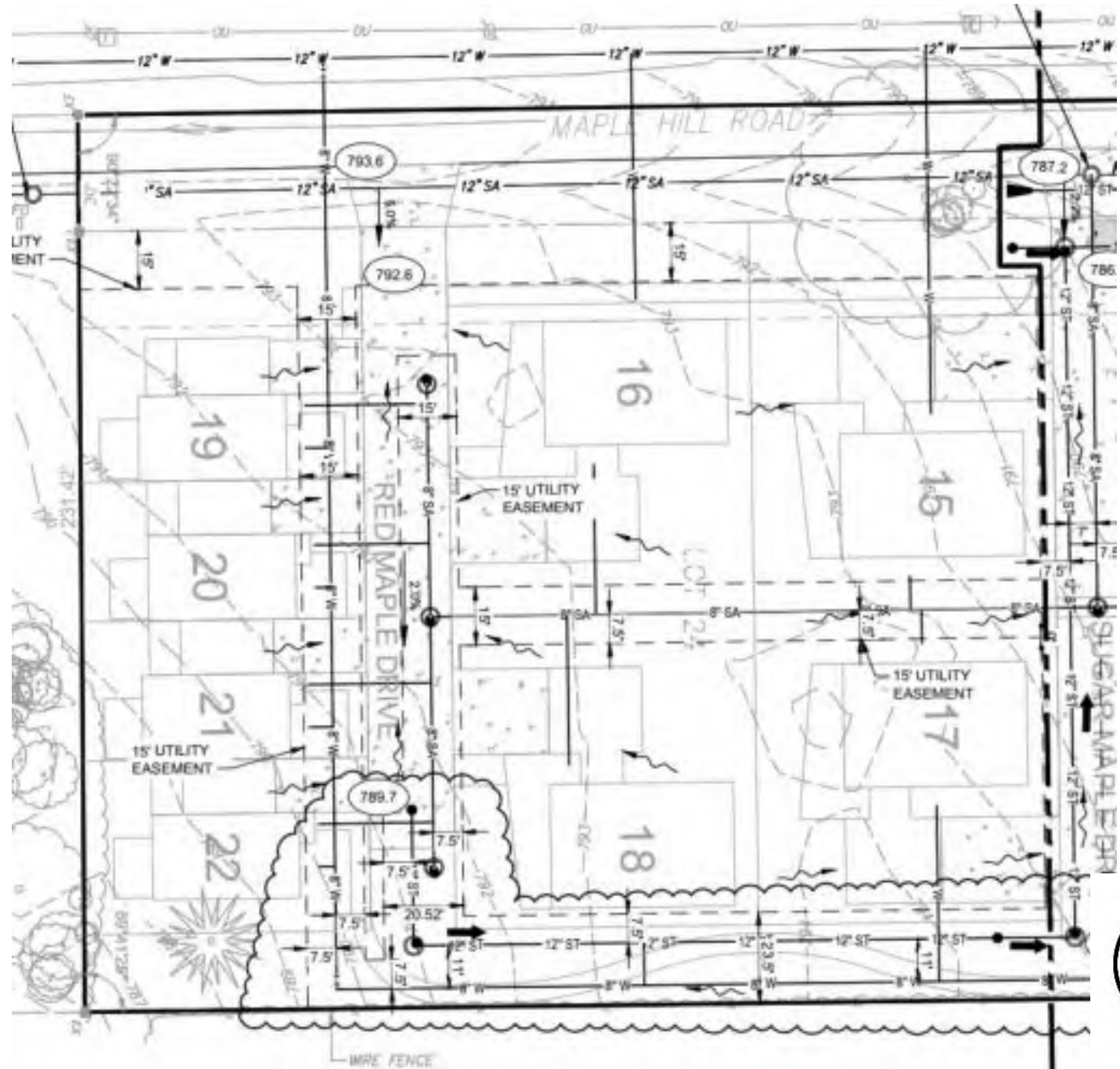
PRELIMINARY PLAN UTILITIES - PHASE 1 – SOUTH 1/2



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PRELIMINARY PLAN UTILITIES – PHASE 2



Subdivision Principles of Planning

- A. Adequate vehicular and pedestrian access should be provided to all parcels.
- B. Local street systems should be designed to minimize through-traffic movements.
- C. Traffic generators within residential areas should be considered in the local circulation pattern.
- D. Planning and construction of local streets should clearly indicate their function.
- E. Pedestrian-vehicular conflict points should be minimized.
- F. An optimum amount of space should be devoted to street uses.
- G. Local streets should be related to topography from the standpoint of both economics, drainage and amenities.
- H. Open space areas should be provided, commensurate with the projected population density of the development.
- I. Public utilities, including water, storm sewer, and sanitary sewer facilities, should be existing or proposed by the developer or the City of Bloomington of a size adequate to serve the proposed subdivision and any other future development they may be required to service.
- J. The general land use principles and planning standards should be applied to the subdivision as contained in the Comprehensive Plan of the City of Bloomington.

