#2026-099
UDO Text Amendment – Various
Project Review for Planning and Zoning Commission

Meeting Date:	June 3, 2026
Request:	Amend the Unified Development Ordinance Article 2, 3, 4 and the Appendix.
Staff Contact:	Elizabeth Maxwell, City Planner Darrell Moore, Assistant City Planner

Background:

- The Unified Development Ordinance was adopted in 2009. It is a living document that has been amended throughout the years.
- The following proposed amendments to the UDO are intended to minimize the number of roadway classifications and better align with the standards and terminology used by the Public Works & Engineering Department.

Recommendation:

The following revisions and additions relating to roadway requirements and classifications are recommended for greater clarity and efficiency during the permit application process and to reduce inconsistencies between the Unified Development Ordinance and other sections of the City Code.

Summary of the Changes

Roadway classifications

- Reducing the number of street classifications from six to four and removing design requirements from the UDO.
- Designating the City Engineer as the authority to determine the classification of a proposed roadway.

Driveway setback

- Allowing the City Engineer to lessen the interior side and corner side yard setback of a driveway.

Standard cross-sections for streets

- Striking this section of the appendix.

Thoroughfare classification map

- Striking this section of the appendix.

(Existing text is in black, Red text are the proposed changes.)

ARTICLE 2

Section 2-400C Review criteria for specific uses

9. AUTOMOBILE DEALERS, PASSENGER CAR RENTAL AND LEASING
d. Repair bays: Repair bays shall not front adjacent ~~major~~ arterial or collector rights-of-way or towards property that is residential property.

ARTICLE 3

Section 3-300 Measurements and Exceptions

C. Exceptions
2.f. Driveways and curbs, no closer than 1.5 feet running roughly parallel to interior side and corner side yards, unless otherwise approved by the City Engineer.

ARTICLE 4

Section 4-100 Street Standards

~~B. Applicability. The following specifications illustrate typical configurations required for all public and private streets. The City Engineer will configure and adjust these specifications as necessary for specific conditions.~~

~~C~~B. Functional classification of streets. The following identifies the basic characteristics of the four general categories within the functional classification system:

1. ~~Major~~ Arterial. These routes serve regional transportation needs for traffic entering and exiting the City and between major activity centers within the City. ~~Refer to the City's standard cross-section details in the Appendix.~~ Examples: Route 31, Route 14.
   - ~~a. Generally provide a minimum of two travel lanes in each direction with a continuous median that accommodates left-turn lanes at intersections.~~
   - ~~b. The median and vegetated swales alongside the roadway would ideally provide water quality pretreatment benefits through the use of bioretention cells before being released to storm sewers, drywells, or detention/retention facilities.~~
   - ~~c. Access along major arterial roadways is typically limited to intersections with other arterial or collector roadways; shared access and frontage road systems are strongly encouraged. The limited access points allow for higher travel speeds and serve long-distance traffic within the area.~~
   - ~~d. The right-of-way width required for a major arterial is generally 120 feet to 170 feet; necessary right-of-way/easements and setbacks for future expansion to three travel lanes in each direction with a thirty-foot center median should be provided if initially constructed to a lesser configuration.~~

e. Provide an off-street bicycle facility, unless waived by the City Engineer. If the minimum right-of-way is provided, off-street bicycle facilities may need to be placed in a dedicated easement outside the public right-of-way.

f. Increase the width of the right-of-way by 10 feet for a distance of 250 feet each way from an intersection with a collector or arterial street (distance measured along right-of-way) in order to facilitate an increased pavement width for a separate left-turn lane and a wider entry lane.

2. Minor arterial. These routes interconnect and supplement the major arterial routes, accommodate moderate trip lengths, and service activity centers. Refer to the City's standard cross section details in the Appendix. Examples: Ackman Road, Crystal Lake Avenue, McHenry Avenue, Main Street.

a. Generally provide one to two travel lanes in each direction with a center-striped median that accommodates left-turn lanes at intersections.

b. The right-of-way width required for a minor arterial is 100 feet to 120 feet; necessary rights-of-way/easements and setbacks for future expansion to a five-lane cross section should be provided if initially constructed to a lesser configuration.

c. Generally provide either an on-street or off-street bicycle facility, unless waived by the City Engineer.

d. Increase the width of the right-of-way by 10 feet for a distance of 250 feet each way from an intersection with a collector or arterial street (distance measured along right-of-way) in order to facilitate an increased pavement width for a separate left-turn lane and a wider entry lane.

32. Major Collector. These routes serve as intermediate links between major arterials and points of origin or destination by providing access and traffic circulation within residential neighborhoods and commercial areas. Refer to the City's standard cross section details in the Appendix. Examples: Golf Course Road, Huntley Road, Pingree Road.

a. Generally provide for one travel lane in each direction.

b. The minimum right-of-way width required for a major collector is 80 feet; 100 feet or more may be required for a rural cross section with ditches. Necessary right-of-way/easements and setbacks for future expansion to a five-lane cross section should be provided if initially constructed to a lesser configuration.

c. Direct residential driveway access is not generally permitted for major collector streets.

d. Provide either an on-street or off-street bicycle facility, unless waived by the City Engineer.

e. If an off-street bicycle facility is provided, the use of a continuous center turn lane or striped median is permitted, as it allows increased access to adjacent properties and encourages lower travel speeds due to the narrower lanes.

f. Increase the width of the right-of-way by 10 feet for a distance of 250 feet each way from an intersection with a collector or arterial street (distance measured along right-of-way) in order to facilitate an increased pavement width for a separate left-turn lane and a wider entry lane.