Layout and Design Requirements

- A. Subdivisions shall consist solely and exclusively of lots of record, outlots, easements, public right-of-way and public improvements.
- B. All proposed lots of record shall front on and have access to a public street or roadway. Flag lots are not permitted in R1 and R2 Zoning Districts.
- C. All proposed lots of record shall meet or exceed the lot size, dimension and area requirements of any applicable zoning regulations of the City of Bloomington and, when applicable, the County of McLean.
- D. Outlots may not be used for buildings or parking lots.
- E. Rear, side, and front yard easements shall be dedicated to the City for use by the City and private utility companies (for gas, electricity, Cable TV, water, storm sewer, sanitary sewer, etc.) as provided herein.
- F. Where residential lots are platted abutting an arterial major street, the “back-up” treatment should be used and a “no-access” strip depicted on those lots adjacent to the arterial street.
- G. Boundaries of the subdivision shall be drawn to meet or exceed the required standards.
- H. In general, lots shall be as nearly rectangular in shape as practicable.



Staff Recommendation

CASE PS-02-26

Staff finds that the standards for Preliminary Plans have been adequately addressed.

Recommended Actions:

Motion to establish findings of fact that ***the Preliminary Plan does conform*** with the standards of the Subdivision Code, and that waiving of the proposed public water tap-on fees supports the implementation of the Plan in a manner that would conserve 300,000 gallons of water per year; and to amend Subdivision Principle A. to include that a public sidewalk along Maple Hill Road would not be required to be constructed due to the lack of connectivity to the north and south and that the design of the existing road uses a potential sidewalk's location as stormwater conveyance; and that the Preliminary Plan does conform with the Zoning Code, and does conform with the Official Comprehensive Plan; and to ***recommend approval*** of the request with the following waivers and conditions:

- Waiver of required form and content of preliminary plan (S. 24-402, Subdivision Code)
 - Waiver of water tap-on fees (Chapter 8, Manual of Practice)
 - Waiver of sidewalk construction along Maple Hill Road (Chapter 5, Manual of Practice)
- Condition of posting 15 mph speed limits along both sides of all drives

This case will proceed to the July 27, 2026, City Council meeting for review and decision.



Next Meeting

August 6, 2026



For Planning Commission: August 6, 2026

Ward Impacted: City Wide

Subject: Z-05-26 - Public hearing, review, and action on a request initiated by the City of Bloomington, for the approval of text amendments, modifications and additions to the Zoning Code of the City of Bloomington, Illinois (Chapter 44 of the Bloomington City Code, 1960), relating to: 1) Use Permissions in Business Districts, 2) Residential District Bulk and Site Standards, 4) Off-street Parking and Loading, 5) Accessory Buildings and Uses, and 6) general administrative corrections.

Recommended Motion: Motion to establish findings of fact that the proposed text amendments are in the public interest, and a motion to recommend that City Council approve the proposed text amendments.

Strategic Plan:

Priority Area 1: Infrastructure. Improving and maintaining the City's infrastructure, including water, sewer, streets, sidewalks, and other physical assets. This priority includes identifying and prioritizing maintenance needs, defining service levels in line with City appropriations, understanding and communicating costs, reducing backlogged maintenance, and ensuring residents can rely on safe, functional infrastructure.

Priority Area 2: Housing. As a component of community revitalization, this includes addressing blight, preserving existing housing, supporting rehabilitation, advancing housing affordability, promoting proactive code enforcement, and improving residents' sense of safety and stability in their homes and neighborhoods. The need for additional housing within the community includes but is not limited to affordable housing, market-rate housing, and housing for seniors.

Background: Per § 44-1706B, text amendments may be proposed by City Staff. The following are recommendations for improvements or additions to the existing Zoning Code of the City of Bloomington (Chapter 44); associated changes to Chapter 29 (Motor Vehicles and Traffic) are also required.

1. Make infill and intentional small-lot development easier and more consistent by allowing modifications of District standards under certain conditions.
2. Clarify and clean up language related to parking spaces and driveways in Residential districts; this section of the Code is frequently a source of difficulty during permitting and compliance cases due to the lack of clarity and conflict with other sections of City Code.
3. Adjust the B-1 (General Commercial) District uses to more closely align with the District "Purpose and Intent" (§ 44-501A).
4. Update Accessory Buildings provisions to clarify process and result, protect drainage/access easements and public infrastructure, and reduce property maintenance complaints related to difficulty of access.
5. Clarify where you can park trailers and recreational equipment—including RVs, camping equipment, and boats—make language more clear, common sense, and easier to

enforce.

Community Groups/Interested Persons Contacted: Notice was published in *The Pantagraph* on July 9, 2026.

Financial Impact: N/A

Attachments:

1. Staff Report with Attachments 1 & 2

TO: Planning Commission

FROM: Development Services Department

DATE: August 6, 2026

CASE NO: Z-05-26, Text Amendments

REQUEST: Public hearing, review, and action on a request initiated by the City of Bloomington, for the approval of text amendments, modifications and additions to the Zoning Code of the City of Bloomington, Illinois (Chapter 44 of the Bloomington City Code, 1960), relating to: 1) Use Permissions in Business Districts, 2) Residential District Bulk and Site Standards, 4) Off-street Parking and Loading, 5) Accessory Buildings and Uses, and 6) general administrative corrections.

BACKGROUND

Per § 44-1706B, text amendments may be proposed by City Staff. The following are recommendations for improvements or additions to the existing Zoning Code of the City of Bloomington (Chapter 44); associated changes to Chapter 29 (Motor Vehicles and Traffic) are also required.

- 1) Make infill and intentional small-lot development easier and more consistent by allowing modifications of District standards under certain conditions. By *restricting these allowances to platted conditions and existing development context* the new allowances have been drafted in a way that is applicable to only new neighborhoods that intentionally choose to develop in an “urban” manner (rear access for automobiles and homes set closer to the sidewalk), or in older neighborhoods that were already developed in a similar manner. Addition of language to § 44-404A and § 44-404B, and § 29-104.
- 2) Clarify and clean up language related to parking spaces and driveways in Residential districts; this section of the Code is frequently a source of difficulty during permitting and compliance cases due to the lack of clarity and conflict with other sections of City Code. Reorganization, addition of language, removal of language in § 44-404C and § 44-1617.
 - a. Create clarity; reduce math and cross-referencing to determine compliance with driveway and parking space size and location.
 - b. Clarify allowance of shared driveways and add “best practice” of requiring a recorded use and maintenance agreement (create clear public/private compliance boundaries).
 - c. Requires corrections to “P” Definitions and movement of a “definition” in § 44-1206F to the “definitions” section, plus reference updates, for related clarification.
- 3) Adjust the B-1 (General Commercial) District uses to more closely align with the District “Purpose and Intent” (§ 44-501A). Last year the City began evaluating and initiating large-scale “right zoning” for some residential neighborhoods; this effort is planned for continuation, including review of some commercial areas, including a reduction in the amount of B-1 zoned properties. Review and alignment of District intents and permissions is important prior to any significant change in the zoning map related to that District. Addition and removal of language in § 44-502B and § 44-1602.
 - a. Increase focus on using ground-floor for commercial, while increasing allowances for “commercial” residential options (such as apartments) above commercial uses.
 - b. Align Health Uses, based upon externalities, specifically ambulance/guest frequency. Adjusted terminology for easier understanding by the general public.
 - c. Requires changes to “A” Definitions for related clarification.

- 4) Update Accessory Buildings provisions to clarify process and result, protect drainage/access easements and public infrastructure, and reduce property maintenance complaints related to difficulty of access. Addition and removal of language in § 44-908D.
 - a. Increase setback to five (5) feet which is a common side/rear utility easement depth and aligns with Building Code separation requirements for residential structures.
 - b. Clearly states that structures shall not be located inside easements that require surface access to retain validity; provides a process for location in utility easements.
 - c. Increases height allowance in Residential districts to be consistent with other districts (80% of the district maximum), with requirement that they cannot be taller than the primary structure.
 - d. Structures within 2-ft of the primary structure are still considered “attached” (think: pergolas).
- 5) Clarify where you can park trailers and recreational equipment—including RVs, camping equipment, and boats—make language more clear, common sense, and easier to enforce. Reorganization, addition of language, removal of language in § 44-1203
 - a. Increase plain language, reduce double-negatives, re-order for understanding.
 - b. Requires corrections to “H” Definitions in § 44-1609 to the “definitions” section.

Notice

Notice was published in *The Pantagraph* on July 9, 2026.

STANDARDS FOR REVIEW

The Planning Commission (PC) shall hold at least one public hearing on any proposed text amendment and report to the Council its findings of fact and recommendations. Recommendations shall be made upon the determination that the text amendment is in the public interest and not solely for the benefit of the applicant, taking into consideration the standards listed in § 44-1706E and discussed below.

1. The extent to which the proposed amendments are consistent with the public interest, giving due consideration for the purpose and intent of this code as set forth in § 44-1701 herein.

Topic 1) The flexibility provided by allowing modifications to the Residential District Standards—rather than changing standards across the District(s)—protects the public interest by reducing barriers for new and infill development, without placing the character of existing subdivisions in the “Stable” areas of the city at risk. These modifications are akin to a version of Design Criteria, that will help place infill in appropriate context, as well as allow new small-lot “Single-Family Detached” residential developments to use intentionally “urban” design.

The protection of tying those modifications to specific land entitlements (platted alleys, no-access strips, etc.) will provide protection for newer existing subdivisions that were designed in the more “suburban” format. For example: the modification to allow a reduced front yard, based on platted alley access, could not be applied in a subdivision designed with front-loaded automobile access and more privatized space. For most of the existing subdivisions south or east of Veterans Parkway, as well as many of the interior subdivisions developed after c.1950, the entire structure of the neighborhood would need to be re-worked and re-platted for a property(s) to be eligible to use this modification.

These modifications provide flexibility for multiple forms of new neighborhoods to exist in the same single-family “use” context but not necessarily in the same neighborhood, helping to ensure that everyone can find a home in a neighborhood that makes sense for *them*, based on their values, preferences, and resources.