4. Minor collector. These roads connect smaller access streets and residences to the main roadway network (major collectors and arterials). Refer to the City's standard cross section details in the Appendix. Examples: Alexandra Boulevard, Village Road.

a. Generally provide for one travel lane in each direction; also provide a separate left-turn lane at intersections with collectors or arterials.

~~b. The minimum right-of-way width required for a minor collector is 70 feet; 100 feet or more may be required for a rural cross-section with ditches.~~

~~c. Subdivisions shall provide at least one well-planned minor collector street per the City's standard specifications for right-of-way and engineering standards in this Ordinance for each access to a major thoroughfare (major collector or arterials).~~

~~d. Direct residential driveway access is generally permitted for minor collector streets.~~

~~e. Two-way traffic must be maintained at all times, even if on-street parking is permitted on both sides of the road.~~

~~f. Provide either an on-street or off-street bicycle facility, unless waived by the City Engineer.~~

~~g. Increase the width of the right-of-way by 10 feet for a distance of 150 feet each way from an intersection with a collector or arterial street (distance measured along right-of-way) in order to facilitate an increased pavement width for a separate left-turn lane and a wider entry lane.~~

~~5~~3. Local street. These roads serve to provide access to residential neighborhoods and commercial areas. ~~Refer to the City's standard cross section details in the Appendix. Examples: Caroline Street, Memorial Drive.~~

~~a. Generally provide for one travel lane in each direction.~~

~~b. The minimum right-of-way width required for a local street is 60 feet; additional right-of-way, and/or municipal easements may be required if a rural cross section is utilized.~~

~~c. Increase the width of the right-of-way by 10 feet for a distance of 150 feet each way from an intersection with a collector or arterial street (distance measured along right-of-way) in order to facilitate an increased pavement width for a separate left-turn lane and a wider entry lane.~~

4.~~6.~~ Alley. An alley (residential or commercial) is a very low volume road designed to provide access to the rear or side of a lot, including refuse handling and fire access. Alleys are not intended to carry a significant volume of through traffic. ~~Refer to the City's standard cross section details in the Appendix.~~

a. Only used with the approval of the City Engineer.

b. All alleys shall be built to City standards.

~~c. Alleys may not access arterial or major collector streets.~~

d. All alleys shall have at least two direct access points to public streets~~and are subject to the block length criteria included in this Ordinance.~~

e. Alleys shall not be utilized as the primary means of access to a parking lot.

Standard cross-sections for collector and local ~~roadways~~ streets are provided. The City Engineer shall determine whether the proposed roadway is classified as a major collector or a minor collector. Cross-sections for ~~major and minor~~ arterial roadways are determined on a case-by-case basis depending upon specific site conditions.

Section 4-900 Design Standards

B. Lot Standards

6. Double frontage lots are discouraged except where lots back upon an ~~major or minor~~ arterial ~~or major~~ collector and in such instances, vehicular access between the lots and the thoroughfare

is prohibited. Such lots shall have an additional depth of at least 20 feet in order to allow for a protective screen planting.

APPENDIX

Section A-400 Access Management ~~Manual~~

Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to maintain safety at a roadway's full traffic carrying capacity. Implementing an access management program will encourage smooth and safe traffic flow on the City's roadways.
~~A. Roadway classification hierarchy. Per the UDO, City streets are classified as follows from highest to lowest:~~
~~1. Major arterial;~~
~~2. Minor arterial;~~
~~3. Major collector;~~
~~4. Minor collector;~~
~~5. Local street; and~~
~~6. Alley.~~

~~Major arterial, minor arterial, major collector and minor collector streets in the City are indicated on the Thoroughfare Plan included in the Appendix.~~

Section A-700 Pavement design and construction.

Standard Pavement Sections - Hot Mix Asphalt (HMA)									
	~~Major/Minor Arterial~~	~~Major Collector~~		~~Minor~~ Collector		Local/Alley		Parking Lots	Parking Lots - Heavy Duty
HMA Surface Course	~~1.5" Mix D, N70~~	~~1.5" Mix C, N50~~		1.5" Mix C, N50		1.5" Mix C, N50		1.5" Mix C, N50	1.5" Mix C, N50
HMA Binder Course	~~2.5" IL 19, N70~~	~~4.5" IL 19, N50~~	~~2.5" IL 19, N50~~	4" IL 19, N50	2.5" IL 19, N60	2.5" IL 19, N50	2.5" IL 19, N50	2.5" IL 19, N50	2.5" IL 19, N50
HMA Base Course	~~8"~~	~~—~~	~~7"~~	—	6"	—	4"	—	—
Aggregate Base Course (CA-6, Grade #9)	~~4"~~	~~12"~~	~~4"~~	12"	4"	12"	4"	8"	10"

Standard Pavement Sections - Portland Cement Concrete					
	~~Major/Minor Arterial~~	~~Major~~ ~~Collector~~	~~Minor~~ Collector	Local/Alley	Parking Lot (including heavy duty)
Portland Cement Concrete, Class PV	~~8"~~	~~8"~~	8”~~6"~~	6"	6"
Aggregate Base Course (CA-6, Grade #9)	~~8"~~	~~8"~~	8"	4"	4"

Section A-500 Standard cross-sections for streets

REMOVE THIS SECTION

Section A-1700 Thoroughfare classification map

REMOVE THIS SECTION