Topics 2 & 5) The public interest is served through the creation of processes and regulations that are clear, straightforward, and flexible. Colloquial language would almost certainly not result in someone referring to the garage at their single-family home as a “parking lot,” nor would someone stand in front of a driveway with a measuring tape to decide whether they can legally park two cars side-by-side; yet both could reasonably occur under the current Code. The sections related to parking, particularly for vehicles related to the average person, are frequently called confusing by residents and staff. For example: guidance on how to treat inoperable vehicles is based on the definition of “Junkyard” to prevent certain activities, rather than on plain language describing what *should* be done. Proposed changes to these sections move the language toward performance-based standards (“vehicles...shall not overhang...sidewalks or streets.”) and clear directives (“...inoperable vehicles must be stored indoors, or in...”), with the practicality of application and enforcement in mind.

Topic 3) Adjustments to the B-1 (General Commercial) District permissions are consistent with the public interest, as they work to “secure for the public, locations for housing, employment, shopping...” and “to conserve and protect the taxable value of land and buildings” through more closely aligning the use permissions with the intent of the B-1 District that is designed to accommodate “large volumes of shoppers” and have “site accessibility [that can accommodate]...high volumes of traffic...” Properties that are appropriately zoned B-1 have access to large-scale transportation and utility infrastructure that has required significant public and private investment to create. The use of these properties primarily for low-traffic, low-customer purposes like solar farms or supply warehouses is not the highest and best use of the property, nor the public investment that has been made in it. Properties zoned B-1 that do not have these characteristics or that, for some other reason, would be more appropriate for lower-traffic uses should be reviewed for rezoning or site modification.

Topic 4) Accessory structures are one of the most frequently interacted-with sections of the Code for the average resident; sheds, detached garages, pergolas, and pools are all accessory structures. This section has been reduced in complexity and adjusted to protect public and private infrastructure and address common property maintenance complications. Permitting triggers have been coordinated to align with the Building Code (Ch. 10) triggers for permitting. Height concerns expressed by the public have been addressed by clearly articulating the relationship between primary and accessory structures to avoid the creation of 2.5-story garages on lots populated by ranch homes, while still allowing the 2-story carriage homes that are common in older (taller) areas.

2. The extent to which property values are diminished by the proposed particular zoning restriction.

Property owners in the City will still be able to make reasonable use of their properties after implementation of the proposed text amendments.

The additional restriction created by the additional accessory structure setback improves the practical application of the Code in the context of other chapters, including Ch. 10 (Building) and Ch. 24 (Subdivision). However, this additional setback could be viewed as an inconvenience (and therefore reduction in value) by property owners seeking multiple accessory structures on smaller lots. Some property owners may feel frustration at having to (more clearly) comply with requirements related to appropriate parking locations and the management of inoperable vehicles, but this is not a diminishment of property value.

Some B-1 properties could be slightly diminished in value due to the reduction in potential uses, but the increased allowance of other uses should compensate, resulting in no net reduction, and should support the highest and best use of properties in the District.

3. The extent to which the destruction of property values promotes the health, safety, morals, or general welfare of the public.

The increase in setback on accessory structures that may cause inconvenience for occasional property owners is intended to help protect public and private infrastructure, including water, sanitary sewer, and stormwater conveyance. Every time existing infrastructure is damaged there is a financial and opportunity cost to the public. The City expects to spend \$350 million over the next 10 years on water infrastructure alone, with tens of millions of dollars spent annually for the repair, improvement, and maintenance of our public sewer system. Private utility infrastructure costs are borne by the rate payers of those utilities and damage can result in increases to those rates. The Council and City residents have invested significant time and energy in the review of Preliminary and Final Plats that include easements and infrastructure plans; ensuring that our permitting and review processes protect the function and long-term viability of that infrastructure—to the greatest extent practicable—promotes the general welfare of the public and the fiscal responsibility we all expect of City government.

Expected improvements in enforcement efforts by providing clarity can be expected to *increase* property values where enforcement issues related to parking and accessory structures are ongoing.

4. Whether a Comprehensive Plan for land use and development exists, and whether the amendment is in harmony with it.

The proposed amendments support the following Goals, Objectives, or Policies of the 2035 Plan:

- ED-4. (Enhance the image of Bloomington as a business friendly community);
- N-1.2. (Prioritize, with urgency, the revitalization of the neighborhoods in the Regeneration area);
- N-2. (Improve community identity and appearance by celebrating the unique nature and character of the City's individual neighborhoods);
- ACH-4. (Identify, conserve, and preserve the City's heritage resources as a basis for retaining and enhancing strong community character and a sense of place), Objective ACH-4.1. (Fully integrate considerations of historic and cultural resources as a major aspect of the City's planning, permitting and development activities);
- PS-1.4. (Improve the physical environment to enhance public safety); and
- UEW-1. (Provide quality public infrastructure within the City to protect public health, safety and the environment), UEW-1.1. (Maintain the existing City operated infrastructure in good condition).

5. Whether the City needs the additional types of uses or development allowed by the proposed amendment.

The City has a need to reduce hurdles to residential development—particularly high-density and mixed-use forms, in appropriate locations—to reduce development pressure and slow price increases in lower-density areas where procedural hurdles are less common.

RECOMMENDATION

Staff recommends that the Commission take the following actions:

Motion to establish findings of fact that the proposed text amendments ***are in the public interest***, and a motion to recommend that City Council ***approve*** the proposed text amendments.

Respectfully Submitted,
The Planning Division

Attachments:

1. Proposed Amendments to (Ch. 44) the Zoning Code of the City of Bloomington, Illinois.
2. Proposed Amendments to Ch. 29 (Motor Vehicles and Traffic) of the City of Bloomington, Illinois.

ATTACHMENT 1

Amendments to (Ch. 44) the Zoning Code of the City of Bloomington, Illinois

(Additions are indicated by underlining; deletions are indicated ~~strikeout~~.)

§ 44-403. [Ch. 44, 4-3] Residential bulk and site standards.

...

No changes are being made to the permissions for uses or the size of lots/yards.

§ 44-404. [Ch. 44, 4-4] General standards.

A. On-site development standards.

- (1) See Article IX, General Provisions, for various on-site development standards such as exterior lighting requirements, permitted encroachments, accessory uses and structures.
- (2) The bulk and site regulations specified in the foregoing may be modified as specified below.
 - (a) Lot area and width. Any Lot of record platted prior to 1956, and still consisting of the original platted Lot, having less area or width than herein required may be used for a single-family dwelling without requiring a Variance(s) for the Lot Characteristics of the District.
 - (b) Alley access. When a public or private platted alley or drive provides vehicular access to the rear of a property, and no curb cut is or will be provided for vehicular access or parking in the front of the property, then the required front yard may be administratively reduced to not less than 15 feet in any Resident District. A "no access" strip shall be platted along the street frontage for any property developing in this manner. This provision shall not override Transition provisions designed to increase compatibility with adjacent residential uses.
 - (c) Required Yards. The required yards shall be maintained on each side of a dwelling, but may be reduced by the percentage by which a legally platted Lot of record is substandard for the District Lot Characteristics. In no instance shall a side yard be reduced to less than five (5) feet, or a front or rear yard reduced to less than 15 feet.

B. Transition. In addition to the requirements of Article IX and § 44-403, the following regulations apply to residential front yards.

- (1) Where lots comprising 50% of a block frontage in a residence district are improved with buildings that are set back further than or less than the required front yard for the District, the required front yard shall be the average of front yard depths of residences on each developed site on the block frontage. For the purposes of this section, a traffic control device, block numbering system or street curve in excess of a 45° angle may be considered as a line of demarcation.

...

D. Off-street parking and loading. See Article XII, Off-Street Parking and Loading, for standards

governing off-street parking and loading. In addition to the requirements of Article XII, the following regulations apply to residential driveways.

- (1) Required off-street parking spaces for residential uses shall be located on the same lot as the use requiring such parking or on an adjoining lot. ~~Except as provided in Subsection C(2) below, required off-street parking spaces in residence districts shall be located on the same lot as the use requiring such parking.~~
- (2) Off-street parking spaces and driveways shall be located as follows:
 - (a) All new and approved off-street parking spaces and driveways shall be located at least three feet from any side lot line, unless shared with an adjacent property. New shared driveway approvals shall require a Shared Driveway Agreement, running with the land, to be recorded against both properties that share the drive.
 - (b) All legal nonconforming driveways may be reconstructed, but not expanded, at their existing location.
 - (c) In the R-1A, R-1B, R-1C, R-1H, and R-2 Districts, no off-street parking shall be permitted in the front yard except on approved driveways of single-family, two-family, and attached single-family dwelling units. ~~On driveways leading to only one legal off-street parking space, the parking of no more than two cars side-by-side is allowed only under the following conditions:~~
 - (d) At no time can more than 50% of the width of the Lot be developed as parking spaces and/or driveways.
- (3) Driveways.
 - (a) The Driveways s must be paved using concrete or asphalt;
 - (b) The width of the driveway ~~approach and the driveway~~ at the back of the sidewalk ~~must be a minimum of 16 feet and shall not exceed 24 feet. The required width shall be maintained to a sufficient length to allow parking of cars on private property. Existing driveways less than 16 feet wide may be flared to the required width and length without widening the driveway approach only if plans are approved by the Director of Development Services.~~
 - (c) Vehicles parked on driveways ~~vehicles~~ shall not overhang or extend over public or private sidewalks, alleys, or streets.
 - (e) ~~In all other districts, off-street parking spaces shall only be permitted on approved driveways in the required front yards, unless otherwise provided by this Zoning Ordinance.~~

E. Landscaping. See Article XIII, Landscaping and Screening, for standards regarding landscaping and screening.

...

§ 44-1617[Ch. 44, 16-17] Definitions "P."

PARKING LOT - An outside area, not on a public right-of-way, exclusive of driveways, used for the parking of motor vehicles. For purposes of computing the number of parking

spaces in a lot, all areas used for parking under unified control on the same or contiguous parcels of land shall be considered as one lot.

PARKING LOT LANDSCAPING - Landscaped areas located in and around a parking lot in specified quantities to improve the safety of pedestrian and vehicular traffic, guide traffic movement, improve the environment and improve the appearance of the parking area and site.

PARKING LOT, COMMERCIAL - Parking space(s) or parking lot, associated with any business, commercial or industrial use, where such lot is established as the principal use of a lot.

PARKING LOT, NONCOMMERCIAL - ~~Parking space(s) or An accessory~~ parking lot, associated with ~~multiple-family~~ residential ~~or group living~~ uses, i.e., ~~multiple-family, apartments,~~ dormitories, sororities and fraternities, or other noncommercial uses, such as ~~churches houses of worship or government buildings,~~ which are normally permitted or permitted as special uses in residential zoning districts.

PARKING SPACE - An area ~~on a parking lot~~ sufficient in size according to the provisions of this Code, ~~and hardened with an appropriate dust-free surface,~~ to store one passenger motor vehicle, connected to a street or alley by a driveway or driving area and so arranged as to permit ingress and egress of the motor vehicle at all times without maneuvering on a sidewalk ~~and without moving any other motor vehicles parking adjacent to the parking space.~~

§ 44-502. [Ch. 44, 5-2] Business Districts - permitted and special uses.

Refer to Article XVII, Definitions, for clarity on the uses listed.

...

B. Allowed Uses Table.

	B-1	B-2	C-1	D-1	D-2	D-3	Reference
...							
RESIDENTIAL							
Household Living							
Dwelling, Single-Family				p2	p2	p1	
Dwelling, Single-Family Attached	§ P ²	P	S		P	p1	§ 44-1046
Dwelling, Two-Family		P	S	p2	P	p1	§ 44-1046
Dwelling, Multiple-Family	§ P ²	p1	S	p2	P	p1	
Live/Work Unit	§ P ²	P	S	p2	P	P	
Protective Housing	P	P	P			P	
...							
INSTITUTIONAL							
...							
Health							
Ambulatory Surgical	P	P	P	p2			

	B-1	B-2	C-1	D-1	D-2	D-3	Reference
Treatment Center <u>or</u> Medical Center							
Hospital <u>or</u> Medical Center	S		P				
...							
INDUSTRIAL							
Manufacturing and Production, Light							
Apparel, Fabrics, Leather Industries						P	
Commercial Cleaning and Repair Services	P		P			P	
Commercial Community Kitchen	S	S	P	P	S	P	
Electronics Assembly Plants						S	
Fabricated Metal Industries						S	
Furniture and Fixtures Industries						S	
Trade and Construction Services	P <u>S</u>	P				P	
Storage and Equipment Yards							
Mini Warehouses	S			S	S	S	§ 44-1026
Parking Lot, Commercial	S	S	S	S	S	S	
Warehouse	P ⁴ <u>S</u>		S			P	
...							
Utilities							
Commercial Solar Energy Conversion Facilities	P ⁴	P ⁴				P	§ 44-1031
Private Solar Energy Conversion Facilities	P ⁴	P ⁴	P	P ⁴	P ⁴	P	§ 44-1031
Private Wind Energy Conversion Facilities	P ⁴	P ⁴					§ 44-1036
...							

Notes:

1. A Special Use is required when the use adjoins a Residential District boundary line.
2. The use is permitted only when located above the first story above grade.
3. Maximum permitted height is 45 feet or three stories, whichever is lower.
4. (Reserved) As accessory to another allowable principal use. Regulations and Use Provisions related to the use as a principal use shall still apply.

§ 44-1602[Ch. 44, 16-2] Definitions "A."

...

~~AMBULATORY SURGICAL TREATMENT CENTER~~ - Any institution, place or building devoted primarily to the ~~maintenance and operation of facilities for the performance of surgical procedures providing same-day surgical care, diagnostic tests, and preventive procedures where patients return home within 24 hours, or any facility in which a medical or surgical procedure is utilized to terminate a pregnancy, irrespective of whether the facility is devoted primarily to this purpose.~~ Such facility shall not provide beds or other accommodations for the overnight stay of patients; however, facilities devoted exclusively to the treatment of children may provide accommodations and beds for their patients for up to 23 hours following admission. Individual patients shall be discharged in an ambulatory condition without danger to the continued wellbeing of the patients or shall be transferred to a hospital. The term "ambulatory surgical treatment center" does not include any of the following:

- A. Any institution, place, building, or agency required to be licensed pursuant to the "Hospital Licensing Act" approved July 1, 1953, as amended.
- B. Any person or institution required to be licensed pursuant to the 'Nursing Home Care Act', approved August 23, 1979, as amended.
- C. Hospitals or "ambulatory surgical ~~treatment~~ centers" maintained by the State or any department or agency thereof, where such department or agency has authority under law to establish and enforce standards for the hospitals or ambulatory surgical treatment centers under its management and control.
- D. Hospitals and "ambulatory surgical ~~treatment~~ centers" maintained by the Federal Government or agencies thereof.
- E. Any place, agency, clinic, or practice, public or private, whether organized for profit or not, devoted exclusively to the performance of dental or oral surgical procedures.

→ Move definition to § 44-1620 [Ch. 44, 16-20] Definitions "S."

...

§ 44-908. [Ch. 44, 9-8] Accessory buildings and uses other than fences.

On a lot devoted to a permitted principal use, customary accessory uses, and structures are authorized subject to the following standards and any applicable off-street parking requirements:

...

D. Except for fences, an accessory building or structure hereafter constructed, erected, placed, structurally altered, enlarged, or moved, except as otherwise permitted in this Code shall be subject to the following ~~bulk~~ requirements:

- (1) Prior to installation of any accessory structure over 120 square feet, a permit shall be obtained from the Development Services Department. Installation of an associated foundation or slab shall trigger the requirement for a permit.
- (2) Except for roadside markets, no accessory building or structure shall be permitted within the required front or side yards of a lot, as set forth in each district. Accessory structures shall be located behind the front face of the primary structure. This restriction applies to required primary and secondary front yards.
- (3) Accessory structures shall not be located in drainage or access easements. Accessory structures may only be located in utility easements with prior written permission from any utilities present in such easement.
- (4) Accessory buildings and structures shall comply with Table 908. For regulations related to

fences see § 44-910.

Table 908: Accessory Building and Structures

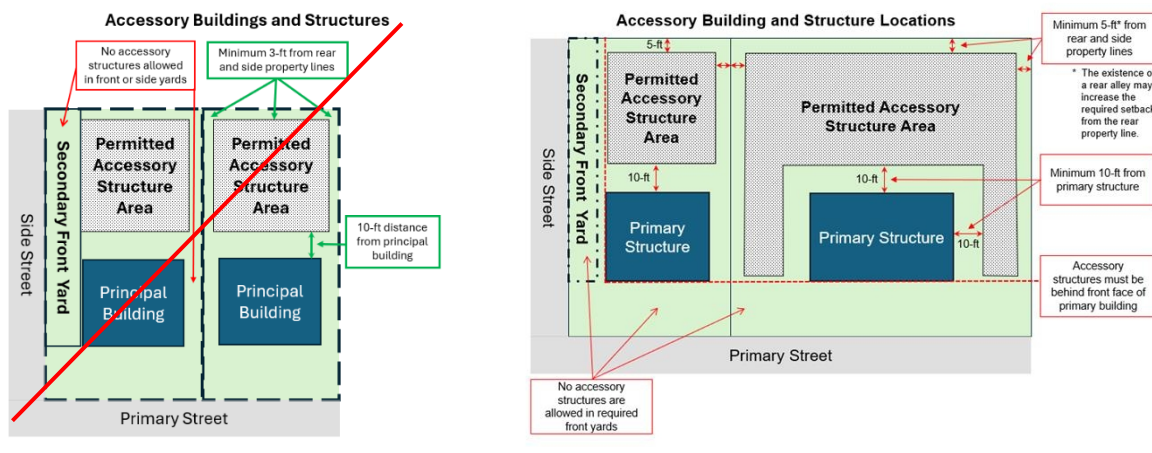
Districts	Maximum Height **	Min. Distance to Principal Building Wall	Min. Distance to Rear or Side Lot Line	Min. Distance to Alley Right-of-Way Line
Agricultural Districts	Equal to permitted height of district	10 feet	3 <u>5</u> feet	10 feet*
Residential Districts	14 feet <u>Equal to 80% of the permitted height of district</u>	10 feet	3 <u>5</u> feet	10 feet*
Business Districts	Equal to permitted height of district	10 feet	3 <u>5</u> feet	10 feet*
Manufacturing Districts	Equal to permitted height of district	10 feet	3 <u>5</u> feet	10 feet*
Public Interest Districts	Equal to permitted height of district	10 feet	3 <u>5</u> feet	10 feet*

Notes:

* When the entrance to the accessory building for motor vehicles is parallel to and facing such alley right-of-way line

**** Notwithstanding the allowed maximum height in Table 908, an accessory structure may not exceed the height of the principal structure.**

Diagram 908D(2)



- (5) The foregoing height limits shall not apply to telecommunication antennas and telecommunication antenna facilities authorized pursuant to Article IV and X of this Code.
- (6) The gross floor area of an accessory building or structure to be constructed in any zoning district shall not exceed 30% of the rear yard, nor shall it exceed following:
 - (a) In an agricultural district or residential the R-1A, R-1B, R-1C, R1-H, R-2, or R-4 district, the gross floor area of an accessory building or structure shall not exceed the ground floor of the principal building or 1,000 square feet, whichever is less.

- (b) In a business district, manufacturing district, public interest district ~~or the R-3A or R-3B District~~, the cumulative gross floor area of an accessory building or structure in combination with the principal structure(s) shall comply with the gross floor area regulations for the zoning district in which it is located.
- (7) ~~No A~~ manufactured home, mobile home or other similar portable structure or building ~~shall be used as an accessory building or structure except when may be~~ used incidentally to and temporarily for construction operations of a principal use. ~~, notwithstanding the following exceptions:~~
 - (a) ~~Storage buildings not exceeding 144 square feet in area and a maximum height of 12 feet to the highest point on such building are permitted as accessory buildings.~~
- (8) ~~(b) It shall be unlawful to use any~~ Portable or on demand storage containers s or other similar portable structures are prohibited as ~~an accessory building or~~ accessory structures when located on any Residential District lot, except when used temporarily during construction or moving operations of a principal use. Such portable containers or structures shall be removed from such Residential District lot within 14 consecutive days after the date of completion of such construction or moving operations.
- (9) An accessory building which is attached to, or within 2 feet of, a principal building shall be considered as a part of the principal building and shall be subject to all regulations governing the location of principal buildings.
- ~~(9) An accessory building which is not attached to a principal building may contain a rooming unit as an accessory use provided that such rooming unit is occupied by a person who is related by blood, adoption, or marriage to a member of the family occupying a single-family dwelling unit in the principal building or provided that such rooming unit is occupied by a household servant employed by the family occupying a single-family dwelling unit in such principal building.~~
- (10) No incinerator shall be hereafter constructed, erected, placed, structurally altered, or enlarged in or within 2,000 feet of property in a residential district.
- (11) Structures or buildings that are accessory to manufactured homes or mobile homes are not to be considered permanent and shall not have permanent foundations (foundations 40 inches or more below grade). These structures shall be constructed to be freestanding and not apply any additional loading situations to the manufactured home or mobile home it is associated with.

...

§ 44-1203. [Ch. 44, 12-3] General provisions.

...

E. Storage of Vehicles.

- (1) Required off-street parking spaces, driveways, and areas required for internal access may not be used for Vehicle Storage.
- (2) Unless otherwise permitted by this Code, inoperable vehicles must be stored indoors, or in an appropriately screened and surfaced outdoor storage area where permitted by the relevant District regulations.
- (3) On properties where a legal Vehicle Sales and Service use is in operation, operable vehicle inventory may be stored in parking spaces that are not used to fulfill off-street parking requirements. A parking space used for the storage of vehicle inventory shall comply with the definition in § 44-1617.

~~E.~~ F. Storage of camping and recreational equipment and domestic utility trailers. Any owner of camping and recreational equipment or domestic utility trailer may park or store such camping and recreational equipment or utility trailer in a Residential District subject to the following conditions:

- (1) At no time shall such parked or stored camping and recreational equipment be occupied or used for dining, sleeping or housekeeping purposes while parked or stored in a residence

district except for a period of not to exceed 14 days in one calendar year, provided, however, that such mobile home, travel trailer, pickup coach, motor-home or camping trailer may be used for only for sleeping purposes during such fourteen-day period;

- (2) ~~During the period~~ From September 15th through April 15th, ~~if the recreational equipment is parked or stored outside of~~ may be stored in a garage, ~~it shall be parked~~ or stored to the rear of the front building line of the principal structure on the lot on a hardened or compacted surface;
- (3) ~~If parked~~ From April 16th through September 14th ~~to the front of the front building line of the principal structure on the property~~, recreational equipment may be parked to the front of the front building line of the principal structure, but must be on a hard surface as defined in § 44-1609 Article XVI of this Code.
- (4) ~~However, such~~ camping and recreational equipment may be parked anywhere on the premises for loading or unloading purposes for a period not to exceed 24 hours per episode.
- (5) All recreational equipment or domestic utility trailer must be parked a minimum of three feet from a side or rear yard lot line at all times, except for periods of loading or unloading.
- (6) ~~If parked~~ From April 16th through September 14th ~~to the front of the front building line of the principal structure on the property~~, recreational equipment may be parked to the front of the front building line of the principal structure, ~~but must be on a hard surface as defined in Article XVI of this Code.~~
- (7) If ~~the~~ recreational equipment is a self-propelled vehicle that is not stored on a trailer (such as a motor-home), it must be parked on a hard surface, as defined by § 44-1609, whether it is parked to the front or rear of the front line of the principal structure no matter where it is parked on the property. Double- or single-axle camping trailers, domestic utility trailers, boats on trailers, and other items of recreational equipment stored on trailers do not require a hard surface, but need to be stored on a compacted surface, as defined by § 44-1604 Article XVI of this Code, ~~if such recreational equipment is stored or parked to the rear of the front building line of the principal structure on the property.~~

F. G. Maintenance.

- (1) All parking, loading and circulation areas shall be maintained free of dust, trash, weeds, and debris. Surfacing, curbs, walkways, light fixtures, signs, and related appurtenances shall be maintained in good repair and safe condition at all times.
- (2) The visibility of pavement markings delineating parking spaces and directional control shall be maintained.
- (3) All off-street parking, stacking, and loading areas required by this article shall be maintained free of accumulated snow or standing water that prevents full use and occupancy of the areas, except for temporary periods of heavy rainfall or snowfall not to exceed five days.

44-1206F. Surfacing requirements.

- (1) Parking lots. All off-street parking, stacking, and loading areas shall be constructed using a hard surface, as defined by § 44-1609, surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent material as approved by the City Engineer. Surfaces such as pervious asphalt, pervious concrete, or turf blocks are permitted; subject to the requirements of this chapter and other City policies pertaining to stormwater management.

§ 44-1609[Ch. 44, 16-9] Definitions "H."

HARD SURFACE -

Any asphalt, or concrete, brick, or pavers of an approved thickness, or an equivalent dust-free material as approved by the City Engineer and Development Services Director, surface as required by Article VII of this Code, but specifically excluding ~~rock,~~ gravel, grass, or dirt.

ATTACHMENT 2

Amendments to Ch. 29 ((Motor Vehicles and Traffic) of the City of Bloomington, Illinois

(Additions are indicated by underlining; deletions are indicated ~~strikeout~~.)

§ 29-104[Ch. 29, Sec. 4] Streets, etc., defined.

ALLEY - Those public or private platted thoroughfares less than 20 feet in width and used primarily as the service access to abutting properties.